Table of Contents

Community Assessment.....1

Introduction..... 1

Issues and Opportunities..... 3

Population Change 3
Economic Development 3
Natural and Cultural Resources..... 6
Facilities and Services..... 8
Housing 8
Land Use 10
Transportation 12
Intergovernmental Coordination 14

Analysis of Existing Development Patterns..... 15

Existing Land Use 15
Areas Requiring Special Attention..... 22
Character Areas..... 38

Analysis of Consistency with Quality Community Objectives..... 46

Regional Identity..... 46
Growth Preparedness..... 47
Appropriate Business 48
Education Opportunities..... 50
Employment Options..... 50
Heritage Preservation 50
Open Space Preservation..... 51
Environmental Protection..... 52
Regional Cooperation..... 53
Transportation Alternatives..... 54
Regional Solutions 55
Housing Opportunities 56
Traditional Neighborhoods..... 57
Infill Development 58
Sense of Place..... 59

Table of Contents

Analysis of Supporting Data 61
Population 61
Housing 64
Economic Development 69
Natural Resources 75
Historic and Cultural Resources 101
Community Facilities 112
Transportation 141
Intergovernmental Coordination 189

Public Participation Program 193

Introduction 193

Stakeholders/Steering Committee 194

Participation Techniques 196
Public Education 196
Pubic Input 198
Public Interaction 200

Community Agenda Schedule 202

Appendix i

COMMUNITY ASSESSMENT

Introduction

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

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

The Cobb 2030 plan is an update to the 1995 – 2015 Comprehensive Plan. The 2030 plan will build upon and enhance the vision created in the 1995 document. This will assist the community in preparing for the social, economic, and cultural changes that we are experiencing and providing a vision of what the community wants to be in the future.

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

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

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

Issues and Opportunities

The purpose of the Issues and Opportunities list is to provide an all-inclusive series of potential concerns that require further study and analysis throughout the remainder of the Cobb 2030 plan document. This list will be modifies later in the planning process as we meet with the community and incorporate their ideas and attitudes about the future of Cobb County. The lists are broken down by subject area and are as follows:

Population Change

- Continued growth is anticipated over the next twenty (20) years and Cobb County must address the growth challenges associated with continual increases in population.
- The racial and ethnic diversity of the County is expanding; adequate provisions should be made to address the needs of these growing populations.
- It is anticipated that the number of individuals age 60 and over will increase by over three times their current numbers over the next twenty-five (25) years. This will have an impact on the growth patterns and service provision.
- Cobb County has a high educational attainment compared to other regional and state communities. This should be driving force in our economic development initiatives.
- Household income and per capita income is higher than the average in Metropolitan Atlanta. The growth rate of income statistics has slowed in comparison to the other larger counties.

Economic Development

Existing Businesses

- Cobb County has no single dominant sector that drives industry/business. This diversified economy is one of the reasons Cobb County has fared well in uncertain economic times.

- Additional steps may be taken by the County to assist in small business expansion and development including developing incentive packages to assist eligible businesses in achieving their growth goals as well as addressing key retention issues.
- Additional resources should be used to support existing businesses (entrepreneur and small business assistance, business retention programs, etc.)
- Cobb County and the Cobb Chamber of Commerce have an active business recruitment and retention program.
- Existing businesses become well integrated into the community by participating in events/programs/issues offered through the local chamber of commerce, local business associations and community improvement districts.

Prospective Businesses

- Business recruitment efforts are matched to the levels of local/regional workforce education and training.
- Business recruitment efforts focus on business types compatible with the surrounding community and complimentary to our existing business base.
- Recruitment efforts focus on growth industries: businesses that have good survival rates, offer meaningful employment opportunities for our residents and contribute to the overall quality of life in Cobb County.

Tools/Methods

- The time may be right for Cobb County to consider updating its community vision for economic development activities in the form of an economic development strategic plan.
- Cobb County has a long-term infrastructure plan that guides, directs, and supports growth management practices.
- Existing low property tax assists in attracting business to the community.
- Additional strategies are needed to assist in recruiting targeted industries.
- Our community's economic development programs:
    - Use innovative tools;

- Use multiple methods and funding sources to support and attract businesses (enterprise zones, tax abatement, tax allocation districts, etc.);
- Provide focus on both revitalizing existing commercial structures and accommodate new development while enhancing local assets;
- Use incentives appropriately to encourage targeted types of businesses;
- Cobb County has analyzed the types of enterprises that would fit effectively into the local economy, including those that could be accommodated immediately;
- Cobb County publicizes its economic development successes.

Economic Development & Land Use Interaction

- Pristine land/Greenfield sites are being developed.
- A community wide cost-benefit analysis is used to determine the effectiveness of infrastructure expansion, service provision, and incentives.
- There are constraints to small business formation due to the need for additional capital.
- There is a lack of physical convenience and accessibility of jobs to workforce.
- There is an imbalance between location of available workforce housing and major employment centers.
- Some areas of the County have abandoned buildings and vacant land that reduce the areas desirability for private sector investment.
- There are disinvestments in some areas of the County that could use new public and private sector resources to assist in redevelopment.
- Redevelopment processes are perceived as difficult.
- Local lenders perceive redevelopment projects as risky.
- Many potential redevelopment properties have unquantified or suspect historical uses and potential contaminants causing risk and uncertainty for new and existing property owners.
- There are perceived high costs for site assessment, underwriting, site development, rate of return, cleanup plan, and cleanup.

- Aesthetic and transportation based infrastructure improvements are needed to remain competitive in business recruitment.

Workforce

- Cobb County has strong workforce capabilities, supply, and quality that make the area attractive to business investment and location.
- Additional resources are available to assist local residents in training and retraining to assist existing workforce education efforts underway in the community.
- Educational and workforce raining is readily available through CobbWorks, technical colleges, and universities located in the County.
- Education of the transient/immigrant population will continue to be a challenge for the community in the coming decades.

Natural and Cultural Resources

Resource awareness

- Cobb County has actively identified areas with significant natural and cultural resources to assist in public and private decision-making.
- Additional public education for property owners, residents, elected officials, developers, and others is needed to assist in resource conservation and protection.
- Cobb County should continue its regional cooperation in efforts to protect natural and cultural resources.
- Due to development pressures, some community resources are declining and need further protection.
- The rural scenery that was once the dominant scenic view is disappearing.
- Additional parks, recreational lands, and greenspace is needed to meet the needs of existing and future populations.
- Regionally, water and air pollution continue to be major problems for communities throughout Metropolitan Atlanta.

- Although efforts are being made to control erosion and sedimentation, stormwater runoff continues to be a problem throughout the community.

Implementation/Enforcement

- Additional efforts should be made at the local, regional, and state level to protect air, water, and cultural resources.
- Cobb County, in general, takes important natural and cultural resources into account in the decision making process.
- The designs of many areas in the community do not assist in the conservation and preservation of natural and cultural resources. Luckily, recent ordinances and development trends have resulted in development patterns and designs that minimize impact on the communities, land and water resources through the creation of more compact communities.
- New developments are being guided away from sensitive land, water, and cultural resources by staff, elected officials, and the public-at-large, all of whom have a vested interest in conserving resources.
- Staff and elected officials have recently been effective in setting aside and permanently protecting environmentally sensitive areas such as stream banks, floodplains, steep slopes, and mature woodlands.
- Additional best management practices should be encouraged as part of the development process in Cobb County.
- The country wide multi-use trail system has been envisioned in a way that actively promotes connectivity and linkages among the various segments.
- Our community does not have programs to encourage infill development and brownfield/greyfield redevelopment.

Facilities and Services

Fiscal

- The cost of providing community services for new development are not known or considered in the decision making process.
- Additional fiscal resources will be necessary to meet the service and infrastructure needs for system expansion and replacement.
- Existing infrastructure investments are not being protected by encouraging infill development, redevelopment, and compact development.

Physical

- The age, capacity, function, safety, and maintenance requirements for public facilities have not been inventoried.
- The long-term strategy to locate and maintain public facilities should be updated.
- Quality reputation of K-12 programs (public, private, home schooling, etc.)
- Quality public safety services.

Housing

Housing mix and future demand

- There is an insufficient mix of housing in most neighborhoods. In the majority of the county, even in activity centers, single uses predominate. The mixing of housing types in activity centers will create hamlets and villages that will assist in providing provisions for individuals as they go through life-cycle changes.
- There are few areas of the County that have neighborhood services (such as corner stores, hairstylists, drugstores etc.) within close walking distance that would allow people to obtain daily essentials.
- An inventory of available public and private land will assist in the development of new communities.

Workforce/Affordable Housing

- There is a lack of affordable housing in some areas of the community.

- Incentives and barriers to the maintenance and development of affordable housing have not been inventoried.
- More balance is needed between the location of affordable housing and the major employment centers in the community. The Town Center and Cumberland LCI plans hope to address part of this issue by providing more housing opportunities within these regional activity centers.
- More research should be performed that provides information comparing housing prices, income and the availability of housing.

Housing and Land Use Interaction

- Our County does not have a single inventory of developable properties that are vacant, owned by the County, other governmental agency, or tax delinquent to assist in the process of providing infill housing opportunities. This should be provided to the public only when new guidelines are approved that shapes the development of infill housing.
- Cobb County is active in promoting the stability of quality neighborhoods.
- Residential uses were not encouraged in the regional activity centers in the past.
- Cobb County does not have measures in place to encourage "well-designed" infill and medium to high density residential developments in appropriate locations. The design of these types of structures should help them to be accepted by the community because they will provide a better built environment for the appropriate areas.
- Quality code enforcement and housing enforcement should be maintained to ensure quality residential structures neighborhoods throughout the County.

Housing Programs

- Cobb County has active community-based organizations that provide assistance for low and moderate income housing. These are important organizations in the community and it is important for continued collaboration between the public/private/not-for-profit sectors in regards to the provision of affordable housing.

- Maintenance, enhancement, rehabilitation programs?
- Home buyer education programs?

Land Use

Development Patterns

- Due to past development practices, the general design of the community does not promote the conservation of resources. This is in the process of changing due to the approval of the Conservation Subdivision and Open Space Community Ordinances.
- There is no clear boundary between where towns (cities, villages, hamlets, suburban style subdivisions) stop and the countryside (rural, agricultural, and forest land) begins.
- The current predominant development pattern causes isolation between neighboring developments due to a lack of connectivity and social interaction.
- The current predominant development pattern does not create pedestrian-friendly environments.
- Public spaces (greens, parks, open space, community centers, etc.) are not being provided in a quantity equal to population growth.
- Housing and commercial buildings in less developed areas are not being concentrated in well-defined nodes or villages so that open space, farmland, and forest land is preserved for future generations.
- Cobb County in general is spread out due to severe separation of uses and therefore it is only convenient and economical to access most areas by private automobile.
- Cobb County does not have architectural guidelines to assist in the creation of new towns, villages, or residential infill development in existing communities.
- There are few attractive large tracts of land available for further development.
- Redevelopment will become increasingly important for the continued growth and development of the County.

- Cobb County is interested in providing a variety of housing scenarios including suburban style development, as depicted in much of the existing development pattern, as well as urban style development, in appropriate places, in order to provide a choice to the community.
- Cobb County has the opportunity to provide housing that meets the life cycle changes of the population. The aging of the population will require land use and housing type changes that meet the needs of this age cohort.

Development Process

- Cobb County's future land use map is a fairly accurate prediction of land use patterns and is reasonable in allocating uses. Additional corridor studies and land use master plans will assist in providing additional community based guidance on the preferred future for many areas of the County.
- Development regulations would be easier to understand and comprehend if illustrations were provided in association with the language. This would facilitate public and private understanding of the codes.
- Cobb County has highly qualified individuals from a variety of subject areas that are involved in the development review process.
- Existing land use regulations do not foster the mixing of land uses, creation of neighborhood commercial nodes, or appropriate infill development.
- The plan approval and permitting process is relatively smooth and fosters coordination and collaboration between various departments.
- Expedited review processes for quality growth projects are not encouraged in Cobb County due to community opposition.

Transportation

Current and Future Conditions

- Cobb County and the six municipalities understand the reliance to automobile oriented travel contributes to the region's air and water pollution problems.
- Current development trends appear to be facilitating the shifting of businesses away from town centers and activity centers towards strip retail developments along arterial road networks.
- The County and regional public transportation systems need to be expanded where they are both cost efficient and accessible to a larger residential population.
- Greater connectivity and operational effectiveness can be achieved by mixing travel modes with respect to pedestrian, bicycle, transit, and vehicular transportation options.
- Roadway designs should be contemplated in a Context Sensitive Design manner, where the roadway design factors the existing community conditions in the final design of the corridor. Context Sensitive Design is a program developed by the Federal Highway Administration (FHWA) in an effort to ensure that new transportation facilities are being developed and implemented in a way that provides positive results for connectivity, capacity, and the aesthetics of the local area.
- There are areas of the County that should look at improvements related to the relationship between the location of existing transportation facilities and public transit service with the growing populations that are in need of transportation options to access local area jobs, services, goods, health care, and recreation opportunities.
- The Cobb County Department of Transportation works diligently to develop a comprehensive transportation system that takes into account the concern traffic congestion, regional transit service integration, regional/local parking demands, new roadway improvement initiatives, and alternative transportation modes.

- Increased regional traffic and peak period congestion are reducing the level of service on many of the County's arterial roadways and the neighboring Interstate system.
- Inter-parcel connections between individual development uses where compatible, should be encouraged in new development scenarios.
- Many of our major arterial corridors are experiencing increased peak period vehicular congestion, unappealing commercial signage clutter, and a heightened level of sprawling development patterns.
- Implement effective transit options to County residents that evaluate cost-effective transportation technologies addressing the importance of peak period mobility options to job centers throughout the metro region.

Alternatives/Amenities

- Support opportunities and transportation alternatives which reduce the need of the private automobile to get to places, thereby reducing traffic congestion.
- Maintain an effective balance between auto-dependent transportation initiatives and alternative modes of transportation (e.g. bicycle, pedestrian, transit, carpooling, etc).
- Many areas of the county need to be more pedestrian and bicycle-friendly based on the current roadway conditions.
- Communities throughout the County have requested additional sidewalks and bicycle trails be added that would eventually establish an interconnected alternative transportation system.
- Existing pedestrian facilities do not contemplate urban design elements that would make them more attractive facilities, especially in activity centers, commercial nodes, villages, and hamlets.
- Development patterns that blend uses incorporating housing, jobs, and recreation should be promoted for mixed-use opportunities in the future.

Intergovernmental Coordination

- Continued collaboration on regional and multi-jurisdictional jurisdictional problems is essential.
- Cobb County has a strong, active non-profit sector county-wide that assists in the provision of social services and participated in the public decision making processes.
- There are few efforts at having a regional focus to economic opportunities.
- There are insufficient processes in place to ensure consistency with the land use regulations of contiguous governments.
- Efforts should be made to continue to improve cooperation and build trust between Cobb County's city and county governments.
- Additional efforts should be made to foster communication and collaboration between residents, the business community, and other stakeholders.
- Additional efforts and programs should be created to allow additional stakeholders a voice in promoting public participation in growth and development policy.
- Efforts should be made to strengthen linkages between technical colleges/universities and the community.

ANALYSIS OF EXISTING DEVELOPMENT PATTERNS

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

Existing Land Use

The Existing Land Use analysis investigates general land use in the jurisdiction. General Land Use is a method to understand how individual property owners use land. The analysis contains broad categories like residential, commercial, industrial, etc., to help paint an accurate picture about the state of development in the community. This is not a zoning analysis, because many times there are non-conforming properties that may be zoned commercial or residential but used differently.

Records show settlements be the Creek Indians in Cobb County in the 1700's. During the 1820's and 1830's Cherokee Indians settled in Cobb County only to be removed in 1838 after gold was discovered nearby. Cobb County began as a municipal area in 1832, created by the state legislature out of Cherokee and Creek Indian territory. It was named for former U.S. Representative, U.S. Senator, and Georgia Superior Court Judge Thomas W. Cobb of Greensboro. The county contains 345.58 square miles of area. The county seat, Marietta, was chartered two years later, and is generally believed to be named for his wife, Mary Cobb. The county's first courthouse was a one-room log structure built that same year.

Many communities were established in the area by 1838 and county officials had a new two-story courthouse built. Development of a railroad line through the county continued through the decade, culminating in trains running from Marthasville (now Atlanta) through Marietta in 1845.

The county's courthouse was replaced by a better building in 1854, which in turn was burned down during Gen. William Tecumseh Sherman's Atlanta campaign. Various events during this time, including the Battle of Kennesaw, intertwine the county's history with the Civil War.

The abundance of railroads and early industrial development in the county helped its development. Most homes in Cobb were part of large farms up until the 1870s. The area began urbanization between the 1880s and 1940s, with the first central business districts springing up around the railroads. The towns of Acworth, Austell, Kennesaw, Marietta, Powder Springs, and Kennesaw served as the market, political, and educational centers of Cobb at this time; Marietta was the only area containing a significant population.

The county's total population remained at about 38,000 people, until World War II indirectly caused sudden growth in the community. Marietta Army Airfield was built in 1943, bringing with it the opening of Bell Aircraft Corporation bomber plant and nearly 30,000 jobs.

While Bell closed the plant at the end of the war, the subsequent Korean War led Lockheed to reopen the plant in 1951. That same decade, Marietta Army Airfield became Dobbins Air Force Base and Naval Air Station Atlanta was added to the campus. The combination of the three helped drive the economic engine of the county through the present.

Before the mid-1970's, development in Cobb County was concentrated along he US 41 Marietta-Dobbins-Smyrna corridor. Until that time, there was considerable separation between Cobb County and the City of Atlanta. The central region was the commercial/industrial core of the county. Beginning in the early 1970's, East Cobb experienced intense growth. By the mid-1980's, the character of East and West Cobb was

significantly different. To the east of I-75 were higher-density urban subdivisions; to the west of Marietta, development was dominated by large-lot residential areas.

Over the past 25 years, Cobb's development has reflected its increasing integration into the Atlanta Metropolitan Area. Links with Atlanta and with co-developing suburbs to the east in Fulton County have become stronger as access to I-75, I-285, I-20, and Georgia Route 120 have increased in importance. The "platinum triangle" area of I-285 and I-75 contains one of the largest concentrations of Class A office space in the metropolitan area. It is also corporate headquarters for some of the region's largest employers. Much of the land use in central Cobb continues to be influenced by the Dobbins Air Reserve Base and the Lockheed Martin Manufacturing Plant. The Town Center area continues to evolve into a commercial service area due to its location between I-75 and I-575 and its close proximity to Kennesaw State University.

Traditionally, East Cobb had been the experiencing residential growth rates that far exceed county averages. Casual observation of development activity seems to indicate that this trend is reversing. North and West Cobb are experiencing more development activity that is currently occurring in East Cobb. This is due to land constraints in East Cobb which will become the focus of smaller infill development projects in the coming decades. West and North Cobb are receiving mostly single-family detached residential units in traditional cul-de-sac subdivisions. The non-residential activities in these areas are constrained by well defined commercial "nodes" along the transecting arterial roadways.

The County's continual growth has transformed it from a small rural community to an integral part of one of the fastest growing metropolitan regions in the United States. Atlanta is currently the 11th largest metropolitan area in the country. As Cobb matures into a more urbanized center, more emphasis is being placed on infill development, redevelopment, and neighborhood revitalization due constraints on land availability. In

order for the community to continue to expand its tax base and provide a high level of service to the residents, property owners, and businesses; Cobb County will need to find a balance between the need for growth through quality redevelopment, new greenfield development, and the preservation of stable neighborhoods. This should all be done while mitigating some of the unsavory aspects of new development.

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

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

(i) *Residential*: The predominant use of land within the residential category is for single-family detached, single-family attached, and multi-family dwelling units.

(ii) *Commercial*: This category is for land dedicated to non-industrial business uses, including retail sales, office, services and entertainment facilities. Commercial uses may be located as a single use in one building or grouped together in a shopping center or office building.

(iii) *Industrial*: This category is for land dedicated to manufacturing facilities, processing plants, factories, warehousing and wholesale trade facilities, mining or mineral extraction activities or other similar uses.

(iv) *Public/Institutional*: This category includes certain state, federal or local government uses, and institutional land uses. Government uses include city halls and government building complexes, police and fire stations, libraries,

prisons, post offices, schools, military installations, etc. Examples of institutional land uses include colleges, churches, cemeteries, hospitals, etc.

(v) *Transportation/Communication/Utilities*: This category includes such uses as power generation plants, railroad facilities, radio towers, public transit stations, telephone switching stations, airports, port facilities or other similar uses.

(vi) *Parks/Recreation/Conservation*: This category is for land dedicated to active or passive recreational uses. These areas may be either publicly or privately owned and may include playgrounds, public parks, nature preserves, wildlife management areas, open space, sensitive habitat, national forests, golf courses, recreation centers and other similar uses.

Table I

Existing Land Use Percentages, Cobb County, 1996 - 2005

	Acreage	Percentage of County	2005 Percentage of Unincorporated County	1996 Percentage of Unincorporated County
Residential	129,765	58.8%	72.9%	80.9%
Commercial	13,916	6.3%	7.8%	4.2%
Industrial	10,351	4.7%	5.8%	2.9%
Transportation, Communication, and Utilities	4,820	2.2%	2.7%	1.7%
Parks, Recreational, and Conservation	13,756	6.2%	7.7%	6.9%
Civic	5,490	2.5%	3.1%	3.3%
City	42,725	19.3%	NA	NA
Total	220,824	100.00%	100.0%	100.0%

Source: Cobb County Planning Division

The General Land Use Map, Table I, and Table II display the aforementioned existing land use categories in graphic and tabular form. The General Land Use Map is located on page XXX. The data shows a vast majority of the uses in Cobb County are residential in nature. The data indicates that over the last nine years Cobb County has seen the majority of land uses stay relatively with the same general percentages. An alteration in the way figures were calculated between 1996 and 2005 make the comparisons imperfect, but provides a reasonable degree of accuracy for elementary analyses.

Table II

Existing Land Use by Land District, Cobb County, 2005								
	Land District							
	1	15	16	17	18	19	20	21
Residential	5,865	43	34,090	16,253	8,915	33,459	31,051	90
Commercial	253	N/A	4,143	4,821	926	2,051	1,722	N/A
Industrial	N/A	N/A	1,253	2,402	3,397	1,381	1,918	N/A
Transportation, Communication, and Utilities	119	N/A	1,074	2,563	315	46	600	2
Parks, Recreational, and Conservation	1,232	N/A	2,197	2,555	735	2,086	4,951	N/A
Civic	132	N/A	1,674	934	367	1,272	1,111	N/A
City	N/A	N/A	7,608	14,195	1,328	7,335	12,258	N/A
Total	**7,602**	**43**	**52,038**	**43,723**	**15,983**	**47,731**	**53,611**	**92**
Source: Cobb County Planning Division								

Current market preferences dictate a continued interest in residential land use in the majority of areas in the county. As of 2005, the office market is slow compared to other areas of the local real estate market. Regionally, it has been reported that there is an oversupply of office properties on the market that make it difficult for continued development of this land use type. Most of the new commercial development in Cobb County has occurred in the Cumberland Galleria Area, Town Center Area, and along Dallas Highway (SR120). Cobb County hopes that the redevelopment of underutilized commercial properties becomes a reality over the next twenty years. This will assist in conserving land resources and will help stabilize surrounding areas. Hopefully, the revitalization and redevelopment of some residential areas will result in the new investment along some of the county's commercial corridors. These types of investments are greatly determined by factors such as demographics of the local area population, the cost and availability of land, and the business climate of the jurisdiction; thus public/private residential redevelopment will greatly enhance the opportunity for private sector non-residential development.

Areas Requiring Special Attention

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

Areas where development is likely to intrude upon or otherwise impact significant natural or cultural resources

There are numerous areas throughout Cobb County where increased development may impact significant natural or cultural resources. They include: the Etowah River Basin, areas fronting the Chattahoochee River, areas surrounding Lake Allatoona, trunk line tributaries that drain into the regions major river systems, general floodplain and wetland areas, steep slopes, Kennesaw Mountain Battlefield Park, historic buildings, districts, and cemetery sites, and the Civil War Earthworks.

The Etowah River Basin is a watershed that contains environmentally sensitive plant and animal habitat including the endangered Cherokee Darter and Etowah Darter, fish species that are endemic to this area. New development within this river basin should be limited so that the endangered species habitat is not further deteriorated. By limiting the impact of new development on the ecosystem, it is possible that the habitat can be improved, allowing for the natural reintroduction of these species to the habitat. This ensures their continued viability, while minimizing the impact of land use rights for the existing property owners.

The Chattahoochee River is one of the primary sources of drinking water for residents of various metropolitan Atlanta communities, including Cobb County. The Chattahoochee River is also a part of the Safe Rivers Program, which is a designation for important and threatened rivers throughout the country. Many of the nation's waterways, including the

Chattahoochee River, are accumulating non-point source pollution and siltation due to human interactions in the ecosystem. Thus, drinking water is thoroughly processed and purified to meet federal drinking water quality standards. A decrease in the levels of non-point source pollution entering the waterways would result in lower cost for treating our region's drinking water. Also, increased residential development pressures impact the area's floodplain and scenic views, which cause negative impacts on existing property owners and existing wildlife species.

Lake Allatoona is another natural area that provides a large quantity of drinking water for the northern suburbs of Atlanta. Cobb County obtains the majority of its drinking water from this natural resource. It is important to protect this area from increased development pressures where the quality of the drinking water can be maintained and habitat can be provided for other species.

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

Floodplains and wetland are important resources because of the impact they can have on society at large. Floodplains are areas that can cause property damage and financial loss for individuals that own structures within their areas of influence. Floodplains, when left undisturbed, provide areas to accommodate the natural fluctuation of our hydrologic system while creating areas for plant and animal habitat. Wetlands are important because of their role in improving water quality. Wetlands are as effective and more efficient at taking silt and other pollutants from ground water when compared to the manmade

structures currently being employed. Therefore, the protection of these resources will result in improved water quality in the watershed. These areas also provide plant and animal habitat for numerous species that have specific habitat requirements. Development that occurs in these areas has a negative impact on the manner in which the area functions as a natural habitat. Development in and around floodplains causes the alteration (usually in he form of expansion) of the floodplain areas, thus impacting a larger number of residents and homeowners. Wetlands, however, can be altered during the development process by altering water flow and adding fill. The alteration sometimes results in a loss of this resource resulting in mitigation measures as found appropriate by the United States Army Corp of Engineers.

There are numerous areas of Cobb County that contain steep slopes that require judicious evaluation when making land use and development decisions. There are four areas of the County that have potential areas with steep slopes including: the Kennesaw Mountain National Battlefield Park (KMNBP), Lost Mountain, Blackjack Mountain, and Sweat Mountain. KMNBP and Lost Mountain are areas that contain habitat for many local flora and fauna. It may be important for the County to investigate additional measures for protecting these areas or mitigating adverse environmental impacts as development pressures continue in these areas.

The Kennesaw Mountain National Battlefield Park (KMNBP) is a signature feature for Cobb County. It provides a historic, scenic, recreational, and natural setting that provides a sense of place and character for the residents of this area. KMNBP is not large enough to be considered a protected mountain by the state's definition, but it is a resource that holds significant cultural and ecological value to this community. The peak of this natural feature can be seen in areas throughout the county thus making it an important scenic landmark. KMNBP also serves as the historical setting for a major battle that occurred during the Civil War. These stories and individual histories of the fighting that occurred at the KMNBP are well documented. Finally, KMNBP provides a valuable natural

resource by providing tree coverage, plant and animal habitat, and the protection of steep slopes all of which assist in improving our air and water resources in the county.

Historic districts, buildings, and cemeteries are important sites throughout the county because of their ability to preserve the area's heritage in an effort to establish a strong community and a sense of place. The County has a Historic Preservation Commission that monitors locally registered historic properties in an effort to protect these resources for future generations. The loss of older structures, sites, and settings has a detrimental effect on the psychology of an area due to the loss of social connections and bonds to the area's ancestors. Cobb County needs to continue to actively pursue the preservation of valuable cultural resources and continue its efforts to protect these community landmarks.

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

Areas where rapid development or change of land uses is likely to occur

Cobb County experienced rapid development in the 1980's and 1990's. Between 1980 and 1990 Cobb County witnessed a 50% increase in population and a 60% increase in the number of households developed. Between 1990 and 2000 the population growth rate decreased to 36% while the household growth rate decreased to 33%. This indicates that the County is still in a growth mode, but it is occurring at a slower rate. Previous growth trends saw the development of east Cobb, south Cobb, and communities along the I-75 corridor. Growth trends are now occurring in west Cobb, along the Dallas Highway corridor, the Town Center area, the Cumberland/Vinings area, existing industrial areas, and along the Silver Comet Trail.

New development in west Cobb is primarily residential with new single-family subdivisions on large lots (1.75 units per acres or less). In addition, commercial activity continues to grow within defined nodes along the Dallas Highway corridor (SR120). The nodal concept is intended to restrict commercial uses in mixed-use settings at major intersections. This will assist in halting the spread of sprawl along the Dallas Highway corridor. In addition, the nodal concept will help create a better sense-of-place by localizing commercial centers. At this point, significant amounts of the development in the commercial nodes, along Dallas Highway, are strictly office and retail developments. It is important to integrate more of a residential component into these nodes to enhance sustainable development patterns and enhance the nodal concept. The introduction of some residential uses into these commercial areas will assist in promoting a pedestrian environment by having a base population that will be within a quarter mile walking distance from commercial establishments. Some developers are trying to expand the existing commercial nodes in an effort to increase the commercial presence stretching along the corridor. It is anticipated that this type of development pressure will continue to prevail well into the future. It is important for the county to integrate innovative land use, transportation, and urban design concepts into these nodal areas in order to ensure that the public and private infrastructure created in this area benefits the community.

The Town Center and Cumberland/Galleria Community Improvement Districts (CID) areas are regional activity centers allowing high-intensity commercial and office uses. Both CID areas will continue to grow in terms of office and retail/commercial land uses, but it is important that we start to introduce residential land uses into these areas. The introduction of mixed land uses will provide housing opportunities for individuals that work in the area. The provision of housing opportunities will assist in reducing the total number of vehicular trips taken by individuals in the area if employment and services are within a reasonable walking distance from the new residential units. Fewer vehicular trips will also help reduce demand on the existing transportation system, which in turn could limit air pollution caused by motorized vehicle emissions. It is important that both CID areas improve their pedestrian infrastructure to facilitate non-motorized mobility options. The majority of the residential development constructed in these areas should be owner-occupied, multi-family developments (condominiums) and single-family attached housing units that could be integrated with the existing and new commercial/office space to intensity the mixed-use character of the area. A variety of housing unit types will ensure that there is choice in the market place and will provide individuals with a variety of lifestyles opportunities to be in close proximity to these regional centers. The Vinings village is in close proximity to the Cumberland/Galleria CID and contains a variety of housing types including both single-family and multi-family housing options. This is an ideal model for housing options in the Town Center CID and in the remaining land encompassed within the Cumberland/Galleria CID. It is anticipated that the diverse housing stock in Vinings will continue into the future as the need for housing in and around the county's activity centers increases.

Residential developments are beginning to intrude upon existing and underdeveloped industrial areas. This is a troubling trend due to the scarcity of industrial lands in Cobb County. Industrial development needs to be in close proximity to Interstate highway systems for the purpose of distribution and warehousing. The areas that contain industrial

uses are primarily found within two miles of I-20 in southern Cobb County and along I-75 in central Cobb County. The Atlanta region is a hub of industrial manufacturing, warehousing, and distribution because of its abundance of transportation options and its proximity to many of the south's major markets. Given these facts, it is important for Cobb County to remain competitive from an economic development standpoint by encouraging the location and expansion of these industries in our existing industrial areas. The intrusion of residential developments into industrial areas causes concern for the health and safety of the new populations that eventually live in these areas. The primary reason that Euclidian zoning was determined to be a legal police power of government was due to is ability to protect the population from noxious and potentially hazardous uses. Many of these industrial tenants have low impacts on the local transportation system and environment, but many others contain potentially hazardous and combustible materials that would subject nearby residents to air, noise, and other pollutants. In addition, the reduction of industrial land will hurt the county's tax base by decreasing the value of land as it moves from a more intense use to a less intense use. This will have a negative impact on the County's ability to finance necessary public facilities and programs.

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

success story which has gathered public support for the provision of similar facilities in other areas of the County and throughout the Metropolitan Atlanta region.

Areas where the pace of development may outpace the availability of community facilities and services

There are three main areas that have facility issues due to the pace of development; west Cobb, the Town Center area, and the I-75 corridor. The majority of the facility issues in Cobb County are transportation-based, due to foresight into the provision of quality water and sewer capacity throughout the county. In addition, there is continued evaluation of the county's police, fire, and emergency services. This effort ensures that these services are provided to all residents and businesses, both in existing and growing communities, based upon national standards for excellence.

West Cobb transportation systems have been put under stress due to a lack of both east-west and north-south connectivity options. Connectivity is becoming an increasingly significant problem as new residential developments are being constructed in West Cobb and in Paulding County. Unfortunately, the only route for these individuals to obtain access to I-75 is by using SR120 (Dallas Highway/Whitlock Avenue). Traffic congestion on this roadway is severe during peak travel times. This degrades the quality-of-life for the residents of these areas, as well as those who travel this roadway due to increasing traffic congestion. There is a need for additional connections through both Cobb County and Paulding County that will allow people to more readily access I-75 and I-20. Given that these are also major growth areas that are expected to dramatically increase in population over the next twenty years, it is vital that new transportation options allow for new community connections without compromising the integrity of existing established neighborhoods.

The Town Center area contains a congested road network on Barrett Parkway and some of its connector streets. This is due to a large concentration of retail services in this area

with few options for alternative routes due to the lack of a grid street system. The Town Center Community Improvement District (CID) has numerous projects currently being implemented to assist with alleviating this congestion. The proposed Big Shanty Connector is one of the primary projects that will provide another ingress/egress point that will assist in improving mobility for vehicular traffic by providing another route that will access to I-75.

Pedestrian and bicyclists are in need of better facilities throughout the County. There are some areas that contain adequate pedestrian and bicycle facilities, but are not abundant. The Cobb County Department of Transportation has plans in place for the expansion of the multi-use pedestrian/bicycle facilities throughout Cobb County. In addition, there is a comprehensive database of areas served by sidewalks. Efforts should be made to enhance the pedestrian experience in activity center areas and hamlets, while also providing facilities in areas that lack alternative transportation options.

The Interstate system throughout the metropolitan Atlanta region is stressed. There are major volume, mobility, and connectivity issues that result in slow travel time for commuters and other users of these facilities. There is also a lack of alternative transportation options that are both economical and practical for the general public. Due to these concerns, the Georgia Regional Transportation Authority (GRTA) is in the process of evaluating a Bus Rapid Transit system (BRT) along I-75. This new system could potentially provide fast and efficient public transportation along this corridor and offers another option for users of this highway system. If the BRT system is designed correctly, Transit Oriented Developments (TOD) will be developed in close proximity to the transit stations. This will provide easy access to these transportation facilities and the development provides the transportation provider with a population of potential riders.

Declining or unattractive areas, possibly in need of redevelopment (including strip commercial corridors)

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

All of these areas are older commercial corridors that contain an abundance of commercial, industrial, and automobile-oriented uses. Many of the structures in these areas are deteriorating due to age and a lack of upkeep. There is also a high quantity of "greyfield" sites in these areas that result from the loss of a "big box" retailer, anchor tenant, or similar use. Redevelopment in these areas should replace the existing strip retail/commercial centers with a variety of uses that encourage a sustainable land use pattern along the corridors. A sustainable land use pattern is one that creates a village or hamlet concept theme. These are areas that generally have a variety of uses, a mixture of housing types, and a community character that allows individuals of different life stages and lifestyles to live, work, and play within the same general community. This is not to

say that the village or hamlet concept should replace all strip commercial centers. There is a need for redevelopment and reinvestment in existing highway-commercial districts so that the structures and uses meet the needs and desires of the overall community as market conditions adjust over time. It is just that there is an oversupply of these auto-oriented uses and the conversion of these uses into a neighborhood concept will assist in stabilizing both the commercial and residential properties within the areas.

Veterans Memorial Parkway is in the process of seeing redevelopment of some of its areas along this corridor. This is a positive sign that the public sector investments in the roadway are starting to result in private sector improvements. Hopefully, additional private sector redevelopment efforts will expand into other areas of the corridor to assist in stabilizing some of the transitional areas that still exist along the corridor. A land use/transportation corridor study may be necessary for this roadway in an effort to continue to improve this area and assist in leveraging local improvements.

Atlanta Road is another roadway that has pockets of properties that are in a state of transition. The County DOT and Georgia DOT have provided improvements to a segment of this corridor that spanned from Windy Hill Road to South Marietta Parkway (SR120 Loop). There have been past efforts to develop a corridor study for this roadway, but none have come to fruition. Now that the improvements are complete, the county may want to consider updating and implementing a corridor study for this portion of Atlanta Road. If this is to occur, it will be important to include the Cities of Marietta and Smyrna and Dobbins Air Reserve Base and Lockheed Martin in this effort.

Areas of Atlanta Road and Austell Road contain some sections with older multi-family and single-family residential uses. The housing units in some of these areas are declining and are in various stages of disrepair. New investment in the existing housing stock will help stabilize the area, while ensuring quality affordable housing for residents of the

community. New investment in these areas should provide a variety of housing types to provide choice to wider segment of the community.

Large abandoned structures or sites, including those that may be environmentally contaminated

Cobb County has a current list of large abandoned structures and sites. The list contains various pieces of information that would assist in the potential redevelopment of the properties. Please refer to this list and accompanying map, located in the data appendix, to understand the location and distribution of these sites throughout the county.

Abandoned properties, especially larger commercial tracts, can have a detrimental effect on neighboring properties, land uses, and general economic vitality of an area. Blight may arise if the abandoned properties cause other smaller commercial/office establishments to vacate an area. This continued cycle of decline can devastate an area's economy and detract from the ability to attract new investment. Once the seed of redevelopment is planted in an area, it will have the opportunity to again blossom into a thriving and vibrant district.

Areas with significant infill development opportunities (scattered vacant sites)

The most significant infill development opportunities are located in East Cobb, the Vinings area, and Mableton. These areas of the county were the first to develop albeit in different styles and fashions. Infill development is difficult to define because it can occur in many different ways, but there are three well-documented methods by which it can occur. The first infill type is the replacement of an existing structure with a newly constructed home. In this case, the replacement occurs by using the existing foundation or by a complete demolition and replacement of the structure. The second type of infill development that can occur is the utilization of existing public roads to subdivide vacant or oversized land in the effort to construct more than one buildable lot. This can also result in the demolition of an existing structure within an established community. The

third style of infill development is the subdivision of vacant land and/or demolition of existing structures in established communities that require the installation of new streets to access the buildable lots. All three of these styles of infill development are occurring in Cobb County at varying levels, but only infill development as a whole will be discussed in the context of the comprehensive plan.

East Cobb is an area that started to rapidly expand in the mid 1970's and continued its growth well into the 1980's. The subdivisions and housing units in this area are more urban in nature compared to other areas of the jurisdiction. The area is now primarily "built-out" due to the deficiency of land resources available for continued growth. The opportunities that remain include smaller-scale single-family detached residential developments that are similar in nature to the surrounding communities. All three types of infill development have occurred in East Cobb due to a varied environment. The majority of the infill activity in this area is the construction of new single-family detached residential units.

The Vinings area is one of the most urbanized areas of Cobb County. It is a location in the community with a diversity of housing styles and land uses that interact to create a unique built environment. The traditional neighborhood developments that have been created in the area contain a healthy mix of residential detached subdivisions, residential attached communities, high-rise commercial headquarters, higher density condominiums, and mixed-use developments, all in close proximity to one another. In many instances, a single development will create a traditional village with a variety of uses and housing types within the same development. Infill development will continue in this area as more mixed-use developments and higher-density housing are provided to meet the needs of existing residents and new in-migrants to the community.

The Mableton community is an area of Cobb County that has a rich history. This is an area that was once an incorporated city (1912) but due to massive flooding and financial

constraints in 1916 gave up their charter to accept assistance from the county. The housing stock ranges from the 1930's to the 1970's. Commercial development along Veterans Memorial Highway occurred primarily in the 1980's and 1990's. Today, many of the residential and commercial properties in the area are showing signs of deterioration and property neglect due to a lack of investment. The area is in a prime location for new residential and commercial development that will assist in renovating and replacing some of these properties. In 2001, the Cobb County Board of Commissioners approved the Preservation and Improvement Plan for Historic Mableton. This report provides guidance to residents, property owners, and developers regarding the preferred future for this important part of the county. Given Mableton's location in Cobb County and Metropolitan Atlanta it is only a matter of time when property owners, the development community, and commercial investors will again eye opportunities in this area.

In 2005, Cobb County will begin an Infill Development study in cooperation with a private consulting firm. The purpose of this study is to investigate public perceptions and reactions to infill development, understand how it is impacting development in Cobb County, and developing recommended strategies to ensure that infill development is occurring in a manner that is not detrimental to established neighborhoods. The study will take up to a year to complete and the findings will become an important part of this community's short term work program.

Areas developing under a nodal concept of growth

Community growth using a nodal concept is an important methodology for East and West Cobb County along the SR 120 Corridor (Roswell Road and Dallas Hwy). Many aspects of nodal development are important building blocks in the creation of neighborhoods, villages, and hamlets. Use of the nodal concept along SR 120 would allow the use of clusters of commercial/retail/office development at specified points along the corridor. Within these nodal areas are medium and higher density residential development along with non-residential uses. This serves as a transition to lower density residential uses. It is

important to have architectural consistency in each of these nodes connecting the commercial development and the residential developments with common themes and styles. Public and institutional uses have also contributed to the success of the nodal concept by having them strategically located in areas that assist in the transition between higher and lower intensity uses. The county's nodal concept encourages non-residential uses to be located at or neat the intersections of major thoroughfares.

The East Cobb portion of SR 120 is similar to the Vinings area in that the remaining land available for residential development is scarce. In order to complete the nodal concept of development for the East Cobb, the county should continue to market and encourage low to medium density residential development on subject tracts. In East Cobb these tracts are generally located in Land Lots 985, 986, 906, 965, and 966 of the 16th District and Land Lots 93, 765, and 766 of the 1st District. Special emphasis on protecting sensitive habitat along Sope Creek is important as well as addressing the limitations presented by new development along Providence Road.

In West Cobb, along SR 120, there is more vacant land for "greenfield" development to occur. In order to continue the success of the nodal concept in this area, commercial activity must be constrained to the existing nodes and residential developments outside of the nodal areas must be done in a manner that addresses environmental issues such as flooding and steep slopes. The County may consider expanding or "cleaning-up" nodal boundaries along some portions of the corridor to ensure distinct delineations between areas appropriate for residential and commercial development. The community and neighborhood activity center land use categories located at the intersection of Dallas Hwy and Ridgeway Rd. have been experiencing substantial development activity via the expansion of Barrett Parkway. Site specific zoning restrictions, including use limitations and architectural requirements, have been combined with roadways, land lot lines, topography, and older existing land uses to create logical node boundaries. Additionally, there are use, access, and buffering restrictions unique to the NAC at the southeast corner

of Old Dallas Road and Dallas Hwy (SR 120) included in the activity center text of the existing Future Land Use Map.

The nodal concept is a key component to the operational effectiveness of SR 120, which is one of a few state routes that bisects the entire (middle) county and serves as a regional arterial between two high growth jurisdictions. The non-residential development has been contained at major intersections, which has resulted in better overall traffic mobility compared to other suburban roadways. Now that the nodes have become fully established, it may be appropriate to transform them into villages and hamlets. The nodes contain areas that could be good starting grounds for community gathering places, but more needs to be done to support this transformation. Mixed-use developments could be incorporated into the nodal areas as a means of encouraging pedestrian orientation and providing a diversity of housing styles. Community facilities (schools, parks, and other civic facilities) should also be encouraged to locate in these nodal areas to ensure greater access for the larger neighborhood population. The retrofitting of existing subdivisions with sidewalks and pedestrian passages to promote connectivity to the nodal centers will assist in building community and reducing traffic congestion.

Character areas

Character areas is an analysis of sub-areas found throughout Cobb County. These sub-area classifications are the start of visioning for the community as they describe what type of physical community exists now and it also provides an understanding of what the community wants to become in the future. The final product of this Community Assessment segment is a graphical representation of the community with accompanying classification descriptions. There will be major revisions to this initial vision as we interact with the public and gain a better understanding of their wishes and desires through the public charette process. The Character area classifications are as follows:

Activity Center

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

Civic

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

Corridors

The Corridors (Cor) are areas that exist along major arterials roads and highways. Currently, the areas are primarily commercial in nature with the majority of the uses being strip commercial centers and served almost exclusively by the automobile. There is a diversity of quality with corridor areas because some are economically viable wile others are underutilized or contain marginal uses. These areas require a new vision that will help bring a more pleasing and inviting built environment. This can be accomplished by adding urban design treatments such as transitioning these roadways to boulevards, adding decorative streetlights, street trees, landscaped areas, requiring power lines to be placed underground, and creating multi-modal facilities to encourage pedestrian, bicycle, and transit usage. These improvements will result in a more aesthetic environment, will result in a safer environment for pedestrians, and will help to revitalize some of the underperforming centers. Another facility that will improve pedestrian safety is pedestrian refuge islands. This will assist in creating safe areas to ease crossings at major intersections. Inter-parcel access should also be encouraged between properties to assist with traffic management issues. It is also appropriate to add some residential uses into the corridor areas. Corridor areas can use higher density residential uses to transition from higher intensity commercial uses to the stable single-family detached residential areas surrounding these thoroughfares.

Industrial Manufacturing

Industrial Manufacturing (IM) areas contain uses that have manufacturing, assembly, processing activities, and other types of standard manufacturing processes. These are industrial land uses where noise, particulate matter, vibration, smoke, dust, gas, fumes, odors, radiation, or other nuisance characteristics are not contained on the site. New developments in Industrial Manufacturing areas should incorporate landscaping and site design solutions to soften or shield views of buildings, parking lots, loading decks, etc. In addition, users in these areas should incorporate measures to mitigate impacts to adjacent developments and the natural environment. Lands listed as industrial manufacturing that are zoned as Light Industrial or Heavy Industrial should be protected from residential and retail incursion. It is vital to the future growth of the county that industrial lands be preserved for future economic expansion.

Office Warehouse

Office Warehouse (OW) areas contain uses that have wholesale trade, distribution activities, and office parks. These are areas with campus-style office, service, and manufacturing uses that are characterized by a high degree of vehicular access. The developments tend to have plenty of on-site parking, a low percentage of open space, and a moderate floor area ratio. Uses in these areas do not generate excessive noise, particulate matter, vibration, smoke, dust, gas, fumes, odor, radiation, or other nuisance characteristics. New developments in Office Warehouse areas should incorporate landscaping and site design solutions to soften or shield views of buildings, parking lots, loading decks, etc. Some lands in the OW district are zoned as Light Industrial or Heavy Industrial should be protected from residential and retail incursion. It is vital to the future growth of the county that industrial lands be preserved for future economic expansion.

Park, Recreation, Conservation, and Historic

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

Redevelopment, Residential

Redevelopment-Residential (RedevR) areas are older neighborhoods, usually developed before or just after World War II are experiencing major decline in the housing stock due to the lack of investment and upkeep of properties. Many RedevR areas contain large spaces of vacant land, deteriorating structures, and unoccupied units. These areas tend to have low home ownership rates. There may also be instances of commercial intrusion into the residential areas in an attempt to “jump start” development in these areas. New developments may need to demolish many of the existing structures, if they are not salvageable. Due to the extent of the deterioration in these neighborhoods, the compete re-imagination of the neighborhoods, or portions thereof, may be necessary to start creating stability. If the area was originally developed as a traditional neighborhood development, the public space, streets roads, parks, and other common areas should be maintained. If the areas were suburban style cul-de-sac subdivision, additional street connections may be necessary to increase accessibility, disperse traffic, and shorten walk and bike trips. The goal in these large scale redevelopment projects is to create a village or hamlet concept that have a central community gathering place, multiple residential

styles to accommodate diverse populations, and easy access to neighborhood retail needs. This will help to generate a sense-of-community in these areas and start to rebuild the social psyche for the community.

Redevelopment, Commercial

Commercial Redevelopment (RedevC) areas are declining, vacant, or under-utilized strip shopping centers. They are generally areas containing a high degree of access to vehicular traffic. Some of the characteristics of the existing developments include a high quantity of on-site parking, a low degree of open space, moderate floor area ratio. It is important to retrofit these older commercial centers into a more aesthetically pleasing and marketable product for future tenants. These aesthetic improvements can occur in a multitude of ways including façade improvements with new architectural elements, reconfiguration of the parking lot and circulation routes, providing pedestrian amenities such as covered walkways, benches, ornamental lighting, and bicycle racks, adding landscaping and street trees, and the establishment of new commercial structures at the street frontage in areas that was previously used for overflow parking thus creating a more centralized shopping area with internal parking.

Regional Activity Center

Regional Activity Center (RAC) areas contain a concentration of high intensity commercial and office uses. These areas tend to have a high degree of access by vehicular traffic and transit. Regional activity centers evolve in areas that have quality access for the metropolitan region such as at intersections of major Interstate systems. It is common in regional activity centers to have a low degree of internal open space, a high floor area ratio, and development occurring on large tracts of land as a campus or unified development. The concentration of uses in these areas, as mentioned above, should contain high-density retail, office, and services to act as an employment center that draws people from throughout the metropolitan area. It is important to start expanding the diversity of uses within regional activity centers by incorporating some housing

developments. The housing should be of higher-density and include a diversity of housing types and price ranges. Design of all new construction in a regional activity center should be pedestrian-oriented that would include safe and aesthetically pleasing connections between different uses, greenspace, and multi-use facilities. New transit and vehicular transportation facilities should be designed and implemented in ways to make the areas more pedestrian friendly by incorporating sidewalk, pedestrian amenities, pedestrian islands, and other facilities to ease pedestrian mobility while also maintaining adequate vehicular service.

Residential Revitalization

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

Scenic Corridor

Scenic Corridors (SC) are areas adjacent to a major thoroughfare that has significant natural, cultural, historic, or scenic views. These are areas that are unique to the area and are deemed to have value within the community. Guidelines could be placed in these areas for new development so that the new investment can enhance and not detract from the scenic views of the corridor. Some techniques to assist the corridor include access management, directional signage, clustering developments in nodes, and the provision of pedestrian and bicycle linkages to adjacent and nearby residential and commercial areas.

Suburban Residential

Suburban Residential (SR) areas are composed almost exclusively of residential uses. Many of these areas also contain civic buildings that assist in education, service provision, or act as a place of assembly. Some of the areas termed Suburban Residential are built out areas while others are considered developing. The two types of Suburban Residential areas are similar in their primary make-up and development pattern with features that include cul-de-sac street designs, low density developments, minimal pedestrian facilities, and a high to moderate degree of building separation. Generally, these areas contain poor connectivity due to lack of street/sidewalk connections between adjoining developments. The Suburban Residential areas can be improved by retrofitting neighborhoods through the addition of community focal points (schools, community centers, parks, and well-designed small neighborhood oriented commercial uses), sidewalks, street interconnections, and appropriate traffic calming technologies.

Village Residential

The Village Residential (VR) areas are older more traditional neighborhoods many of which were developed prior to World War II. These areas are predominantly residential, but they sometimes contain small neighborhood-scale businesses scattered at street intersections. The general development pattern of these areas include a high level of pedestrian orientation, sidewalks, street trees, small regular lots, limited open space, and

a low degree of building separation. The villages are generally stable areas with well maintained structures and lots witnessing a high rate of homeownership. These areas should focus on preserving and maintaining the original character of these neighborhoods. Infill development should be done in a manner that does not significantly detract from the existing neighborhood, but also meet the market demands of today's home buyer. The grid street network should be maintained and where appropriate, additional pedestrian and bicycle facilities should be incorporated.

Analysis of Consistency with Quality Community Objectives

The purpose of this section is to analyze current development patterns and practices to ensure that the county is growing in a manner that is consistent with the Department of Community Affairs general objectives for the state.

Regional Identity

Regions should promote and preserve an "identity", defined in terms of traditional regional architecture, common economic linkages that bind the region together, or other shared characteristics.

Cobb County, its municipalities, and the Cobb County Chamber of Commerce are active in their effort to cultivate a regional identity by contributing to regional discourse and assisting in the implementation of innovative policies and programs with other members of the Metropolitan Atlanta community. Actions such as preserving archeological and architectural areas and structures, collaborating on economic and transportation issues, and assisting to conserve our natural resources are helping to achieve this goal.

From an economic standpoint, 45% of Cobb County's population commutes to other areas in Metropolitan Atlanta for business and employment. All of the cities and counties in Metropolitan Atlanta are connected to one another economically. The growth and decline of various business sectors has a rippling effect on other areas of the metropolitan community.

Cobb County participates in various regional efforts to improve our built environment, natural environment, and transportation system by participating in activities such as the Livable Centers Initiative, Etowah Regional Habitat Conservation Plan, and the Northwest Corridor HOV/BRT Study. Staff, elected officials, and the community-at-large continue to work with our regional partners at all levels of government to ensure that we

are actively working to improve quality-of-life in metropolitan Atlanta, through local action and regional prioritization.

Growth Preparedness

Each community should identify and put into place the prerequisites for the type of growth it seeks to achieve. This may include housing and infrastructure to support new growth, appropriate training of the workforce, ordinances to direct growth as desired, or leadership capable of responding to growth opportunities.

Cobb County has a tradition of preparing for and facilitating desired types of growth and development. In the past, efforts have been made to facilitate suburban residential development through the installation of sanitary sewer and expansions of the road network. This resulted in rapid residential development in the 1980's and 1990's. More recently, the growth rate of the county has slowed as elected officials and staff concentrate efforts on a "managed growth" philosophy. Some examples of how this philosophy results in action includes: "Greenprints", infill development, conservation subdivisions/open space communities, and the production of limited area master plans.

In 2004, the Trust for Public Land started a "Greenprints" study in Cobb County. The mission of the project is to develop a long-term greenspace strategy that develops ordinances, work plans, and establishes a prioritization for the purchase of greenspace properties. It is anticipated that this study will be concluded in late 2005.

The Infill development study's purpose is to investigate how infill development is affecting the county's existing neighborhoods and subdivisions. We will look at the positive and negative results of development in existing areas. The results of the study will include a series of action steps that the county can pursue which will assist in managing this phenomenon in a way that protects neighborhood vitality and private property rights.

Conservation subdivision and Open space community ordinances are mechanisms that are currently part of the county's zoning framework that enables the development of residential areas in a manner that protects and perpetually preserves important natural resources, woodlands, and wildlife habitat by allowing the clustering of development onto more appropriate area of the property.

Finally a series of master plans have been developed (and will continue to be developed) that includes the Canton Road Corridor Master Plan, the Historic Mableton Master Plan, and LCI studies in Town Center and Cumberland/Galleria. Staff anticipates additional corridor studies, neighborhood plans, and local area master plans once the comprehensive plan is completed.

Appropriate Businesses

The businesses and industries encouraged to develop or expand in a community should be suitable for the community in terms of job skills required, linkages to other economic activities in the region, impact on the resources of the area, and future prospects for expansion and creation of higher-skill job opportunities.

Cobb County's Economic Development Department and the Cobb County Chamber of Commerce are two entities that drive economic development for the county. Some of their main responsibilities include the need to grow existing businesses and assist in the recruitment of new business opportunities. There are a number of main business sectors that should be targeted for economic expansion including: educational, health and social services; arts, entertainment, recreation, accommodation and food services; and professional, scientific, management, administrative, and waste management services. In particular, focus should be centered on expansions of health services and health product manufacturing, arts and tourism, and corporate/regional headquarters. These include a variety of sectors and industries that will provide high paying jobs for the county's highly

educated workforce, grow existing clusters within the county, expand upon the county's high quality of life, and expand the local area tax base. All of these sectors had strong growth rate (60% or more) between 1990 and 2000. Cobb County is interested in leveraging the growth in these sectors as a means of creating business clusters. Cobb's high educational attainment gives it plenty of opportunity to continue to create high paying medical/office employment. The entertainment sector may pay smaller wages in comparison to the health services sector, but it is an important component in the creation of a sense-of-place and defining community character.

These are all economic sectors that are important to the growth of the Metropolitan Atlanta economy. The Atlanta area economy has few vestiges of the manufacturing based economy of the 190's – 1970's. Overall economic activity is now centered on business services, personal services, and technological innovation. Cobb County has transformed with the Atlanta area especially with the growth of the Cumberland/Galleria CID. The regional linkages of our local economy cannot be apparent through our commuting patterns. These numbers show that 40.8% of Cobb County employer's workforce commutes in from outside the county. This integration/mobility in the economy provides more choices, but due to a lack of suburban transit linkages has resulted in air quality problems for the metro area. Stormwater issues and water quality issues can also be impacted by economic expansion, unless proper progressive engineering techniques are implemented to address these issues. Cobb County tries to stay abreast of trends to assist in expanding the local economy without causing environmental degradation of our water and land resources. In addition to impacts on environmental resources, economic development has social ramifications. Cobb County tries to encourage entrepreneurship in traditionally underrepresented communities. This includes companies owned by women, African Americans, Latinos, and other subsets of the population. The purpose of these initiatives is to ensure equitable opportunity for all segments in the community to participate in our local area market economy.

Education Opportunities

Educational and training opportunities should be readily available in each community – to permit community residents to improve their job skills, adapt technological advances, and to pursue entrepreneurial ambition.

Cobb County contains four colleges/universities and one technical institutes. The four universities include Life University, Kennesaw State University, Southern Polytechnic State University, and Chattahoochee Technical College. North Metro Tech is a two-year technical/trade school that assists individuals in preparing for the work environment and retraining individuals that may have lost their jobs or are unemployed due to corporate downsizing and outsourcing of employment. Technical institutes can also be used as an economic development tool by establishing programs that will assist new and existing businesses with workforce training, skills seminars, and entrepreneurial assistance.

Employment Options

A range of job types should be provided in each community to meet the diverse needs of the local workforce.

Cobb County is dedicated to diversifying its workforce as a means of ensuring a range of employment opportunities for area residents. The clustering of employment sectors will provide a variety of job types for individuals ranging from the production and fabrication of goods to managerial professionals, service employees, and executives. As was seen in the economic development data, Cobb County has a diverse economy that has no single specialty. This assists with providing a variety of job types for people with a diversity of skill levels and education.

Heritage Preservation

The traditional character of the community should be maintained though the preserving and revitalizing historic areas of the community, encouraging new

development that is compatible with the traditional features of the community, and protecting other scenic or natural features that are important in defining the community's character.

Cobb County is home to sixteen locally designated historic resources, including two historic districts. In addition, unincorporated Cobb has twenty-five National Register listed properties. In 1984, Cobb County adopted a historic preservation ordinance that created the Cobb County Historic Preservation Commission (HPC) and the Cobb County Register of Historic Places (CCRHP).

Using the procedures outlined in the ordinance, the HPC identifies and recommends properties for local listing. Once a property or district has been nominated by the HPC and approved by the Board of Commissioners (BOC) for listing, homeowners must then obtain a Certificate of Appropriateness (COA) for any changes in exterior appearance. The HPC hears these applications, and COA's are issued for alterations as well as new construction that conform to the existing character of the property or district. In addition, during re-zoning hearings, county staff, the HPC, and the BOC often work together to identify and implement creative preservation strategies for historic properties deemed important by the community.

Open Space Preservation

New developments should be designed to minimize the amount of land consumed, and open space should be set aside from development for use as public parks or greenbelts/wildlife corridors.

Cobb County has two ordinances that specifically address open space preservation. These are the Conservation Subdivision Ordinance and the Open Space Community Overlay District. The Conservation Subdivision Ordinance is a zoning category that allows developers to construct new residential subdivisions in a manner that permanently

protects natural resources through the clustering of new development away from sensitive habitat.

The Open Space Community Overlay District is similar to what is done with the Conservation Subdivision, but it does not require a zoning change. In essence, the Open Space Community is generally used in a circumstance where density will not change, while the Conservation Subdivision Ordinance is used when density is requesting to be increased (or used when requesting a change from a non-residential zoning category to a residential zoning category).

These two ordinances use Conservation Easements as a legal mechanism to permanently protect open space properties in a manner that restricts future development without requiring outright purchase of the property. Cobb County also tries to purchase open space areas that are important to protecting natural resources and reducing loss in flood hazard areas.

In the future, Cobb County will continue to promote compact design and efficient land use patterns in new developments. The County currently maintains approximately 13,774 acres of public parks, greenspace, and conservation lands and will work to acquire additional public greenspace as funds become available.

Environmental Protection

Air quality and environmentally sensitive areas should be protected from the negative impacts of development. Environmentally sensitive areas deserve special protection, particularly when they are important for maintaining traditional character and quality-of-life of the community or region. Whenever possible, the natural terrain, drainage, and vegetation of an area should be preserved.

The Atlanta metropolitan area is expected to maintain its non-conformity with EPA's Clean Air Act requirements. Cobb County plans to work with other regional and state governments/non-profit corporations to help improve air quality and to eventually regain conformity. In addition, the county has strict protective measures for its environmentally sensitive areas through the use of buffers and other development restrictions.

Cobb County will also continue to work with our regional partners as part of the Metropolitan North Georgia Water Planning District and the Etowah Regional Habitat Conservation Plan to protect these environmentally sensitive areas. County leaders are committed to continued collaboration with other jurisdictions and agencies in order to collectively preserve natural resources and improve the health of our natural environment.

Regional Cooperation

Regional cooperation should be encouraged in setting priorities, identifying shared needs, and finding collaborative solutions, particularly where it is critical to success of a venture, such as protection of shared natural resources.

Cobb County continually tries to maintain cooperative relationships with our local area municipalities, neighboring counties, and other regional jurisdictions. As stated in the Environmental Protection objective, Cobb County is currently working with our regional counterparts on air quality, water quality/quantity, and the endangered species habitat protection to ensure the preservation of these natural resources. Cobb County will continue to be cooperative in the future to ensure a high quality-of-life for residents in the metropolitan Atlanta area.

Cobb County is also an active participant in the provision of transportation infrastructure. Cobb has supported efforts to construct a regional mass transit system that will allow for additional commuter access along the I-75 and I-285 corridors. In addition to mass

transit, Cobb works with other local area municipalities in the planning and implementation of other transportation improvements. This is best exhibited by the County-wide Comprehensive Transportation Plan that is being studied and includes the County and all its municipalities in an effort to create a unified effort towards improving our transportation system.

Transportation Alternatives

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

Cobb County has worked diligently over the past two decades to create a truly multi-modal transportation system throughout the area. In particular, Cobb Community Transit (CCT) developed one of the first transit systems for the metropolitan Atlanta region in the 1989, second only to the MARTA system in longevity. Over the past decade, CCT has established an effective transit and para-transit system that benefits both the unincorporated jurisdiction and the six incorporated cities in Cobb County. CCT has also promoted effective Express Buss Service into job centers in the metro area to help address peak period vehicular impacts.

In addition to transit service, Cobb County has developed one of the most recognizable trail projects in the Atlanta Region with the creation of the Silver Comet Trail, a rails-to-trails conversion project in the 1990's. The Silver Comet Trail has spurred other trail projects to be considered both inside and outside the County to expand the facility's service area. The Silver Comet could serve as a potential alternative transportation facility by linking up to CCT transit locations and locating office uses near the trail in the future. New trails are also proposed near Noonday Creek, Delk/Lower Roswell Roads, Atlanta Road, Canton Road, Dallas Highway, and near the Chattahoochee River corridor.

Cobb County's Community Development Agency and Department of Transportation have been partnering in efforts to create a unified sidewalk system along collector and arterial roadways through recent residential subdivision approvals and retrofit sidewalk projects along arterial roadways. The sidewalks also promote CCT ridership projections for the future system expansion.

Cobb County has been an active participant in the Clean Air Campaign "Clean Commute" program which is geared towards alternative transportation options, such as transit, car/vanpooling, telecommuting, flex hours, and other transportation demand management techniques.

Regional Solutions

Regional solutions to needs shared by more than one local jurisdiction are preferable to separate local approaches, particularly where this will result in greater efficiency and less cost to the taxpayer.

Cobb County has taken action to address regional issues using a variety of methods, both individually and through collaborative efforts with other local governmental entities. For instance, the County has worked hard to promote a new Special Purpose Local Option Sales Tax (SPLOST) that would provide much-needed funding for various road improvement projects throughout the County. Not only would these improvements benefit Cobb residents, but they would also improve travel conditions for regional commuters who travel through the County, such as those from our neighbor to the west, Paulding County. Additionally, because the SPLOST is a sales tax increase, it spreads the cost of the improvement projects out over a variety of people both locally and regionally. This reduces the cost to the county taxpayer.

Another issue that the County is addressing proactively is stormwater management. Cobb County is an active participant in the Etowah River Habitat Conservation Plan,

which was established to mitigate the harmful impacts of impervious surfaces and the stormwater runoff they create upon fish species endemic to the Etowah River. Also, as required by Georgia law, Cobb County is part of the Metropolitan North Georgia Water Planning District. The District, which consists of sixteen (16) counties, was established in 2001 to create planning initiatives designed to ensure that the Metropolitan Atlanta Region will have safe, sufficient water resources for the growing population while maintaining a sound natural environment well into the future.

Housing Opportunities

Quality housing and a range of housing size, cost, and density should be provided in each community to make it possible for all who work in the community to also live in the community.

Cobb County continues to strive to have an array of housing types and prices available for the community. This includes everything from renter-occupied apartments to single-family detached estates lots. The county recognizes the importance of having a varied housing stock for both housing and economic development reasons. Currently 68.2% of the occupied housing units are owner-occupied properties. This figure is an increase from the 64.6% in 1990. One of the goals of Cobb County from 1995 Comprehensive Plan was to increase the percentage of owner-occupied housing units in the county. This has been successful.

One of the largest growth rates in housing types between 1990 and 2000 was the large multi-family developments. Over this time frame, Multi-family units (mostly owner-occupied condominiums) with more than 50 units increase from 2,500 units to 9,000 units, a 251% increase over 10 years. The county has encouraged these types of developments in and around our regional activity centers as a way to diversify the land uses in these areas.

There are some housing issues within Cobb County that could be improved upon. Affordable housing is an issue within Cobb County, much like it is throughout the metropolitan Atlanta area. This will continue to be a problem as long as the Atlanta region is a desirable location for the migration of individuals and businesses from throughout the county. This is exhibited by the cost-burden analysis that indicated 15.6% of the population paying more 30% of their household income for housing needs. Also, the job-housing balance indicates that more housing should be constructed near the vicinity of our job centers, especially workforce and affordable housing. As indicated above, Cobb County is trying to meet the needs of its current and future residents by creating a diverse housing stock with multiple housing styles and options.

Traditional Neighborhoods

Traditional neighborhood development patterns should be encouraged, including use of more human scale development, mixing of uses within easy walking distances to one another, and facilitating pedestrian activity.

Developments in Cobb County are starting to change due to a lack of available land and rising land costs. This is resulting in requests for more-urban development patterns and increased residential densities. This presents an opportunity for Cobb to incorporate more traditional neighborhood design into our built environment. This is already being accomplished in the areas around the Cumberland/Galleria Community Improvement District (CID) and in the Vinings village. These areas are seeing mixed-use developments that incorporate multiple housing types and price ranges. They are pedestrian-friendly in nature and help to improve the areas overall sense-of-place.

In addition, staff and elected officials have studied and approved a master plan for the Mableton area, Town Center Area CID, and Cumberland/Galleria CID. The Mableton master plan intends to revitalize areas of its downtown by combining the redevelopment of underutilized commercial and residential properties, reinvestment in existing housing

stocks, and providing a more secure pedestrian environment through streetscape enhancements. The combination of public sector and private sector enhancements will assist in stabilizing this village in a manner that is consistent with traditional neighborhood principals.

The Town Center and Cumberland/Galleria LCI Master Plans are transportation and land use master plans. Both plans seek to balance the need for continued commercial/office development with the need for new housing opportunities and transportation congestion management. The intent is to incorporate new residential developments into these areas as a way to reduce transportation demand and provide workforce housing.

Cobb County will continue to pursue policies and developments that enhance our ability to create mixed-use developments in the appropriate areas that will generate a more human scale urban environment. As the quantity and quality of these developments increase, we will see a more developers and lenders eager to get into this market. Design, both urban design and architectural design, are important to the success of these type of developments. It is important that the county study each project and how they fit into the overall scheme of development and vision for the community.

Infill Development

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

Infill development is a topic that draws both optimism and concern within communities. Infill development is in and of itself a market driven force that tries to maximize development potential in areas already developed. Infill development has the potential to strengthen existing communities and neighborhoods by providing new housing units and

revitalized commercial offerings in areas that are already serviced by public infrastructure. This can revitalize areas that may be in need of new investment. On the other hand, infill development can be a destabilizing force on neighborhoods if it is done in a manner that is contrary to the existing fabric of the neighborhood.

Due to these conflicting scenarios, the Community Development Agency is in the process of conducting an Infill Development study. The purpose of the study is to provide a detailed analysis about how infill development is occurring in this county, where the consultants will provide a set of recommendations that will assist in addressing issues of possible concern. The two areas that are experiencing the most infill development activity, East Cobb and Vinings, are supporting our efforts to study this phenomenon and will be provided the opportunity to participate in the development of this product.

Sense of Place

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

Cobb County continues to work in its efforts to provide better pedestrian accessibility throughout the county. This is happening in a variety of ways including the retrofitting of sidewalks in East Cobb, a mandate for new sidewalk within subdivisions in West Cobb, the provision of streetscape enhancements in our villages and town centers such as Mableton and Vinings, and finally in our community and regional activity centers.

East and West Cobb have a series of defined nodes of non-residential development that serve as community focal points. Some of these areas are along standard arterial and

collector streets that are geared toward the automobile with no services being provided for pedestrians and bicyclists. In addition, the uses in these areas are segregated with little to no mixed-use opportunities for populations that desire that type of development.

One of the challenges for these communities is the alteration of these nodes from automobile oriented areas to more livable, aesthetic, pedestrian friendly, community focal points. The transformation will be from a strip center to a hamlet or village. These nodes have the ability to serve as community gathering places for the surrounding neighborhoods, if they provide both accessibility and an inviting urban design scheme. Urban design is one aspect of suburban development that has been overlooked for many years. The retrofitting of these activity centers provides opportunities to reintroduce design in a way that will improve the sense-of-place for these areas.

Analysis of Supporting Data

Contained below is a brief overview of the data contained in the attached data and map appendix. This data contains information about various aspects of the community including demographics, economics, housing, etc. Data points that are important to the community and region due to aforementioned issues and opportunities contain a verbal analysis that assist to provide more clarity about the data and how it influences Cobb County.

Population

Total Population

Cobb County's population, as reported in the 2000 U.S. Census, was 607,751 persons. The population is projected to approach 628,988 in 2005, 650,224 by 2010, 698,933 by 2020, and 754,488 by 2030. Cobb County's population growth is expanding, but at a slower rate compared to past decades. From 1990 – 2000, Cobb County had a smaller growth rate compared to most other governments in the 10-county Atlanta Regional Commission area. This is due to efforts by Cobb County to have a managed growth policy.

Age Profile

The median age for Cobb County residents in 2000 was 27.5. Over 58% of residents are of typical working age (25-64). The largest single population cohort was 35 – 44 years old, accounting for 18% of the population. The age cohorts over 45 experienced the largest growth between 1990 and 2000. In particular the 45 – 54 years old cohort exhibited a 72.5% increase in 2000 compared to 1990. The Atlanta Regional Commission anticipates that the population of the Atlanta area will age significantly in upcoming decades. It is expected to have a 57% increase in the number of individuals over the age of 55 by 2020. Age groupings can be further aggregated into life stages (pre-school, school age, young adult, working age, and seniors) that provide a more common link

between individuals in these new cohorts. When viewed this way the two groups with the largest growth rates from 2000 – 2020 is the pre-school and seniors categories, 52.2% and 56.8% respectively. This is a significant increase in population and it will result in alterations to transportation networks, land use patterns, and housing types and characteristics.

Race/Ethnicity

The racial composition of Cobb County in 2000, as reported by the U.S. Census, was 68.8% Caucasian; 18.4% African-American; 7.7% Hispanic/Latino; 3% Asian; and 2.1% Other for the total population. There are a number of statistics that show a greater diversity in Cobb County's racial and ethnic composition. For instance, the Caucasian population had the smallest growth rate between 1990 and 2000. This resulted in a drop in their share of the total population from 86.3% in 1990 to 68.8% in 2000. The African-American/black racial category saw a 155.3% growth rate between 1990 and 2000. This was due to a doubling of the African –American/black population which increased its share of total population from 9.8% in 1990 to 18.4%in 2000. Finally, the population with the single largest growth rate in Cobb is individuals that are Hispanic/Latino. This ethnicity had a growth rate of 421.9% between 1990 and 2000 and increased their share in the total population from 2.0% to 7.7% respectively.

The racial/ethnic growth rates in Cobb County are comparable with the experiences of other metropolitan Atlanta counties. Cobb County has a smaller percentage of African-American/black population compared to the average for the 10-County Atlanta Regional Commission area, but this trend is equalizing as Cobb County has a much larger growth rate for this racial category compared to the region (60.5% ARC and 155.3% Cobb County). The trend towards communities with more racial/ethnic diversity will continue well into the future. It is anticipated that Cobb County will become a majority minority county much like the rest of the metropolitan Atlanta region.

Daytime Population

The daytime population in Cobb County in 2000 was 584,765, which is an increase 43.3% from 1990. 51% of the daytime population is employed individuals compared to 50% in 1990.

Educational Attainment

The educational attainment of Cobb County's residents is excellent. In 2000, 45.7% of Cobb County's population had a college degree (associates, bachelors, or graduate/professional), a 56.7% increase over 1990. 39.9% had a bachelor or graduate professional degree. When compares with the 10-county metropolitan Atlanta region and the State of Georgia, Cobb County still excels. The Atlanta region had 40.8% of the working age population with a higher education degree while it was 29.5% for Georgia. These statistics point to a well educated workforce in Cobb County. The level of education of a population has an impact on the types of economic development initiatives and recruitment efforts that are undertaken to ensure that the targeted businesses and industries are appropriate for the educational level and training of the population.

Income

Per capita income for the county, as reported by the U.S. Census for 2000, was $27,863, a 45% increase over the 1990 figure of $19,166. It is anticipated that per capita income will increase to $37,470 by 2010 and $47,076 by 2020. Median Household Income for 2000 was reported at $73,586, a 48% increase over the 1990 figure of $49,796. Income distribution indicates that 41.1% of Cobb County households have a household income under $50,000, 37.5% have a household income between $50,000 and $100,000, and 14.9% have a household income over $100,000. Poverty levels have increased in Cobb County increasing from 5.6% of the total population in 1990 to 6.5% in 2000. This is an increase of 13, 849 individuals. More in-depth analysis of these numbers indicates that 3,462 people under the age of 17 that are in poverty. This age group increased their share of the total population in poverty from 18.9% in 1990 to 21.2% in 2000. Individuals age

65 and older had a minor increase in the number of individuals that were in poverty with only 145 individuals. Seniors in poverty decreased their share of total poverty population from 1990 to 2000, 10.5% to 7.2% respectively.

Households

The number of households as reported in the 2000 U.S. Census was estimated at 227,590. Total household figures were projected to approach 249,398 by 2010, 275,790 by 2020, and 300,566 by 2030.

Average Household Size

The average household size in 2000 was 2.64. That average is expected to decrease to 2.57 in 2010, 2.49 in 2020, and 2.45 in 2030. Average household sizes in Cobb County have fluctuated in the past two decades. We were following the national trend of continually decreasing household size until 2000 when we saw an increase. The reason for this is due to the increase in the Hispanic/Latino population over the past ten years. The Census data indicates that this population segment has larger household sizes compared to the Caucasian and African American populations that were the predominant demographic groups in past decades.

Housing

Housing Types

In 2000, Cobb County had 237,522 total housing units. This was a 25% increase from 1990, which had 189,782 housing units. Over this past decade, the largest numeric increase in housing units came from single-family detached housing, which grew by 41,403 units, a 35.7% growth rate. The 1990 – 2000 growth rate of single-family detached structures grew at a slower rate compares to the 1980 – 1990 growth rate of 67.7% (76,618 total unit increase). This is due in large part to the managed growth philosophy that has been pursued by elected officials and staff. Other notable changes in the housing type includes a 19.1 increase in single family attached structures (down from

242% from 1980 – 1990), a -14.3% growth rate in multi-family units with between ten (10) – fifty (50) units, a reduction of 4,259 total units over this time frame. The largest growth rate for housing types was for multi-family units in developments with more than fifty (50) units, which increased by 6,519 units (251%).

Housing Mix

Of the estimated 237,522 housing units in Cobb County, 169,609 are single-family residential (attached and detached), which constitutes 71.4% of all housing units. There are also 62,736 multi-family units (26.4%), and 5,177 mobile homes and other units (2.2%). The majority of new homes being built are single-family detached structures throughout the county. There are areas in and around activity centers, along commercial corridors, and near existing higher density areas that are seeing single-family attached developments and multi-family developments. The regional activity centers have been actively trying to court residential development, which will most likely come in the form of new owner-occupied multi-family developments. 68.2% of all occupied housing units are owner-occupied in Cobb County, while only 31.8% are renter-occupied. The 68.2% owner-occupancy rate is similar to state and regional averages. The owner-occupancy rate in Cobb County increased in percentage from 1990, which was 64.6%. There are pockets of high renter-occupancy in some older residential neighborhoods that could use some assistance in the revitalization of the housing stock. This will assist in providing quality affordable housing and provide new opportunities for an increase in owner-occupied workforce housing units.

Vacancy

95.8% of owner occupied units were reported occupied. This is an increase compared to the 90.2% that was reported in 1990.

Condition of Housing Stock

29% of Cobb County's housing stock was built from 1990 - 1999. 81.4% of the housing stock in this county was constructed after 1970. This was the beginning of the growth boom that continues to this day in Cobb. There has been a conscious effort by elected officials and staff to manage growth in the county since 2000. This has resulted in smaller growth rates for the construction of new housing units. The median number of rooms in a housing unit has stayed basically the same between 1990 and 2000, 6.1 and 6.2 respectively. Also, 0.3% of housing units in Cobb lack complete kitchen facilities and 0.34% of all housing units lack complete plumbing facilities. These percentages are less than the state and regional percentages for the same categories.

Cost of Housing

In Cobb County, the median value of owner occupied units was $194,692 in 2000. This represents a substantial increase over the 1990 median value of $97,515, which is an increase that is a higher rate than average inflation over this same time frame. The 2000 average is higher than the figures for both the Atlanta metropolitan region and the state as a while. The Cobb figure represents the second highest figure in the 10-county metro Atlanta region with only Fulton County having higher median housing prices. From a rental perspective, 72% of rental units have gross rents more than $700 per month in 2000. In 1990, only 22.3% of all gross rents were $700 or more. This is a substantial increase, but is due mainly to market and inflation factors since there has not been a substantial increase in the quantity of multi-family housing units over this decade.

Cost Burden Analysis

15.6% of Marietta's population is burdened by their housing costs (30% or more of average household income was used to pay housing costs). In comparison to other metropolitan Atlanta communities, this statistic is not bad since it is below the regional average of 16.9%. Severely cost burdened individuals (50% or more of average household income used to pay housing costs) represent only 9% of all housing units. This

is also less than the regional average of 10.6%. These statistics tell us that there is a need for housing assistance programs in the county to ensure adequate housing opportunities for all individuals, but the majority of the residential population has average wages that are in-line with the cost of housing.

Special Housing Needs

Cobb County is home to individuals of a variety of racial, ethnic, religious and economic backgrounds. In virtually any community, you will find people with various physical and/or mental disabilities, as well as other sociological hindrances such as substance abuse and terminal diseases such as AIDS. Individuals fitting this description may require special housing needs specific to the nature of one's unique situation. In Cobb County, there are several non-profit organizations that volunteer their efforts to assist those with special housing needs. The County has an office that is dedicated to administering programs made available through the Federal Community Development Block Grant (CDBG), which is sponsored by the US Department of Housing and Urban Development (HUD). Additionally, the CDBG Office administers funding from Federally-sponsored programs aimed at making affordable, decent housing attainable for all.

The chart titled Special Needs Housing in the data appendix shows the estimated homeless population in Cobb County to be approximately 725 individuals. The indicated figures are derived primarily via point-in-time counts at various locations throughout the county where the homeless are known to congregate, as well as random counts at shelters.

There are several non-profit and/or faith-based organizations in the County that address the special needs population. Many of these organizations utilize funds from programs administered by the CDBG Program Office, as well as private and corporate donations, and other government funding sources. The chart titled Organizations Providing Special

Needs Housing in the data appendix provides a list of the names of some of the more active organizations along with a brief description of the services they provide to the special needs population.

These organizations are an important asset to Cobb County and are vital to ensuring that all County citizens have their needs and issues addressed. Further research will allow us to develop planning initiatives that will promote more employment opportunities and affordable housing solutions, so that the number of individuals in this category continues to decrease over time.

Jobs-Housing Balance

Cobb County has three major job centers, Dobbins AFB, Cumberland, and Town Center that is in the process of transforming this area from a bedroom community for Atlanta into a job center for the metro region. The county has a labor force of 343,473 persons and employment totals of 329,136 jobs. These numbers suggest a nearly perfect (1:1) ratio between the labor force participants and the total number of jobs. Using this quantitative analysis, Cobb County could be regarded as balanced. Another methodology for quantifying this issue is creating a jobs-housing ratio. In most methodologies, a ratio of 1.5 is considered appropriate (1.5 jobs for every housing unit). The job-housing ratio, using 2000 figures, provides 1.39 jobs per housing unit in the community. The regional average is 1.32 jobs per housing unit. This would say that Cobb County contains more housing units in comparison to the local need. Thus, we are an exporter of workers to other areas of the metropolitan region. There are many other quantitative and qualitative analyses that could be conducted to study this phenomenon. Some factors that inhibit other individuals from living and working in the area include the availability of more quality affordable housing, the high cost of land, and the accessibility of higher paying occupations.

Economic Development

Economic Base

In 2000, the total employment in Cobb County was 313,800. Employment is projected to increase to 366,989 by 2010, 433,864 by 2020, and 495,666 by 2030. Based upon U.S. Census Bureau figures, the industry sectors with a substantial positive growth rate between 1990 to 2000 included: Arts, entertainment, recreation, accommodation and food services; Educational, health, and social services; Construction; and FIRE (Finance, insurance, and real estate). Sectors with a substantial decreasing growth rate include: Agriculture, forestry, fishing and hunting, and mining; Transportation, warehousing, and utilities; and Wholesale trade. All other sector had little change over the decade. Overall in the Cobb County economy the Professional, scientific, management, administrative, and waste management services had the largest increase in its share of overall employment increasing from 9.8% of all employment in 1990 to 15.1% in 2000. The largest reduction in share of overall employment was in Retail trade which was 17.6% of all employment in 1990 and 13.0% in 2000. Georgia, as a whole, has a large percentage of employment in the Service, Retail Trade, and Manufacturing sectors. The Cobb County economy mirrors national economic trends more than the state economy with relative increases in the Service and Construction sectors. The largest difference between the Georgia's economy and Cobb County's economy is the continued state reliance on Manufacturing as a growth industry.

Location Quotient

As part of a larger economic base analysis a location quotient (LQ) analysis was performed. The location quotient tells researchers what factors of the economy are import sectors (non-basic) and export industries (basic). The basic industries are those that provide service to another geographic area. It indicates that this jurisdiction has a specialization in those particular industry segments. The non-basic sectors are industries where residents of the jurisdiction must travel to the comparison geographic area to receive those goods and services. Industries that have a specialization contain LQ factors

of 1.25 and up. Industries that are importing have LQ factors of 0.75 and below. The rest are self-supporting industries that meet the need of the local economy.

The LQ analysis indicated that Cobb County has a specialization in the Management of companies and enterprises sector when compared with the Atlanta Region. Additionally, Cobb County specializes in: Information; Finance, insurance, and real estate; and Professional, scientific, management, administrative, and waste management services. Finally, when comparison to the larger US economy, Cobb County specializes in: Information; Finance, insurance, and real estate; Professional, scientific, management, administrative, and waste management services; and Educational, health, and social services. The complete LQ analysis can be viewed in the data appendix.

Shift-Share Analysis

Shift-share analysis partitions local employment into three main components; a share reflecting trends in the larger national economy, a share indicating industry specific factors, and a share reflecting local influences on industry performance. These three factors can be totaled for each industry to determine how much influence each of these factors had on employment growth. The three largest industry sectors from 1990 – 2000 were Professional, scientific, management, administrative, and waste management services; Educational, health, and social services; and Retail trade. For example, the Construction sector gained 8,812 new jobs within this time period. Of the new jobs created, 1,938 can be attributed to growth in the national economy, 1,614 jobs are due to growth in this particular industry segment, and 5,260 jobs are a result of local factors that distinguish Cobb County from other geographic areas. The complete list of tables and figures for all industry segments can be viewed in the data appendix.

Occupations

In 2000, 72.4% of the Cobb County's workforce was in "white collar" occupations (42.4% of the labor force was reported in the management, professional, and related

category and an 30% of the labor force was in the technical, sales, and administrative support category). 17.0% of the labor force was reported in "blue collar" occupations and the remaining 10.6% were in service occupations.

Unemployment

The unemployment rate for Cobb County in 2000 was 3.8%. This is lower than the 4.1% unemployment rate in 1990. The 2000 figure is lower than the 5.4% unemployment rate for Georgia and the 5.7% unemployment rate for the United States.

Personal Income

In 2000, Cobb County had a 96.3% increase in personal income compared to 1990. 83.2% of all personal income came from wage or salary income in 2000. In 1990, Cobb County resident's salary and wage income accounted for 84.4% of all personal income. All personal income categories stayed relatively constant in their percentage of overall income and growth rate.

Wages

Since 2001, wage growth has fluctuated dramatically. From 2001 to 2002 wages reduced with a -0.4% growth rate. 2002 to 2003 experienced a 3.2% increase in wages. 2003 to 2004 (projected) indicates an increase of 0.4% in wages. The average growth rate from 2001 to 2004 was 3.2%. This is only a modest increase compared to the 8% to 10% growth rates of the previous 5-year periods.

Commuting Patterns

Cobb County's means of transportation to work indicates that 80.8% drive alone, 12% carpool, 1.3% use public transportation, 1.9% use other means of transportation, and 4.1% worked from home. In 1990, 32.4% of Cobb County residents had commute times of 20 minutes or less. In 2000 the percentage of residents with a 20 minute commute time or less dropped to 29.3%. Also in 2000, 21.4% of Marietta's population had a commute

time of 30 to 39 minutes compared to 22.3% of the population in 1990. The most likely reason for this increase is due to increased traffic congestion on major arterials and Interstate systems. Cobb County has higher average commute times compared to the rest of the metropolitan Atlanta area. The metro average has 27.6% of the population with 40 minutes or more commute time compared to 29.0% for Cobb County.

Economic Resources

Cobb County has numerous resources that help to keep it a competitive area for business and industry. The resources include low taxes, economic incentives, trade schools, an Economic Development Department, and Cobb County Chamber of Commerce. Cobb County has a relatively low tax rate, which assists with business recruitment and industrial development. However, certain types of taxes (e.g. the inventory tax) might not be competitive with other counties. Cobb County also has a program of economic incentives. The incentives are used in a selective manner to attract high wage jobs that are not infrastructure intensive.

Trade schools are an important part of Cobb County's overall economic development strategy. The county contains two schools (Chattahoochee Tech and North Metro Tech) that provide training programs tailored to the specific needs of a form or industry. An intense marketing program can only increase the benefits of these schools to the county.

Cobb County government includes an Economic Development Department. The functions of the Department includes: working closely with the Cobb County Chamber of Commerce, Cobb County Development Authority, GITT (Georgia Industry Trade and Tourism), DCA (Georgia Department of Community Affairs), and the Governor's Development Council; Attract and retain quality businesses; grant writing; implementing the County's Economic Development Master Plan; and ensure commercial development in association within the parameters of the Comprehensive Plan.

Cobb County Chamber of Commerce is another resource that helps to make Cobb County a business friendly environment. The Chamber contains 2,500 members from a variety of large, small, domestic, and international businesses. The Cobb Chamber works in the areas of economic development, small business, education, government relations, membership development, transportation and marketing/communications. Community development efforts include programs to promote the military, law enforcement and leadership development. The Cobb Chamber provides frequent seminars on a variety of business topics. Demographic data, maps, and directories of various businesses are available. The member newsletter *DIRECT* and an E-newsletter are published monthly, while the *Cobb In Focus* magazine is published bi-monthly.

Economic Trends

The growth and decline of various industry sectors are discussed in the Economic Base section of this analysis. Overall, the knowledge, professional, and construction sectors are growing while the more traditional retail trade, wholesale trade, and manufacturing are decreasing in importance. There are numerous economic clusters that are important to the overall county economy because they represent a diversity of employment types that ensure a diversified economy for Cobb County. The clusters include Dobbins Air Force Base/Lockheed Martin (Military and manufacturing), Kennestone Hospital Area (Health services), Cumberland/Galleria (Professional, scientific, management, and administrative services), and Town Center (Retail trade).

Dobbins AFB cluster

The aerospace cluster is quite large, with more than 10,000 employees at significant employers such as Lockheed Martin, Dobbins Air Force Reserve Base, the Naval Air Station, and the Federal Aviation Administration (FAA). Currently there are more than 5,000 employees in support services for this sector including: trucking; warehousing and supply chain management (logistics); and airfreight. This employment cluster may be negatively impacted if the most recent round of Pentagon base closings continues as

previously indicated. This would result in a loss of 850 jobs due the closing of the Naval Air Station.

Kennestone Hospital cluster

Kennestone Hospital operated by Wellstar Health systems and surrounding health service companies represent a rapidly growing segment of the local economy. Wellstar itself has over 9,000 employees in Cobb County. The location quotient and shift-share analysis indicates that this is a fast growing segment of the local economy. In addition, the hospital is undergoing a major expansion that will create new employment opportunities, which will further private sector development as this cluster expands in the local economy.

Cumberland/Galleria cluster

The Cumberland/Galleria area is a major regional activity center that has matured over the past decade. The cluster is located at the intersection of I-75 and I-285, two major highways in the metropolitan Atlanta area. This area started mainly as a commercial retail area, but has grown into an office and professional service cluster. Numerous companies house major regional and national headquarters or major business operations in this area including: Home Depot, GE Energy, Coca Cola Enterprises, IBM, Cousins Properties, Russell Athletics, Georgia Pacific, and Manhattan Associates. The majority of the workforce in this area is “white collar” containing business services, professional offices, and management occupations. There is an effort to expand the type of uses in this activity center to include additional residential opportunities as well as entertainment options. This will assist in making a “mixed-use” area that will be more functional and desirable for the community as it transforms from a suburban satellite city to an urban center.

Town Center cluster

The Town Center area is a retail/service area that contains shopping, restaurants, and automobile oriented uses. The area is located between I-75 and I-575 in a narrow band of properties that spans these two north-south interstate facilities. The center of this cluster is the Town Center Mall, which is a regionally serving retail center. Corridor retail developments have followed the mall along the collector and arterial streets that are in the vicinity of the mall area. The employment in this area is almost primarily service oriented with a large quantity of the uses being automobile oriented and automobile dependent. The Town Center area recently went through a visioning process where they are trying to develop a plan for future growth and development. This has resulted in the desire for more residential developments in this mainly commercial area as a methodology for reducing trip generation and increasing the livability of the area.

Natural Resources

Natural and historic resources are inherent characteristics of a community that help to give it a unique identity and contribute to the list of assets that may attract new residents or investors. These are also sensitive community elements that cannot be regained once destroyed. Cobb County has been an attractive place in which to live and work for many years, rich in natural and historic resources. Even in the early days, communities such as Smyrna, Vinings, Austell, and Powder Springs were popular places for tourists due to their natural beauty. The past three decades have been a time of steady increase in growth of new business and residential communities that shows no sign of slowing. While growth is inevitable and new residents need to be accommodated, Cobb County's natural and historic resources can be considered in the planning process in order to allow for growth without destroying the rich cultural heritage of the county that makes it a desirable place to live. The following pages will examine the natural and historic resources in Cobb County and assess how conditions may have changed in the recent past and can be expected to change in the future. Additionally, consideration will be given as to how these resources contribute to the health and economic well being of Cobb County.

It is also important to note that the Department of Natural Resources (DNR) and the Department of Community Affairs (DCA) have put together a document titled the, "Rules for Environmental Planning Criteria." These put together some basic rules and regulations that are intended to improve the natural environment for the people in the state. We have subdivided the natural resources section of this analysis into relevant categories for discussion purposes. This includes a description of what the current standards require, as far as new regulations are concerned, to protect the environment. In most of these cases, the regulations have not been approved by Cobb County and therefore we are not in compliance with all of the regulatory mechanisms discussed in this section.

Water Supply Watersheds

Water supply watersheds are defined by the Georgia Department of Natural Resources (DNR) as areas of land upstream from a government-owned public drinking water intake. During times of precipitation, some waters are absorbed by soil while other quantities of the resource are detained by depressions, ponds, or lakes, or intercepted by vegetation, flows off the land as run-off. As the non-percolating water flows into lower elevations, it combines with water released through the soil. The boundaries of a drainage basin form a watershed for a river or stream. There are three water supply watersheds within Cobb County; the Chattahoochee River in East Cobb, Sweetwater Creek in Southwest Cobb, and Lake Allatoona in the northwest portion of the county.

Watershed protection is necessary to help ensure water quality for residents of a community. When vegetation is removed from stream channels and soils in the watershed are paved over, the potential for erosion, flooding, and sedimentation increases. This sedimentation pollutes the water and causes aquatic life to deteriorate. There are many guidelines and regulations relating to watershed protection that can help local governments plan wisely.

The Georgia Department of Natural Resources has established requirements for environmental planning in sensitive areas. These requirements include vegetated buffers

and limitations on impervious surfaces within certain watersheds. The only protective measure required by the DNR *Rules for Environmental Planning Criteria* that applies to watersheds within Cobb County relates to hazardous materials. Lake Allatoona is a multi-purpose reservoir, owned by the Army Corps of Engineers and excluded from most of the DNR water supply watershed standards. The Sweetwater and Chattahoochee watersheds are also exempt from most regulations due to their size and the fact that neither are impounded directly on water supply reservoirs.

In relation to hazardous materials, any new facilities that handle certain types and amounts of hazardous materials and are located within seven miles of a water supply intake must perform their operations on impermeable surfaces that have spill and leak collection systems. Water supply watersheds, public drinking water intakes, and seven miles radii of these intakes can be seen on Map 1. Other protective measures are mandated through the Metropolitan River Protection Act which establishes a 2,000 foot river protection corridor along the Chattahoochee River. This will be discussed further in this analysis.

Groundwater Recharge Areas

A groundwater recharge area is any portion of the earth's surface where water infiltrates the ground to replenish an aquifer (water bearing rock formation). Cobb County is underlain by a complex of metamorphic and igneous rock ranging in thickness from less than 10 feet to possibly more than 10,000 feet. Recharge is the process by which ground water infiltrates to the underground openings by seeping through the ground or by flowing directly into openings in exposed rock. The areas with the greatest vulnerability to groundwater pollution from human activity are those with thick soils and relatively low slopes that may contain significant recharge areas.

In Cobb County, the largest probable groundwater recharge area encompasses Marietta and stretches north and south of the city. Two smaller areas of significant recharge are found in West Cobb, south of Acworth and Kennesaw. The relatively flat areas of thick soils are the

most significant areas of groundwater recharge as well as the most suited for industrial and commercial development. Map 2 shows probable groundwater recharge areas taken from Hydrolic Atlas 18 produced by Georgia DNR. In addition, the Georgia Geologic Survey has documented numerous high-yielding wells across the county. The survey concludes that large supplies of groundwater of good quality suitable for drinking are available in the metro Atlanta region.

Georgia law requires that local jurisdictions adopt and implement recharge protection measures that meet state minimum standards. In areas of significant groundwater recharge, land disposal of hazardous waste is prohibited, as are new sanitary landfills that do not have synthetic liners and leachate collection systems. All new facilities that treat, store or dispose of hazardous waste or that handle hazardous materials of a type and amount to be defined by local ordinance must perform their operations on an impermeable pad that has a spill and leak collection system. The standards also include restrictions on lot size for use of septic tank/drain field systems. To ensure protection of groundwater recharge areas, the Cobb County Zoning Ordinance specifies that any activity relating to or associated with hazardous waste obtain approval from the applicable agency of the State of Georgia (state retains authority to regulate). This also applies to any landfilling operation. The Water Quality Section of the Stormwater Management Division of the Cobb County Water System monitors surface runoff from commercial and industrial sites. Any hazardous waste cleanup sites are handled by the GA. Department of Natural Resources; Cobb County is responsible for first response, notification to DNR, and spill containment only. Cobb County also requires a minimum 20,000 square foot lot size, dependent on suitable soil type and approval from the county's Office of Environmental Health, prior to allowing the installation of a septic tank. By 2010, 95% of Cobb County will have sewer service.

Wetlands

According to the Georgia DNR *Rules for Environmental Planning Criteria*, "wetlands are those areas saturated by surface or groundwater at a frequency and duration sufficient to

support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil condition." Wetlands generally include swamps, marshes, bogs, and similar areas. Wetlands are valuable for a number of reasons. They protect and improve water quality by trapping and filtering pollutants and sediment. They also recharge groundwater supplies and help to stabilize flood hazards by acting as natural flood control areas. Finally, wetlands are an essential breeding, nesting, and feeding habitat for many species.

Wetlands are normally found in flood plains, along stream banks, and surrounding ponds and lakes. The U.S. Department of Interior, Fish and Wildlife Service (USDA) has completed a series of detailed wetlands maps for Cobb County. A generalized wetland map, Map 3 has been produced for this plan document.

According to the USDA maps, Cobb has many wetlands of 5 to 15 acres in size and several that are 20 to 40 acres. For example, concentrations of wetlands are found along the Chattahoochee River, along Ward Creek in West Cobb, and along Nickajack Creek in South Cobb.

The U.S. Environmental Protection Agency goal, as applied to the Section 404 permitting process required before disturbing wetlands, is to allow no long term degradation and no net loss of wetlands. Cobb County complies with the federal wetlands program under Section 404 of the Clean Water Act in order to maintain and protect these natural resources. The Cobb County Department of Community Development routinely visits each potential development site that is submitted for review. If the person conducting the site visit determines that wetlands may exist on a site slated for development, the developer is responsible for requesting a determination of jurisdiction for any project that would result in altering over one acre of wetlands as required by the Clean Water Act. Therefore, residential developments located within the residential categories as recommended on the Future Land Use Map, shall exclude any acreage within flood plains and/or wetlands when

calculating the overall density of the development. Cobb County does not allow land disturbing activity within delineated wetlands jurisdictions except as restricted by permit issued by the U.S. Army Corps of Engineers.

- **Acceptable** uses of wetlands may include the following:
  - Timber production and harvesting
  - Wildlife and fisheries management
  - Wastewater treatment
  - Recreation
  - Natural Water quality treatment or purification
  - Other uses permitted under Section 404 of the Clean Water Act

- **Unacceptable** uses of wetlands may include the following:
  - Receiving areas for toxic or hazardous water or other contaminants
  - Hazardous or sanitary waste landfills
  - Other uses prohibited by local governments

In some of Cobb County's least intensively developed areas, there may be the opportunity to go over and above these minimum standards of protection by using wetlands for passive recreation and green spaces. This would counteract stressful effects of new growth and development.

Protected Rivers & Mountains

The Chattahoochee River and Kennesaw Mountain are the two major protection areas in Cobb County. The Federal government is responsible for the protection of Kennesaw Mountain National Battlefield Park and the Chattahoochee National Recreation Area which follows a significant portion of the Chattahoochee River in Cobb County. These are national park lands, protected from development and other intrusions within their boundaries. Additional protection for the Chattahoochee River corridor is provided by

the Georgia Mountain and River Corridor Protection Act of 1991 - House Bill 643. Cobb County uses this legislation in plan review and zoning decisions to help guide responsible growth along the river corridor. It is important to note that Kennesaw Mountain does not meet the minimum requirements established by the Georgia Department of Natural Resources to qualify as a protected mountain.

Federal Protection

The Georgia Mountain and River Corridor Protection Act of 1991 - House Bill 643

Requirements:

House Bill 643 requires the maintenance of a natural vegetative buffer within the river corridor extending 100 feet from the mean bank of the river and prohibits activities which have a negative impact on drinking water quality. The provisions of this Act apply to the portion of the Chattahoochee River south of Peachtree Creek. Within the buffer, the following land uses are permitted so long as the natural vegetative buffer is restored as quickly as possible following any land-disturbing activity.

- Single-family dwellings, including the usual appurtenances, meeting the following conditions:
  - The dwelling must be in compliance with all local zoning regulations.
  - A minimum lot size of two acres is required. When lot lines run into the river (for example, the center of the river is uses as the boundary), the area of the lot in the river may not be included in the calculation of area. Lots existing prior to passage of the act may be used so long as other provisions of the zoning ordinance are met.
  - No more than one dwelling unit per lot is permitted.
- A septic tank or tanks serving a residential dwelling unit.
  - Septic tank drainfields may not be located within the buffer area.
- Construction of road crossings and utility crossings meeting the following conditions:

- Construction of such road and utility crossings must meet all requirements of the Erosion and Sedimentation Control Act of 1975.
- The requirements of any applicable local ordinances on soil erosion and sedimentation control must be met.

- Timber production and harvesting meeting the following conditions:
  - Forestry activity must be consistent with the best management practices established by the Georgia Forestry Commission.
  - Forestry activity must not impair the drinking water quality of the river water as defined by the federal Clean Water Act, as amended.
- Wildlife and Fisheries management activities
- Waste-water treatment
- Recreational usage consistent either with the maintenance of a natural vegetative buffer or with river-dependent recreation. For example, a boat ramp would be consistent with this criterion, but a hard-surface tennis court would not. Parking lots are not consistent with this criterion. Paths and walkways within the river corridor are consistent with this criterion.
- Natural water quality treatment or purification
- Agricultural production and management, meeting the following conditions:
  - Agricultural activity must be consistent with best management practices established by the Georgia Soil and Water Conservation Commission.
  - Agricultural activity must not impair the drinking water quality of the river water as defined by the federal Clean Water Act, as amended.
  - Utilities must not impair the drinking water quality of the river water.

The following land uses are **not** permitted within the buffer.

- Septic tanks and septic tank drainfields (except as provided in connection with permitted single family dwellings).
- Handling areas for the receiving and storage of hazardous waste. Port facilities are exempt from this criterion if they meet the following conditions:

- Port facilities must meet all federal state laws and regulations applicable to the handling and transport of hazardous waste.
- Port facilities handling hazardous waste must perform their operations on impermeable surfaces having spill and leak protection systems as described by the Department of Natural Resources.

- Hazardous waste or solid landfills

Existing land uses along the part of the Chattahoochee River in Cobb County covered by the provisions of the Mountain and River Corridor Protection Act of 1991 are primarily industrial and industrial compatible activities. The properties which are currently undeveloped but recommended for activity center, industrial compatible or industrial use on the future land use map, are recommended for such to reflect existing zoning decisions made prior to 1991. The county, through its zoning ordinance, will enforce the provisions of the Act which prohibit certain land uses within the buffer. Part of the Six Flags Amusement Park also lies within the established buffer. In order to bring future land uses into compliance with the standards set forth in the Mountain and River Corridor Act as well as identify which existing land uses have the potential to impact drinking water quality, the State of Georgia adopted the Metropolitan River Protection Act (MRPA).

Regional Protection

The Metropolitan River Protection Act is a response to the overload that urbanization has put on nature's ability to control stormwater run-off and pollutants. Land disturbance and construction causes more water to flow over the land, eroding soil and filling streams with sediment. The concentration of pollutants and the water temperature in stormwater run-off increases, destroying aquatic habitats. The Chattahoochee River is protected by this law as it requires a 2,000 foot protection corridor surrounding the Chattahoochee and its impoundments from Buford Dam to Peachtree Creek, a distance of 48 miles. In the 1998 session of the Georgia General Assembly, MRPA was amended to extend protection of the Chattahoochee River from the Atlanta water intake to the southern limits of Fulton and

Douglas Counties. In addition, the Georgia General Assembly has created the Metropolitan North Georgia Water Planning District which is a regional entity that addresses water quality and water quantity issues for the greater Atlanta area.

The 2,000 foot corridor must be shown on all official county maps. Additionally, the requirements include the maintenance of a 50 foot undisturbed natural buffer along the river bank, a 35 foot buffer along tributary streams, a 150 foot building set back along the river, and limits on the amount of land disturbance and impervious surface within the remaining 2,000 foot corridor. To ensure a proactive approach to the implementation of the Act, the Atlanta Regional Commission (ARC) was required to adopt a plan and procedures to protect the river as well.

The Chattahoochee Corridor Plan adopted by ARC includes development principles and standards to minimize the negative effects of development on the river. The review process established by MRPA requires that all land-disturbing activity and development within 2,000 feet of the banks of the Chattahoochee within Cobb County must be reviewed by ARC and the County Community Development Department. Additionally, the development must also be approved by the Board of Commissioners and show consistency with the standards of the Corridor Plan.

The South Chattahoochee River Corridor Study is a second regional effort to study the potential of the Chattahoochee River as an economic resource, recreational area, and aesthetic amenity as well as preserve the river's natural areas and water quality. The work plan for this project spans the year 1996 and most of 1997. On September 23, 1998 the ARC board adopted a comprehensive coordinated land and water use plan for the Chattahoochee River corridor to take effect on October 1, 1998. The plan is very similar to the existing Chattahoochee Corridor Plan in its format, content and review/compliance procedures.

Local Protection

Cobb County has taken an extra step toward river protection by adopting the Chattahoochee River Tributary Buffer Ordinance in accordance with MRPA. This ordinance aims to protect stream tributaries in the Chattahoochee River that are outside the 2,000 foot corridor. The ordinance affects all perennial streams including Willeo, Rottenwood, and Sope Creeks. In the ordinance, the "Protection Area" is defined as the stream channel and the land area extending outward 25 feet horizontally from the top of the banks on each side of all flowing tributaries of the Chattahoochee River downstream of Buford Dam and upstream from the City of Atlanta intake facility adjacent to State Road #3. The first 25 feet extending outward from the tributary banks shall be a natural, undisturbed buffer with land disturbing activities permitted only in accordance with the ordinance. A land disturbance permit is required for any activity which may alter the hydrologic or vegetative characteristics inside a "protection area" or buffer. The Tributary Buffer Ordinance is administered by the Department of Community Development.

Permanently Protected Greenspace

The Georgia Greenspace Program, created in the 2000 General Assembly, set a goal and framework to encourage counties to permanently protect 20% of their land area, including areas inside municipalities, as Greenspace. The Cobb County Board of Commissioners adopted the Cobb Community Greenspace Program on November 14, 2000.

The Cobb County Community Greenspace Program will strive to permanently protect 20% of the total county area, including areas within municipalities, as permanently protected Greenspace. While it is understood that public access is not required for Greenspace designation, the Cobb Community Greenspace Program will endeavor to enhance and link publicly owned facilities for passive recreation use.

Cobb's Future Land Use Map category of Park/Recreation/Conservation (PRC) has been customized to illustrate areas of permanent protection. The designation of "Conservation"

will be patterned within the PRC category to demonstrate areas permanently protected and those areas designated for future permanent protection.

Floodplains

Flooding is the overflowing of water onto land that is normally dry. Water standing for short periods of time in areas of low elevation after a rainfall is not considered as flooding, nor is water that is part of a permanent or semi-permanent pool, such as a swamp or marsh. The severity of flooding is rated in terms of frequency, duration, and area of coverage.

Flood plains are the relatively flat areas of land adjacent to stream banks. Flood plains in their natural, undisturbed, and undeveloped state provide storage of flood waters, channelization, silt retention, and groundwater discharge. Map 5 shows the approximate locations of flood plain areas in the county. With its numerous streams, Cobb County has land in the 100-year flood plain throughout the county. The Sweetwater Creek basin in the Austell area and the land along the Chattahoochee River in South Cobb are particularly vulnerable.

Any fill material placed in a flood plain takes the place of the water that would be stored there in a flood. This causes the water level to rise and previously dry land is flooded. Cobb County participates in the National Flood Insurance Program, a federally-backed insurance program for the protection of property owners within flood hazard areas. The Federal Emergency Management Agency (FEMA) identifies and maps most areas in the county that are subject to flooding based upon the 100-year flood plain standard.

In order to prevent unnecessary flooding due to mismanagement of flood prone areas, residential developments located within the residential categories as recommended on the Future Land Use Map, shall exclude any acreage within flood plains and/or wetlands when calculating the overall density of the development. Development in the flood plain and in areas adjacent to flood plains is closely regulated by county ordinance.

Since the early 1970s, Cobb County has been actively involved in managing stormwater run-off from new developments. Cobb adopted its first Flood Protection Ordinance in 1973, setting an example for the six cities within the county, some of which followed by adopting similar ordinances.

The revised Cobb County Flood Damage Prevention Ordinance, adopted October 11, 1988, states that development may be permitted in the *Flood Fringe Area,* which is the area of the flood plain lying outside the floodway but still lying within the base flood plain, and which complies with the requirements of the Ordinance. Development is not permitted in the *Floodway.* The floodway is that area defining the channel of a river or other watercourse, and the adjacent land areas that must be reserved in order to discharge the base flood without cumulatively increasing the water surface elevation more that one foot. Uses permitted in the floodway in compliance with the Ordinance include the following:

- Agriculture, including forestry and livestock raising, requiring no shelter within the floodway except for temporary shelter, etc.;
- Dams, constructed to the specifications of the U.S.D.A. Soil Conservation Service, Army Corps of Engineers, State Safe Dam Act, and the Cobb County Community Development Department;
- Public parks and recreation areas and facilities;
- Fences having sufficient open area to permit the free flow of water and debris;
- Roads and parking areas constructed so as to permit the free flow of flood waters;
- Utility poles, towers, pipelines, sewers, signs, etc. constructed so as to permit the free flow of flood waters; and
- Other uses which may be permitted by the Cobb County Community Development Department in accordance with the provisions of the ordinance.

The ordinance, administered by the Department of Community Development requires a permit for any improvement or development, including grading and filling within an area of Special Flood Hazard. Also included are regulations that outline construction precautions for development in Flood Hazard Areas.

Soil Types

The soil types found in Cobb County include Altavista, Appling, Cartecay, Cicil, Chewacla, Surham, Gwinnett, Helena, Hiwassee, Louisa, Louisburg, Madison, Musella, Pacolet, Roanoke, Toccoa, Urban, and Wilkes Series. These soils exist on topography that is mostly gently rolling to steep. The Soil Conservation Service Survey identifies soil types which are sensitive to development due to tendency to flood, steep slopes, shallow depth to rock, or high shrink/swell potential. This survey is accompanied by a general county soil map that may be helpful in siting development. A generalized view of soils sensitive to development is found on Map 6.

Cobb County does not protect sensitive soils on ridges and mountains from development, but does regulate and enforce erosion and sedimentation control measures. Sensitive soils in the flood plain are protected under the Cobb County Flood Damage Prevention Ordinance. Further protection of sensitive soils may be warranted in areas where ridges and mountain tops have yet to be developed. Pine Mountain and Lost Mountain in West Cobb are two sensitive areas in which well planned and managed growth may be necessary in the future.

The soils found in Cobb County are described below according to soil associations. According to the USDA Soil Conservation Service Soil Survey of Cobb County, an association normally consists of one or more major soils and at least one minor soil, and is named for the most prevalent. The soils in one association may occur in another, but in a different pattern. The associations are listed from that found on nearly level ground to that found on the slopes of small mountains.

Alluvial Soils along Flood Plains

- Cartecay-Toccoa: This association includes nearly level soils on broad to narrow flood plains. These soils formed along streams that have more than a 20% chance of overflowing in any one year. They are found in the flood plains of streams and the Chattahoochee River. Frequent flooding severely constrains development on these soils, which are protected by local flood plain management regulations.
- Toccoa-Cartecay: Similar to the above, these soils are found along streams that have a 5% to 20% chance of flooding in any given year.

Gently Sloping to Sloping Shallow soils on Ridgetops

- Wilkes: This association consists of soils on narrow ridgetops, sloping from 6% to 15% in most places. Run-off is medium to rapid, and this soil is not well suited to cultivated crops or development because it is stony, severely susceptible to erosion, and shallow over rock. Wilkes soils are found in the northwest corner of the county on ridge tops west of Lake Allatoona. Very low density and open space uses are most suitable for this soil type.

Sloping to Steep, Deep to Shallow Soils on Irregular Hillsides

- Madison-Louisa-Pacolet: These soils are found on short slopes along drainageways. They are well drained to somewhat excessively drained with slopes from 10% to 60%. Run-off is moderately rapid to rapid, and these soils are steep, droughty, and erodible.

- Gwinnett-Pacolet-Musella: These soils are found on hilly uplands and slopes with well-defined drainageways. Slopes are from 10% to 45% and run-off is moderately rapid to rapid. These soils are well drained and generally support pine trees and mixed stands of hardwoods.

- Louisburg-Appling-Wilkes: This association consists of soils on short side slopes that are dissected by many narrow, well-defined drainageways. They are excessively drained to well drained. Slopes are steep at 10% to 45% and are shallow, droughty, and stony.
- Madison-Gwinnett-Pacolet: Made up of soils on short slopes adjacent to drainageways, this association has slopes from 10% to 25%. These soils are well drained. This soil type is suited for residential as well as commercial development.

Very Gently Sloping to Sloping, Deep to Moderately Deep Soils on Broad and Narrow Ridgetops

- Appling-Cecil-Madison: This association is composed of well-drained soils on broad, uniform ridgetops sloping 2% to 10%. It is better suited to cultivated crops than any other association in the county. It is also suited to residential and commercial development.
- Madison-Gwinnett-Cecil: Found on fairly broad to narrow ridgetops, this association has slopes of 2% to 10% with well-drained soils. Most of the soils in this association were formerly cultivated or pasture land, but now most of it is wooded or developed.

Very Gently Sloping to Sloping, Deep to Shallow Soils on Narrow to Fairly Broad Ridgetops

- Gwinnett-Hiwassee-Musella: These well-drained soils are also found on broad to narrow ridgetops with slopes of 2% to 10%. This soil association is found in primarily wooded or developed areas.
- Appling-Pacolet-Louisburg: This association consists of soils on ridgetops with slopes from 2% to 15%. The soils are well drained to excessively drained. These soils are shallow with high permeability and are generally wooded or developed.

Dominantly Steep, Stony Soils on Mountains and Slopes Adjacent to Some Streams

- Pacolet-Musella-Louisburg: This association consists of soils on mountain slopes that rise 100 feet to 600 feet above the surrounding area and on slopes adjacent to some streams. The soils are well drained to excessively drained. A large area of this soil type is found in the Kennesaw Mountain National Battlefield Park. Lost Mountain, Pine Mountain, Blackjack Mountain and their surrounding ridges at the headwaters of Sope and Sewell Mill Creeks also have these steep, stony soils. Slopes are 10% to 45%. These soils are unsuitable for most non-farm uses.

Borrow and Fill Areas

- Urban land and borrow pits: This association is comprised cuts and fill that consist of mixed sand, silt, clay, and boulders. Found in urban and developed areas, the original soil profile has usually been severely modified by cutting, filling, and shaping to accommodate community development. In places where cuts are deep, steep banks are severely eroded. The organic matter content and supply of available plant nutrients are very low.

Steep Slopes

Steep slopes are defined as those areas with changes in vertical datum equal to or exceeding ten percent. According to the 1973 Soil Survey of Cobb County prepared by the U.S. Department of Agriculture's Soil Conservation Service, Cobb is made up of broad, convex ridgetops that are divided by many drainageways. The elevation is about 750 feet above sea level along the Chattahoochee River and ranges from about 900 feet to more than 1,800 feet on the ridgetops and mountains. Steep slopes are found on the small mountains in the county; Pine, Lost, Sweat, Blackjack, Kennesaw, and Little Kennesaw. Steep slopes are also found along major streambanks such as Noonday Creek and Allatoona Creek. The locations of steep slopes in Cobb County can be found on Map 7.

Sweat Mountain and Blackjack Mountain in East Cobb have been developed residentially, as have many of the steep slopes rising from the Chattahoochee. Pine Mountain and Lost

Mountain in West Cobb have also seen residential development in the past several years, but so far this development has occurred at a slower rate and lower density than in East Cobb. The steep slopes of West Cobb may require more environmentally sensitive developments in lower densities than are found on Sweat and Blackjack Mountains. Kennesaw and Little Kennesaw Mountains are protected from development because they are part of the Kennesaw Mountain Battlefield National Park.

Clearing steep slopes of vegetation in preparation for development often leads to erosion and sedimentation. On slopes that are determined to be suitable for development, erosion control measures are required in accordance with the Soil Sedimentation and Erosion Control Ordinance. These requirements are intended to minimize the impact of construction upon potentially sensitive natural resources.

Prime Agricultural and Forest Land

Prime agricultural and forest land can be identified as those areas where the soils and topography are most conducive to vegetative growth. The total acreage of both agricultural and forest land has decreased rapidly throughout the metro-Atlanta area as a result of commercial and residential development. This development impacts forests as well as valuable watershed resources. Additionally, the placement of infrastructure necessary to support growth has caused a decrease in forest acreage, particularly bottom land and ridges.

The total land area in Cobb County is 217,741 acres. The current volume of the county's private prime forest lands (that available for timber production or reserve) is estimated at 55,000 acres, a 34% decrease since 1989. 5,900 acres of the total are preserved by the fact that they are Federal park land. Some of Cobb's forest acres exist in bottom lands, flood plains, and riparian buffers but the majority are found on uplands of North, and West Cobb County and in agricultural lands in Southwest Cobb. These are areas of prime real estate interest, the development of which will remove much of the forest cover that now takes up less than one quarter of the county's total acreage. *(UGA Extension Service)*

The Urban Forest

The term "urban forest" has been adopted to describe those forest lands that exist among a highly urbanized area, like the Atlanta metropolitan area. Although Cobb County is in the rural-urban interface of the Atlanta region, the urban influence on forest resources is reflected throughout the county to a growing extent almost daily. With East Cobb fully urbanized, much of the existing hardwood forest has been removed or is under severe stress from construction damage during the development process. The young pine stands that have remained on residentially developed pastures and moderate slopes are under pressure from Southern Pine Beetle infestations, tornadoes, thunderstorms, and recent ice storms. This part of the urban forest is most likely characterized by small groups of pines, young native hardwoods, subdivision entrance and screen plantings, and locally available ornamental species.

Further to the west, the cultivated and fallow pastures, livestock farms and upland forests of West Cobb have become a part of the urban/rural interface as well. As residential and commercial development expands along the various arterials into the low density areas of West Cobb, there will be increased stresses upon the natural resources and their benefits which include canopy cover, water quality, erosion control, storm water management, air quality, property value, and economic and aesthetic consideration.

Developed Forests

The composition forests in the developed areas of the county varies with type and age of development. The older rural homes and residential areas around the cities contain mostly large, old shade trees in the 50 to 100 year age range. Longer lived shade trees are frequently planted by people who are likely to settle in one place as was once more common. Some typical trees found in older areas are water oak, willow oak, American elm, Southern magnolia, and pecan.

Established subdivisions (over 10 years old) have remnants of the forest canopy that survived the construction process and pruning practices. Many of these trees continue to suffer from stresses experienced years before. Landscape plantings reflect ornamental species in vogue at the time the subdivision was built. Dogwood, Plum, Crabapple, Bradford Pear, Maples, Pin Oaks, and Weeping Willows are still evident throughout the county.

Newer subdivisions are characterized by dead and dying pines and hardwood trees which previously made up the forest canopy in the area, or are devoid of viable overstory trees, old or new. The smaller lot sizes of current subdivisions make it nearly impossible to avoid severely damaging the root system of any tree growing there, even when extra precautions are taken during construction. Planted trees are largely ornamental which quickly enhance the resale value of the house, reflecting the transient nature of the market.

The tree cover on commercial and industrial projects also varies with the type and age of the project. Developers of large office and multifamily projects can usually work around existing terrain and trees. Cobb County's newest such developments have begun to devote more space and care in landscaping and maintenance of existing tree cover. However, with much of the flat and open space taken up by previous development, developers of large projects are finding that it takes considerable more planning to work around existing trees. Shopping centers and industrial sites typically maximize impervious surface cover, rarely maintain existing topography or trees, or provide adequate space in landscape plantings to reestablish overstory trees that will reach mature size.

More competitive markets and environmental regulations have dictated a greater use of trees in landscape designs for all types of commercial and industrial projects in the county, but the sizes and types of trees used to replace the original landscapes are not generally as substantial as older trees that have plenty of space in which to grow.

Undeveloped Forests

About one-quarter of Cobb County is covered by forests which are currently undeveloped. The overstory forest resource in these areas range from twenty year old successional species such as Pine, Sweetgum, Yellow-poplar and later successional species of Red Oak, Maple, and Elm.

The more mature forests in Cobb range from 60 to 150 years old, although it is not difficult to find trees in excess of 200 years of age. These larger, older trees are found along wet undeveloped flood plains and riparian buffers, along ridges, on old home sites, and along thoroughfares. While trees of this age may still be found throughout the county, many have been sacrificed due to road widening projects and storm sewer replacements. On the driest sites, oaks prevail, with the dominant species being chestnut oak, post oak, and blackjack oak. On the moist, well-drained sites, other oaks are dominant, with hickory following. The species typifying these areas are white oak, northern red oak, southern red oak, scarlet oak, black oak, pignut hickory and mockernut hickory. On the more moist northern slopes, Beech may also be found. *(Georgia Forestry Commission)*

Protective Measures

There are federal, state, regional, and local regulations which affect forest resources in Cobb County. Section 404 of the federal Clean Water Act requires a permit for various impacts on wetlands over a predetermined acreage. Although much of the upland wetlands found in Cobb are tree-covered, only limited protection for these forests is provided. The removal of trees from these areas may be permitted under certain circumstances that allow agricultural activities to take place.

At the state level, the Erosion and Sedimentation Act requires that a 25-foot buffer of "undisturbed" soil be maintained along all state waters, however the protection for vegetation in those buffers, including trees, has been removed. Along the Chattahoochee

and its tributaries, vegetated buffers are still required by the Metropolitan River Protection Act.

On the local level, Cobb County adopted a Tree Preservation and Replacement Ordinance in 1988. The basic requirement of the ordinance is that any development project must maintain a prescribed minimum density of trees on the site. That density can be achieved by preserving existing trees, planting new trees, or some combination of the two. The ordinance and associated administrative standards were written in a manner which minimizes impact on the project design while encouraging adequate protection of existing trees and appropriate selection and placement of new trees.

In the first two years of its enforcement, the average project exceeded the minimum tree ordinance density requirement by 25%. That percentage has remained consistent in more recent years. This post-construction density represents 16% of the density of trees existing on a typical tree-covered development site. Although the density requirement is the same for all projects, the numbers of trees actually preserved versus the number of replantings will vary according to the size of the development and the topography on which the development occurs.

The other local ordinance that affords protection to the forest resource is the Cobb County Flood Damage Prevention Ordinance. Through restrictions of certain types of commercial and residential development activities in flood plains, this ordinance provides some degree of protection for forest growing in these areas.

Sensitive Plant and Animal Habitats

The development of agricultural and forest land has encroached on many natural ecosystems. While the threat to plant and animals may appear insignificant, every species has an essential place and purpose in nature. As a result of a growing concern over the conservation of the nation's native plants and animals, the United States Congress passed the Endangered Species Act of 1973. Shortly thereafter, the State of Georgia passed the

Wildflower Preservation Act of 1973 and the Endangered Wildlife Act of 1973. As required by these Acts, the Georgia DNR began an effort to list native species of plants and animals that are considered endangered, threatened, rare, or unusual, and designate these as "protected species."

The Georgia DNR's Natural Heritage Inventory Program has compiled and refined its inventory of rare plants, animals, and natural habitats which are threatened or endangered. These species and areas are particularly vulnerable to the effects of development and should be recognized and protected to the extent possible. This inventory is available per each county in the state. For Cobb County, the inventory includes five significant natural areas: Sweat Mountain in East Cobb, Lost Mountain in West Cobb, Camp Timber Ridge near Smyrna, the John Ward Swamp in West Cobb, and the Chattahoochee River. Sweat and Lost Mountains are mentioned as important scenic resources. The John Ward Swamp, and the juncture of Noses and Ward Creeks, and the Chattahoochee River, are significant water formations and aquatic habitats. Camp Timber Ridge, a Girl Scout Camp, is listed as an urban natural area with some virgin timber, particularly magnificent poplar, beech, and oak trees.

The Georgia DNR Natural Heritage Inventory has identified nine plants and one fish as particularly rare or imperiled in Cobb County. The following ranking system was used to describe the status of certain sensitive plant and animal habitats occurring in the county:

S1 = Critically imperiled in state because of extreme rarity (5 or fewer occurrences).

S2 = Imperiled in state because of rarity (6 to 20 occurrences).

S3 = Rare or uncommon in state (on the order of 21 to 100 occurrences).

Georgia Aster *(Aster Georgianus)* S2: Named to endangered list since 1990

Open-Ground Whitlow Grass *(Draba aprica)* S2: An annual herb that grows from 15 to 35 centimeters tall, this grass has very small white flowers with four petals which bloom from

March to April. Open-Ground Whitlow Grass is found in shallow soils on or around granite outcrops, especially beneath scattered, old-growth eastern red cedar. It has been identified in the Kennesaw Mountain area and determined endangered in Cobb County.

Indian Olive *(Nestronia umbellula)* S2: Nestronia is a small colonial shrub up to 1 meter tall. It flowers from April to May, although the greenish flowers at the base of the leaves may be difficult to see. This deciduous shrub may be parasitic on the roots of pines and oaks. This species can be found in dry, open upland forest of mixed hardwood and pine. The Mount Wilkinson area in Vinings contains this species and is considered threatened.

False Poison Sumac or Dwarf Sumac *(Rhus Michauxii)* S1: This shrub forms dense clumps, low in stature at .3 to 1 meter tall, both leaves and twigs are densely hairy, coarsely toothed and pointed. The fruit is a deep red drupe, occurring from August to September. It is found in sandy or rocky open woods, usually on ridges with a history of disturbance along maintained right-of-ways. Dwarf Sumac has been located off of Shallowford Road near Willeo Creek in East Cobb and is considered endangered.

Northern Prickly Ash *(Zanthoxylum americanum)* S1: Seldom more than a large shrub, this species can reach 20 to 25 feet in height. More often, it forms densely branched thickets in the understory of dry, open, upland woods. This ash is deciduous with small, yellow-green flowers. It has been identified in the Kennesaw Mountain area.

Missouri Rockcress *(Arabis missouriensis)* S2: This plant is found on rock outcrops, particularly flatrock and ledges, in full sun to partial shade. It has been located on Kennesaw Mountain.

Broadleaf Bunchflower *(Melanthium hybridum)* S2: This flower is most conspicuous in July and August when its spires of white flowers turn green. It is found in rich, deciduous woods with trilliums and yellow lady slippers.

Monkeyface Orchid *(Platanthera integrilabia)* S1: This orchid is found in forested springyseeps with beds of sphagnum moss, usually with the following indicator plants: Cinnamon Fern, Cowbane, Grass-of-Parnassas, and *Platanthera clavellata*, a small, woodland orchid with white flowers having club-shaped spurs. This has been identified on the slopes of Blackjack Mountain.

Tennessee Mountain Mint *(Pycnanthemum curvipes)* S2: This perennial herb is found in dry, open woods, especially along disturbed roadcuts. It is distinguished by a minty odor and can grow from 3 to 5 feet tall. This plant has been identified in openings in woods and along trails on the upper slopes of Kennesaw Mountain.

Southern Brook Lamprey *(Ichthyomyzon gagei)* S3: A primitive, eel-shaped fish with a sucking, disk-like mouth, the adult lamprey is only found during spring spawning months. This lamprey grows from 80 to 159 mm long. Adults are found in medium-sized streams, with the ammocoetes found in areas of slack, marginal water in the same stream. In Cobb County, this lamprey has been located in Nickajack Creek.

From the above information, it is evident that most of the species that have been determined rare, endangered, or threatened in Cobb County can be found in protected areas such as Kennesaw Mountain and the Chattahoochee River National Recreation Area. It is also evident that many of these species are found in accordance with other plant types and that one without the other may cause the endangerment of more species.

Rare species found throughout Cobb County are not protected by local measures, but certain species are protected by state and federal law. The federal Endangered Species Act applies to the Red-Cockaded Woodpecker, the Bald Eagle, the Indiana Bat, and Dwarf Sumac. State-protected species include Pink Lady's Slipper, Yellow Lady's Slipper, and Bay Star-Vine in addition to some of the species described above.

Scenic Views and Sites

As Cobb County is contained by portions of both the Piedmont Plain and Blue Ridge regions of Georgia, the topography and natural resources of the county provide beautiful landscapes for residents and visitors. The Chattahoochee River, Lake Acworth, and the rolling hills and broad ridges of the county are valuable scenic resources. The historic aspects of these natural landforms are equally important as most played a role in Civil War battles and/or in the industrial development of the county in the late nineteenth and early twentieth centuries.

Lake Allatoona Reservoir and Lake Acworth (recreation area currently closed) are areas of natural beauty that can be enjoyed through boating, fishing, camping, swimming and hiking. The Chattahoochee River National Recreation Area, with its gorges, woods, and trails, is a large scenic area on the eastern border of Cobb County. Ruins of the old Marietta Paper Mills and other industrial structures can be seen in the Sope Creek Mill Ruins, located in a scenic landscape reported to be one of the few remaining undisturbed rock gorges of a Chattahoochee River tributary.

Concord Covered Bridge Historic District is a very scenic residential district that contains natural resources such as rolling hills, densely wooded areas, and Nickajack Creek. To add to the natural beauty of this district are many historic homes, the historic covered bridge, and antebellum mill ruins. In the Southeastern part of the county, this district is like an oasis among new development. Currently on the Cobb County Register of Historic Places, the district will soon be nominated for designation as a National Register district.

Hyde and Powers family farms are another island of sorts in the midst of a very urbanized East Cobb County. These adjoining properties are still home to J.C. Hyde, whose family has farmed the land since the 1920s. The Powers family originally owned the entire property, but sold 135 acres to Lela and Jesse Hyde in 1927. Before then, the Powers had

been settled in Cobb County since 1815. Today, almost 200 acres of this land is still preserved as part of the families' and the county's heritage. Mr. Hyde still lives in his 1840s cabin and farms, while the Power cabin is occupied by Ms. Morning Washburn, both notable stewards of preservation. The Hyde & Powers families were awarded the 1996 Georgia Trust for Historic Preservation Stewardship Award. Other particularly scenic rural landscapes include sections of Old Lost Mountain, Old Villa Rica, Mars Hill Church, Old Stilesboro, and Old Sandtown Roads.

Kennesaw and Little Kennesaw Mountains are protected from development as part of the 2,800 acre Kennesaw Mountain National Battlefield Park. The viewshed from the summit of Kennesaw Mountain encompasses the eastern portion of the county and the Atlanta skyline. The ten miles of hiking trails, meadows, and ridges within the park and the historic character of the character of the site make it a beautiful place to be utilized by residents and visitors of Cobb County.

Historic and Cultural Resources

The National Historic Preservation Act defines *historic resource* as:

> any prehistoric or historic district, site, building, structure, or object included in, or eligible for inclusion in the National Register of Historic Places; such term includes artifacts, records, and remains which are related to such a district, site, building, structure, or object.

Cobb County has been known in the past for its abundance and variety of historic resources. Physical evidence of the county's rich Indian, Civil War, agricultural, industrial, and commercial heritage can still be found today. Each resource helps piece together a story about the evolution of Cobb County that contributes to its unique identity today.

Creek Indians settled in Cobb County as early as the mid-1700s, with the Cherokees arriving after the treaty of 1819. The Indians were the dominant inhabitants of Cobb County until the mid-1830s. 1832 brought the official organization of Cobb County by the State Legislature and by 1838 many communities of settlers had been established. Cobb's Indian heritage can be discovered not only in certain archaeological sites and the artifacts recovered from these, but in certain names throughout the county. Kennesaw, Sope, Nickajack, Noses, and Allatoona are all Indian names or derivatives of these. Additionally, the Lost Mountain community and militia district was named for an Indian legend.

Cobb County's role in the Civil War is also a major part of its history. The series of actions taking place here during the march on Atlanta have the highest level of significance of any events in the county's past. Not only does Kennesaw Mountain National Battlefield Park bring visitors from all over the country and the world, but other unprotected properties contain earthworks and fortifications from the war that are still very clearly seen. Examples of Antebellum architecture and community development also exist in small numbers. Farmhouses, factories and mills used to produce supplies for Confederate troops, early railroads, and early road systems are still a part of the fabric of the county's landscape. The abundance of railroads and early industrial development in Cobb County helped to develop a reputation as a prime location for business.

With the urbanization of Cobb County between the 1880s and 1940s, came the developments of towns as centers for commerce, education, politics, and social life. Cobb's towns began to grow up around the railroads and were incorporated between 1838 and 1912. The grid street pattern following railroad tracks is evident today in Cobb's historic downtown districts and surrounding neighborhoods. Marietta was by far the most significant population center until after 1900 and the town square is evidence of its historical importance to commerce in Cobb County. These historic central business districts endured many changes with continued growth and urbanization of the county, but can remain an

important part of their cities by offering a physical depiction of the heritage on which the county built.

For inventory purposes, the historic resources within Cobb County can be separated into several categories according to use or type.

Residential Resources

Historic homes in Cobb County include a wide realm of architectural styles, a few dating back to the 1840s. The Hyde and Powers farms in East Cobb are two of the last surviving homeplaces that date back to 1840. These are examples of the earliest rural architecture in the county. Other residential resources include some antebellum and Civil War period homes. Also relatively few in number, these are scattered throughout the county. Examples of this period home can be found in the Kolb House at Kennesaw Mountain and the William Gibbs McAdoo House on U.S. Highway 5. During the period of time between 1832 and the 1870s, most homes were parts of large farms, therefore; the homes that have survived are in most cases not a part of an historic district, but an island in the midst of newer development. The Concord Road Historic district is one exception in that its residences are on large acreages with very few inappropriate intrusions. There are some historic residential districts in Cobb County that are more densely developed and contain homes built between the 1840s and 1930s. Church and Cherokee Streets as well as Washington and Whitlock Avenues contain a variety of architectural styles including Italianate, Queen Anne, Dutch Colonial, Classic Revival, Craftsman, Greek Revival, and Colonial Revival. A few of these homes are now operated as offices or bed and breakfasts, but the majority still serve as private residences. The homes of the upper class of Cobb County are not the only significant historic residential resources. The Clarkdale historic district is a pure example of early 20th century industrial community planning. Built in the 1930s, the mill houses in this community range in style and size according to the hierarchy of mill employees, from small duplexes to larger single-family supervisors' cottages. These are all modest homes but represent a typical type of housing built around an industry that is no longer built in most communities. Historic residences in Cobb County offer a character that sets their

neighborhoods apart from others and the increasing rarity of these homes only increases their demand among home buyers.

Commercial Resources

As mentioned earlier, Cobb County has commercial districts and resources that date back to the mid 1800s. Most of the surviving historic commercial resources within Cobb County exist within the city limits of the six Cobb cities. The very first central business districts to develop in Cobb County sprang up around the railroads. Acworth, Austell, Kennesaw, Marietta, and Powder Springs each have unique downtown districts that reflect the culture of the cities' pasts. Due to Sherman's march on Atlanta in 1864, Smyrna does not have an historic central business district today, but the first brick building erected in Smyrna still exists and is the point from which the original city limit boundaries were drawn. Upon incorporation, most cities simply chose a central point and extended the city boundary a certain distance from that point. It happens that in Cobb County, four of the seven cities to ever be incorporated had original boundaries that formed a circle around the central business district. Powder Springs was one exception in that their original boundary included only the single land lot in which "downtown" was located. Marietta was another exception in shape, but Downtown Marietta as the core was still a part of the plan. Lastly, Mableton was incorporated in 1912, but asked to have their charter repealed in 1916 as the idea of better government with less government appealed to citizens. The Historic City Boundaries Map, Map 8, shows original city limits, including historic downtowns, and dates of incorporation.

Industrial Resources

Cobb County's industrial history is also rich in that industry has been prevalent since the mid-1800s. Various mill ruins such as Ruff's Mill in the Concord Road Historic District and the Sope Creek Mill ruins in Marietta attest to the importance of industry from the earliest days of Cobb County's development. Ruff's Mill was a grist mill built around 1850 and operated throughout the duration of the Civil War, surviving the Battle of Ruff's Mill. Also in the vicinity are the ruins of the Concord Woolen Mill. Built in around 1850, this mill did

not survive the 1964 Battle of Ruff's Mill. The structure was rebuilt and resumed operation in 1869. In 1889, the woolen mill was again lost, to fire. It was rebuilt once more and remained in operation until about 1912 when competition from the industrial North caused its decline. Over the years, the structure has deteriorated and crumbled due to neglect and the forces of nature. Currently a stabilization of the mills is in process as part of the development of a Heritage Park for the historic district.

The Brumby Rocking Chair Company is also an example of Cobb's early role in manufacturing. Built in Marietta in 1879, the rocking chair factory off Kennesaw Avenue was in production for almost 100 years. The Brumby rocking chair is still around today, but the historic factory building has a new function. The Winter Properties company purchased the two large buildings in the early 1990s and began what has become a very successful adaptive reuse project. The Brumby buildings now make up 167 apartment units, 131 of which are loft apartments with fifteen foot ceilings. Much of the original machinery from the factory is still seen throughout the building and on the property. Adjacent to "the Square" in downtown Marietta, this project is a fine example of the economics of preservation at work.

Later in Cobb's industrial history, the Coats & Clark Thread Mill stands as an example of 1930s construction and technology. This mill was the driving force of the Clarkdale historic district, as previously discussed with residential resources. The mill is an example of Cobb County's move toward industrial and commercial importance in the twentieth century. The 230,000 square foot thread mill was in operation until 1983. Today the structure is structurally sound and has been redeveloped to serve as the Threadmill Outlet Mall.

Institutional Resources

As historic industrial resources can reveal something about the development of Cobb County's economy, historic institutional resources communicate the social and cultural heritage of the county through their architecture, location within the community, or history

of use. Most of the historic institutional resources in the Cobb County are churches or church related buildings. Midway Presbyterian Church, located on Dallas Highway in the western part of the county, is on the National Register of Historic Places. Its congregation dates back to September 8, 1849. The present church building was built in 1904 and is believed to have been preceded by at least two frame structures. The most noted feature of Midway Presbyterian Church is the heavy Norman arched front entrance tower which is supported by five columns.

Zion Baptist Church is also on the National Register and is a significant part of Cobb's heritage. It was created in 1866 by newly freed blacks who petitioned to leave a white congregation in order to create their own. In 1888, the congregation bricked in the wooden church they had been using and a bell tower was added in 1897. The church contains a baptismal pool which is a faith-specific feature found only in Baptist churches. Zion Baptist is the oldest black Baptist church in Cobb County.

Downtown Marietta contains many historically significant churches. Within a few blocks of each other, there are the First Baptist Church of Marietta, St. James Episcopal Church, First United Methodist Church, and First Presbyterian Church. The architecture of these buildings reflect their city location and historically larger congregation than the rural churches. Their location in the historic downtown business district, adjacent to two historic residential districts, reflects the importance that the church held in society.

The Log Cabin Sunday School located on Log Cabin Drive in Smyrna is one of Cobb County's oldest surviving structures. The cabin was built in the late 1840s as a private residence, was later moved to its current location in 1868, and was transformed from residence to Sunday School in 1912. As attendance grew, the Sunday school moved into a larger cabin which was later replaced by a stone structure. The original building, however, is still in use on a weekly basis.

One historic institutional resource that is not a church or church related building is the Smyrna Boy's Academy. The school was Smyrna's first brick building, erected in 1850. It was originally built as a boy's academy, the Smyrna Institute, and later used as an officer's training school, a hospital, and a house of worship. When General Sherman marched through Cobb County in 1864, it was the only downtown building that survived. The building is presently the home of the Masonic Lodge.

Historic Archaeological, and Cultural Sites

While many of Cobb County's historic resources are under private ownership, there are also historic archaeological and cultural sites of public ownership that can serve as an educative tool for the public, young and old. These special sites also help to tell a story about the evolution of Cobb County throughout the years.

The Gilgal Church Battlefield site is on the National Register of Historic Places. It is a 20 acre hardwood forest west of Marietta which contains many remnants of the skirmishes and battles that took place between Sherman and Johnston's troops from June 10 until July 3, 1864. The area has held its integrity well and is in very similar condition to what it was in 1864.

Johnston's River Line is another National Register site that is telling of the events that took place in Cobb County during the march on Atlanta in 1864. One of the few surviving portions of this most significant line of earthworks is owned by the County and is currently the subject of a study that will propose an appropriate future use for the property. This portion of the line is significant in that is contains the only existing example of a "shoupade". The shoupade was a unique fort, designed to be manned by 80 riflemen. Shoupades were designed for the Johnston's River Line by Brigadier General Francis Asbury Shoup of Tennessee.

The Robert Mable House and Cemetery is a County maintained cultural center on a 16 acre tract of land which contains a two story antebellum house, a smokehouse, a detached kitchen, and a family cemetery. The property also features significant archaeological aspects such as a former encampment of federal soldiers during the Civil War. This site qualified as a National Register site based on its distinctive characteristics of a rural farm complex.

Kennesaw Mountain National Battlefield Park is a complex of historic resources. Within the park are the grave of an unknown Union Soldier, the Fellows, Illinois, and McCook Monuments, the Kolb House, and sites of archaeological significance such as the Civil War earthworks. The park is the third most visited Civil War site in the country. Only Chickamauga and Gettysburg are frequented by more visitors (926,800 yearly). This statistic eludes to the fact that this cultural resource is an income producer for the county. Tax revenue from visitors' purchases benefits local communities. Battlefields and other conservation areas also increase the value of adjacent land. On January 26, 1998, the Board of Commissioners adopted the *Kennesaw Mountain National Battlefield Lost Mountain to Brushy Mountain Earthworks Preservation Plan* as an addendum to the Comprehensive Plan. The study, sponsored by the National Park Service, identified 13 areas of existing earthworks that represent extant portions of the Brushy Mountain Confederate defense line. From Lost Mountain, across Pine Mountain, to Brushy Mountain at Barrett Parkway, the study analyzes integrity and interpretive value and recommends preservation of significant sites in concert with the development process. The study is on file with the County Clerk and the Planning Division. *(Amendment of December 8, 1998)*

A project is currently underway to create a Heritage Park in the Concord Road Historic District. The park will contain 105 acres of land along Concord Road and the abandoned CSX Railway that contributed so much to Cobb County's early industrial development. Included in the acreage are the Concord Woolen Mill Ruins, a part of Nickajack Creek, and a portion of the abandoned railway. The park is still in the planning stage, but it is expected

that the final proposal will include up to 12 miles of multi-use trails throughout the property that will connect sites of significance and provide a somewhat undisturbed natural environment for nearby residents and others.

Lastly, Cobb County considers its cemeteries to be important archaeological, cultural, and institutional sites. Cemeteries can tell as much about the history of a place as historic buildings, structures, or archaeological resources. Not only do historic grave markers serve to relay something about the identity of the deceased and the trends of the day, they also help to trace the heritage of Cobb's people. The passage of the Cemetery Preservation Ordinance of September, 1993, provides for the protection, preservation, and maintenance of family/ community cemeteries, graveyards, and burial grounds. The ordinance also created the Cobb County Cemetery Preservation Commission which is charged with the responsibility of maintaining an inventory and assessment of such cemeteries. As overseers of cemetery protection, the Commission works with the Zoning Division to provide comments on zoning and variance applications, as well as permits for land disturbance activities.

The National Register of Historic Places

The National Register is our country's official list of historic buildings, structures, sites, objects, and districts worthy of preservation. Listing in the National Register helps preserve historic properties by providing recognition of a property's architectural, historical, or archaeological significance. By doing this, properties are identified for planning purposes so that they may be taken into account when state or federally funded projects are developed. Owners of National Register properties may qualify for federal historic preservation grants or tax benefits gained through the charitable contribution of preservation easements to nonprofit organizations. Owners of income-producing properties listed in the National Register are eligible for federal tax credits for rehabilitation work that meets preservation standards. Listing on the National Register automatically puts properties on the

Georgia Register of Historic Places, qualifying owners for state preservation tax incentives as well.

In order to be listed on the National Register, a property must meet the National Register Criteria for Evaluation. The following criteria are designed to guide the States, Federal agencies, and the Secretary of the Interior in evaluating potential entries:

"The quality of significance in American history, architecture, archaeology, engineering, and culture is present in districts, sites, buildings, structures, and objects that possess integrity of location, design, setting, materials, workmanship, feeling, and association, and:

A. that are associated with events that have made a significant contribution to the broad patterns of our history; or

B. that are associated with the lives of persons significant in our past; or

C. that embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or

D. that have yielded, or may be likely to yield, information important in prehistory or history.

Listing on the National Register does not place obligations or restrictions on the use or disposition of property. National Register listing is not the same as local historic district zoning or local landmark designation, nor does the listing encourage public acquisition of or access to property.

Table 38 is a list of the National Register and Local Register sites within Cobb County to date. There are certainly many other buildings, structures, and districts throughout the county that may be eligible for National Register designation. Please see Map 9, which shows National Register and Local Register sites within Cobb County.

Local Education, Recognition, and Protection

In 1984, Cobb County took a major step toward protecting its past with the passage of a county-wide historic preservation ordinance, the first in Georgia. The ordinance established a five-member Cobb County Historic Preservation Commission (CCHPC). Appointed by the Board of Commissioners, its members recommend specific buildings, districts, sites, structures or works of art to receive historic designation.

To further promote the preservation of Cobb's heritage while allowing for growth, the County adopted a Landmark Historic Property Tax Abatement Program in 1992. Property that is listed on the National Register or Georgia Register of Historic Places as well as the Cobb County register may qualify for "preferential classification and assessment" of property taxes. For the first eight (8) years in which the property is classified as a landmark, the value is determined as equal to the greater of the acquisition cost or the appraised fair market value of the property at time of acquisition. On the ninth (9) year, the value is determined as in the first eight years plus one half the difference between previous and current fair market values. The tenth and subsequent years the value is determined as the current fair market value.

More recently, the Cobb County Historic Preservation Commission participated in the Georgia Trust's Teachers' Heritage Resource Program. Cobb was the first county of its size and population to participate in the state. The purpose of the project was to foster an understanding and appreciation for the county's heritage throughout local school systems. The *Teacher's Heritage Resource Guide* is a three volume guide to preservation in general and Cobb County historic resources specifically. Many teachers throughout the county are using this guide in their classrooms to teach students about the heritage in Cobb County that is by and large no longer physically evident. It is a way to instill a sense of place and pride for children throughout Cobb's communities.

Community Facilities

Water Supply & Treatment

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

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

In 1988 a Long Range Water Supply Master Plan was prepared for the Cobb County-Marietta Water Authority by Brown and Caldwell, Consulting Engineers. The master plan studied long term solutions for meeting demands into the year 2040. Among the major areas investigated in the study were other surface supply sources, groundwater sources, wastewater reuse and water conservation. It should be noted that the Cobb County-Marietta Water Authority is currently updating the master plan. The update is scheduled for completion in June of 1996. Table 46 shows water demand projections for the Cobb County-Marietta Water Authority service area taken from the 1988 master plan. A copy of the CCMWA's capital improvement plan is included in the Appendix.

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

Distribution System

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

The CCMWA maintains one high pressure zone, the Blackjack Mountain High Service Area (Groover Tank). The Cobb County Water System has recently obtained the Sweat Mountain High Service Area from the Authority, and has completed construction for the Lost Mountain High Service Area. For the Sweat Mountain High Service Area, water service is provided to a ground elevation of 1,447 feet. In the Blackjack Mountain High Service Area, water service is provided up to an elevation of 1,257 feet. In the Lost Mountain High Service Area, water service is provided up to an elevation of 1,400 feet. Booster pumps are used to lift water from the normal operating pressure zone to the storage tanks for Sweat Mountain, Lost Mountain and Blackjack Mountain.

The Cities of Marietta, Smyrna, Kennesaw, Powder Springs, and Austell distribute water within their water and sewer service area boundaries. The CCWS distribution system is used to transmit water to these municipal systems. The flow between each system is

measured at master meters, which are located at the service boundaries. The CCWS maintains these meters. In some instances the boundaries extend beyond the corporate limits; in other cases the county water system serves areas within city limits. In 1991, a Report of the Analysis and Computer Modeling of Cobb County's Water Distribution System was prepared by Metcalf & Eddy, Inc. (ME). In 1997, the CCWS will prepare an update to this analysis.

The ME study included an evaluation of the existing facilities of the Cobb County Water System (CCWS) and the Cobb County-Marietta Water Authority (CCMWA) and an assessment of facilities that would be needed by the year 2010. Also included was an assessment of the ability of the existing system to provide for identification of then current problem areas and cost effective improvements for the distribution system in order to meet anticipated needs (based on comprehensive plan projections and land use recommendations). An integral portion of this report was a computer model which analyzed the existing pipeline network under maximum day demands, maximum day plus fire flow demands and peak hour water demands.

Sewerage & Wastewater Treatment

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

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

Fulton County pumping stations (Morgan Falls, Marsh Creek, Game Creek, and Long Island) are tributary to the Chattahoochee interceptor. Wastewater is also collected from limited portions of Cherokee and Douglas counties, and the City of Atlanta (near U.S. Highway 41 and Interstate 75). The Cobb County Water System has approximately 122,000 sewer service customers in unincorporated Cobb County and in the City of Acworth.

Cobb County currently maintains approximately 1,700 miles of sewer lines and 56 pump stations. Four wastewater treatment plants are located in Cobb County and are owned and operated by the Water System. Please see Maps 26-28 for generalized municipal water and sewer service areas, treatment plant and drainage basin locations and sub basin locations. The Noonday Wastewater Treatment Plant, located in North Cobb, has been permitted (1996) for 12 million gallons per day (MGD); the Northwest Cobb Wastewater Treatment Plant has a capacity of 6 mgd (4 mgd can be discharged to Lake Allatoona, 2 mgd can be sprayed onto Cobblestone Golf Course); the R. L. Sutton Wastewater Treatment Plant, located in Southeast Cobb, has a capacity of 40 mgd and is Cobb County's largest treatment plant; the South Cobb Wastewater Treatment Plant will have a 1997 capacity of 40 mgd. The Cobb County Water System sprays treated wastewater from the Northwest Cobb Treatment Plant onto the county-owned golf course constructed at Lake Acworth.

In 1992 a Sewer System Master Plan was completed for the Cobb County Water System. The plan established a horizon year of 2040. In summary, the plan determined that with certain improvement, the county's system would be adequate to meet the demands. Table 47 is average daily wastewater flow projections taken from the master plan prepared by Mayes, Sudderth & Etheridge, Inc. The Cobb County Water System plans to make the following upgrades by the year 2015: South Cobb - 50 mgd; Northwest - 12 mgd; Sutton - 65 mgd; Noonday - 20 mgd. A copy of the Cobb County Water System's capital improvement program is included in the Appendix. It is important to note the Northwest Plant's upgraded 2015 capacity of 12 mgd, of which 6 mgd may ultimately be discharged

into Lake Allatoona. The CCWS has been informed by the Georgia EPD that the 6 mgd into Lake Allatoona is the maximum permittable amount. The remaining 6 mgd could be permitted for spray irrigation. Given that there is only 1 golf course on which to spray treated wastewater, the 6 mgd figure may be somewhat moot.

Only three small areas of Cobb lack access to central sewage treatment: the far northwestern, northeastern, and southwestern corners. By 2010, 95% of the county will have sewer service. Map 29 shows areas of the county in which it will be difficult to install sewers because of topography or soil conditions. Some of these areas may never need sewer service since the larger lots could handle septic tanks.

Maximum Day Water Demand Projections
For the CCMWA Service Area, 1990-2040

Year	Projected Maximum Day Demand, mdg
1990	129
2000	189
2010	245
2020	287
2030	314
2040	333

Source: Atlanta Regional Commission; Mayes, Sudderth & Etheridge, Inc., Sewer System Master Plan for Cobb County

Average Daily Wastewater Flow Projections			
Basin	1990	2010	2040
Sutton Basin			
Cobb County	23.1	42.6	58.9
Fulton County	6.1	12.3	17.1
Total	29.2	54.9	76.0
South Cobb Basin	24.4	40.7	48.3
Noonday Creek Basin	7.6	18.6	23.6
Northwest Cobb Basin	3.1	9.0	14.8
Big Creek Basin			
Cobb County	2.2	4.9	6.8
Source: Atlanta Regional Commission; Mayes, Sudderth & Etheridge, Inc., Sewer System Master Plan for Cobb County			

Solid Waste

Cobb County's solid waste disposal system is unique to the metro area and the State of Georgia. Approximately 56 private haulers, in addition to the county's six incorporated municipalities collect residential waste in Cobb County. Commercial waste is collected by the private haulers only. Cobb County generates approximately 1800 tons of solid waste per day. Approximately 25% of the total waste (minus recyclables) collected in Cobb County is delivered to the county's only active municipal solid waste (MSW) landfill on Pitner Road. Cobb County does monitor a closed, inactive MSW landfill on County Farm Drive. The remaining 75% is delivered to landfills out of Cobb County. The county also operates a construction and demolition (C&D) landfill (or "stump dump") located on County Farm Road. The Pitner Road landfill is an area fill (aboveground) landfill which receives approximately 150 tons of waste per day. Current

estimate for closure is July of 1998. The C&D landfill on County Farm Road receives approximately 100 tons of waste per day and is expected to remain open until 2001.

In accordance with the 1990 Comprehensive Solid Waste Management Act, Cobb County prepared and submitted an approved Comprehensive Solid Waste Management Plan in October, 1993. The county's plan outlined the following priorities for reducing waste going to landfills by 25%:

- Aggressive recycling efforts: i.e., through curbside collection, an expanded drop-off center network, processing of collected materials in one or more Material Recovery Facilities (MRF's), establishment of Recycling Centers in each of the county's four districts and promotion of commercial sector recycling
- Source reduction through continued educational efforts
- A comprehensive composting program including: the development of a facility to compost municipal solid waste and sludge, and emphasis on yard trimming composting and reuse by residents.

For the waste which cannot be reduced, recycled or composted, the remaining option is landfilling. The plan also recommended the study and assessment of waste to energy as a future disposal option.

One of the major highlights of Cobb County's solid waste system is the Cobb County Solid Waste and Sludge Co-Composting Facility. This facility is the first of its kind in Georgia and is located on County Farm Road.

The Cobb County Solid Waste Management Authority owns the site and facility and leases said site and facility to the Bedminster Cobb Corporation, a subsidiary of the Bedminster Bioconversion Corporation. The lease is for twenty years. During this time the facility will be able to accept and compost up to 300 tons of solid waste per day and 160 tons of sewage sludge per day. Compost can be used as a soil additive for a number of applications. Solid

waste which cannot be composted at the facility will be disposed of out of county by a private hauler. The co-composting facility will eventually replace the Pitner Road landfill and process 25% of the county's total waste.

Cobb County's Solid Waste and Sludge Co-Composting Facility are an innovative and important addition to the county's solid waste disposal system. Given the county's tonnage generated per day figure versus treatment capacity at the facility however, it will be important for the county to continue and perhaps expand its source reduction, educational and recycling efforts as outlined in the 1993 Solid Waste Management Plan. Eventually this could lead to a very significant tonnage reduction by the year 2015.

Perhaps as equally important will be the need to deliver the 300 tons of solid waste and 160 tons of sewage sludge daily to the facility in light of the financial/operating arrangements. The Solid Waste Department has been and should continue to negotiate and expand arrangements with public and private entities to deliver the necessary tonnage figures.

As is state policy with all inactive or closed landfills, Cobb County will be required to perform a number of monitoring tests in and around the inactive landfills. The county should continue these monitoring tests, while investigating some of the newer mitigation solutions. These same state policies also apply to methane gases produced by the buried garbage. The county has recently taken active steps to monitor, remove and control the methane gas at the inactive landfill on County Farm Drive, and will need to do the same at the Pitner Road landfill when closed in 1998. This practice, in addition to investigating potential reuses of the inactive and future inactive landfills, will be important endeavors for the county to pursue.

The C&D landfill on County Farm Road is expected to close in 5+ years. The county may wish to consider the possibility of siting another C&D landfill.

General Government

Cobb County is governed by a five-member Board of Commissioners serving staggered four year terms. Board members, including the Chairman, serve on a part-time basis. Board members set county policy, while administrative and operational duties are handled by a full time County Manager.

Cobb County has adopted a Space Allocations and Standards Manual. The manual ensures that all space controlled by Cobb County is utilized to its maximum efficiency. The potential allocation of space is related to and in conjunction with the assignment functions of personnel involved. The manual also outlines four basic responsibilities of the county with regard to space allocations:

1. To ensure that each department has sufficient space to operate and conduct business based on a justification process of the elements and criteria contained in the manual.
2. To conduct surveys.
3. To conduct space inspections.
4. To perform related duties of space planning and layouts to maximize space utilization.

With the completion of the State Court Building in December, 1995, Cobb County has culminated one of its largest public building expansions in the last 20 years. This additional 100,000 square feet should suffice the judicial space needs of Cobb County through 2015.

The county's privatization and downsizing initiatives in 1992 - 1995, have created sufficient space for general government operations (not including additional space such as the new DOT Operations and Engineering Building, Police & Fire Superstation, Water System Customer Service Facility, and the Greenridge Developmental Services expansion - FY 97-98). This space should suffice the needs of general government operations throughout the planning period.

The completion of the State Court Building has led to a parking shortage for general

government operations located in the Marietta "Square" complex. The county may need to investigate alternatives which could alleviate the parking shortage on the "square."

Beginning in 1994, Cobb County began preparing biennial budgets, effective FY 95-96. A very unique and integral part of this budget process was a capital replacement plan. Although not exclusive to buildings, this process allows for programmatic replacements, additions and upgrades to county facilities. This program should also ensure that existing county facilities are utilized to their maximum potential consistent with the Space Allocation and Standards Manual throughout the planning period.

Public Safety

The protection of people and property brings a sense of security essential to sustain the quality of life in a community. Public safety in Cobb County is provided by the county Public Safety Department, its six municipal police departments, three municipal fire departments (Marietta, Smyrna, Austell) and the Cobb County Sheriff's Office.

Cobb County Public Safety Department

- Police

The Cobb County Police Department is currently staffed with 421 sworn officers and 180 civilian employees. The organizational chart of the Cobb County Police Department is shown in the Appendix. Please see Map 31, showing precinct boundaries, precinct command centers, police department headquarters, the public safety training center, and the newly constructed 31,000 square foot animal control facility.

- E-911/Communications Bureau

The 911/Communications Bureau (E-911) is currently staffed with 34 Communication Officers, 5 Communication Recruits, 6 Communication Supervisors, 1 Records Supervisor, 1 Training Coordinator, 1 911 Analyst, 1 CAD Analyst, 1 Administrative Specialist, 1

Emergency Communications Systems Specialist, and 1 Bureau Commander who is a Police Major. E-911 handles all emergency and non-emergency calls for police, fire and medical service on 15 incoming emergency telephone lines and 8 administrative telephone lines. Calls for service are dispatched to police, fire and medical units via the 800 MHz radio system which provides two way wireless communication for the public safety and public service agencies in the county. Other jurisdictions within the county are also served by the 800 MHz radio system, including the Cities of Marietta, Smyrna, Kennesaw, Powder Springs, Kennesaw State College, and the Kennesaw National Battlefield Park. There are approximately 3,750 radios on the system at this time.

- Corrections

The Cobb County Correctional Institute (CCCI), under the management of the Cobb County Department of Corrections (CCDC), is a county operated penal facility which incarcerates an average of 425 adult males (seventeen years of age or older), convicted of misdemeanor offenses and selected felonies. Offenders sentenced to confinement at the CCCI are adjudicated by the Superior and State Courts of Cobb County. In addition, the CCDC manages a Community Service as an Alternative to Incarceration Program (CSAI), which incarcerates and deploys an average of 50 adult male and female misdemeanants each Saturday and Sunday. The operational mission of the Department is multifaceted incorporating the following considerations:

1. Removal of offender from community, thus eliminating immediate risk and/or detriment to residents as well as the individual himself;
2. Incarceration of offenders to achieve an individual and collective punitive impact designed to deter future criminal behavior;
3. Pursuit of a positive rehabilitative impact upon the behavioral pattern and/or substance abuse which contribute to criminal activity; and
4. Effective utilization of skilled and unskilled inmate labor resources for the benefit of Cobb County Government. The cost benefit of inmate labor deployment during

1995 totaled approximately five million dollars. An average of 275 inmates are deployed to 118 inmate work details on a daily basis accomplishing work tasks for 19 county departments and five municipalities. The annual gross cost benefit of CCCI inmate labor exceeds the annual budget of the Department of Corrections by approximately two million dollars, thus resulting in a substantial net benefit to the taxpayers of Cobb County.

The Department of Corrections is responsible for the following functions and service delivery pertaining to the management of the Cobb County Correctional Institute:

1. Provision of general security and supervision of all inmates;
2. Provision of essential support services such as food, clothing, and medical; and
3. Provision of additional services including recreation, visitation management, religious programs, rehabilitation programs (library, alcohol and drug counseling, education programs, job training, ex-offender job placement, etc.)

- Fire

The Cobb County Fire Department is currently staffed with 532 (effective September 1, 1996) sworn personnel and 13 civilian employees. The department provides fire protection for all of unincorporated Cobb County and the Cities of Acworth, Kennesaw and Powder Springs with 25 stations located throughout the county.

- Sheriff's Office

The Cobb County Sheriff is elected by the voting public every four years and serves as the chief administrative officer of this agency. The sheriff is assisted by the Chief Deputy in managing the six divisions of the office. The Sheriff's Office performs a variety of duties relating to civil and criminal matters which are clearly defined by the Official Code of Georgia.

The Sheriff's Office is composed of six command divisions: Criminal Investigations; Detention, Records, and Identification; Courts Security; Field Operations; Administration; and Inspectional Services.

The current Cobb County Adult Detention Center was completed in October of 1987 at a cost of $14,000,000, with proceeds from a bond referendum. It was designed to house 684 inmates. In 1989, as a component of the jail bond referendum, the old jail facility was renovated as the Women's Annex, with a capacity of 128 inmates. The current jail population is averaging over 1,000 inmates daily.

The current detention facilities are staffed by a total of 205 sworn and civilian personnel, with an average staff to inmate ratio of 1 to 4.6. Approximately 3,000 meals are prepared and served each day at an average cost of $1.42 per meal. The current annual detention budget is $11,657,000.

To meet increased needs, Cobb County voters approved a $39,200,000 bond referendum in 1992 to expand the Cobb County Adult Detention Facility. This expansion will result in a total rated capacity of 1,770 inmates including an infirmary capable of housing 22 inmates. The expansion will result in a total floor space of approximately 465,000 square feet.

Assessment of Existing Conditions/Needs

- Police

In response to overall population growth and the departmental goal of decreasing response times, county wide, the DPS is considering increasing the number of patrol beats. This increase could necessitate additional patrol officers to maintain the department's proven ratio of providing five officers per beat. As population and general service requests continue to increase over the next 20 years, the DPS is considering providing Precinct Duty Officers for all precincts in the county (three precincts currently have Precinct Duty Officers authorizedIf additional officers and/or civilian personnel are necessary, the addition will be

reflected in amendments to the short term work program throughout the 20 year planning period.

Consistent with the explosive growth that the county has experienced in the last 15 years, the number of county parks and the customers visiting county parks has increased. Given projected growth by the year 2015, DPS may want to examine if there is a need for additional park rangers to provide for security in the future.

Cobb County and its municipalities experience many of the "growing pains" associated with high growth metropolitan areas. In particular, municipal annexations can complicate police emergency response services. Cobb's police emergency response services are particularly vulnerable (more than fire responses) due to the fact that all six municipalities in Cobb have police departments. Although some progress has been made via the General Assembly's "island annexation" legislation, problems still exist.

Cobb Police has installed a Community Oriented Police Enforcement Unit (COPE) in the densely populated Six Flags neighborhood of the South Planning Area. Establishing this unit was largely predicated on the concentration of multifamily housing in this area. The southern area of Cobb County has the lowest median household income and the lowest educational attainment.

- E-911/Communications Bureau

The 911/Communications Center recently installed a new telephone system and 911 Switch which will allow for more efficient processing of incoming emergency calls for service. The Center is also in the second stage of a needs analysis study of the building which addresses structural and support systems in the building and in the Center. Plans for building and Center renovation will be implemented during the next two years.

Any increase in the number of police precincts or specialized units will result in the need for

additional Communications Officers to man new radio positions and to handle increased call volume. Currently the number of Communications Bureau personnel is adequate. If necessary, each biennial budget will include requests for additional Communications Bureau personnel to maintain the adequacy standard used internally by the DPS. If additional Communications Bureau personnel is necessary, the addition will be reflected in amendments to the short term work program throughout the 20 year planning period.

The 800 MHz radio system is used county wide by many divisions and departments. Negotiations with additional municipalities regarding annexations and service delivery will need to include the 911/Center and the 800 MHz Manager to ensure continuity of emergency communications service. The county and its municipalities are currently in the process of converting the 800MHz system to a digital system in order to facilitate disaster preparedness.

- Corrections

The use of inmate labor for government projects has been a tremendous success and has provided major savings to county taxpayers. Five of the municipalities within Cobb County have also begun utilizing the labor pool. As requests for labor increase throughout the 20 year planning period, the Cobb County Department of Corrections (CCDC) will need to continue to adequately train non CCDC personnel in the supervision of the inmate laborers.

If current state and national trends continue, it is likely that the inmate population at the Cobb County Correctional Institute (CCCI) will increase in the coming 20 years. There are several options which could be investigated in order to accommodate this increase.

a) Increase inmate population capacity at existing CCCI via an expansion. (At this time the inmate population of 431 is approximately 33% over CCCI capacity.)

b) Establish a female correctional institute with provisions for a work release program.

c) Establish a facility for a male work release program.

The CCCI currently offers an array of "self help" programs to the inmates. As population or conditions change in the coming 20 years, CCDC will need to assess staffing/resource requirements.

Currently the number of Correctional Institute personnel is adequate. If necessary, each biennial budget will include requests for additional CCDC personnel to maintain the adequacy standard used internally by the DPS. If additional CCDC personnel is necessary, the addition will be reflected in amendments to the short term work program throughout the 20 year planning period.

- Fire

If necessary each biennial budget will include requests for additional Fire Department personnel to maintain the adequacy standard used internally by the DPS. If additional Fire Department personnel are necessary, the addition will be reflected in amendments to the short term work program throughout the 20 year planning period.

The DPS may wish to investigate establishing another fire station in the I-75/Wade Green Road area during the 20 year planning period, in addition to investigating the relocation of station 11 in the Acworth vicinity. The relocation may provide for a station more centralized given current and future development patterns. Given the size of the Allatoona Reservoir, in addition to topographical constraints limiting sewer service for some portions, development densities may be greater and could warrant improved fire services by 2015. Also relative to this examination would be the North Planning Area experiencing one of the smallest declines in household size from 1980 - 1990.

By 2030, the western and southwestern portion of the county are projected to grow in terms of population. In order to establish a ratio of stations/services similar to the eastern sector of

the county, DPS may wish to investigate establishing a fire station in these planning areas during the 20 year planning period. DPS may want to consider locations along or in the vicinity of the newly improved roadways (Dallas and Macland) to provide for better access and centralized location for response times.

With the emergence of the industrial and business activity in the southern area of the county, DPS may want to investigate establishing a fire station in a location closer to I-20 and the core of the industrial/commercial activity and Six Flags Over Georgia (regional amusement park). A station in this area may better serve the concentration of multifamily housing in this area. As this industrial development continues, DPS may want to assess the adequacy of their hazardous materials capabilities.

In light of the intense regional commercial development in the Cumberland/Galleria area, which includes many high rise structures, DPS may want to examine the need for specialized equipment to serve high rise development through the 20 year planning period.

Education

A broad array of educational opportunities are available in Cobb County to assist all citizens in reaching their full potential. The Cobb County School District and City of Marietta School System provide comprehensive educational programs for grades K - 12. Both systems offer programs for exceptional students, including the gifted, the handicapped, and the health-impaired. Adults wishing to complete their high school education may do so through adult education programs. Several private institutions provide a diversity of programs and services through religious and non-sectarian schools. Institutions of higher education are also located in Cobb County: Kennesaw State College, Southern College of Technology, Chattahoochee Technical Institute, North Metro Technical Institute, and Life College.

As of April, 1996, the Cobb County School District is the second largest school system in Georgia and the 35th largest in the United States. Its 83,000 students are served by 5,200 teachers and other certified school employees. Central office and support staff provide system wide instructional, staff development, maintenance and transportation services.

The Southern Association of Colleges and Schools has accredited all Cobb schools which include 55 elementary schools, 18 middle schools, and 14 high schools. The system also provides an open campus high school, a special education center, an alternative school, and an adult education center.

Cobb schools have earned eleven National Schools of Excellence and twenty Georgia Schools of Excellence awards since 1984. The school system, individual schools, staff members, and students have received numerous local, state and national awards.

Parental involvement is a hallmark of the Cobb County School District. Over fifty schools boast 100% PTA membership. Local and system Citizen's Advisory Committees meet with administrators on a regular basis to provide input on major instructional and administrative decisions.

Community involvement and commitment to education is also exemplified by an extensive Partners in Education program, a joint effort of the District, Marietta City Schools and the Cobb Chamber of Commerce. The Partners Program matches businesses with schools to provide enrichment and incentives to students, recognition of staff and opportunities for business appreciation and community service. All Cobb schools have one or more partners from a total of 179 businesses. The Cobb Chamber of Commerce administers the Partners in Education Program.

Transportation is provided for middle and high school students who live more than one (1) mile from school and for elementary students living more than one-half (1/2) mile from their respective schools. The system has over 760 buses as of April, 1996.

The average pupil/teacher ratio is 25:1. The average per pupil expenditure is $4,422. 48.6% of the faculty have advanced degrees and the average years of faculty experience is 10 years. 89% of graduates go on to post secondary education.

Cobb students consistently score above the national average on standardized tests such as the Iowa Tests of Basic Skills (ITBS), Tests of Achievement and Proficiency (TAP) and the Scholastic Aptitude Test (SAT).

Special Programs and Information

School Food and Nutrition Services

High quality, attractive meals are served in all Cobb County schools each day at a very reasonable cost. Lunches provide a minimum of one-third of the student's daily nutritional requirements. Some schools also offer a breakfast program.

After School Programs

After school programs are available at a nominal cost per child for all elementary students from 2:30 until 6:00 p.m. each day that school is in session.

Student Assistance Programs

Support services are available to all students through 1) certified school counselors at each school, 2) hospital/homebound instruction for qualifying students, 3) assistance in English for Speakers of Other Languages (ESOL), and 4) drug use prevention and intervention specialists.

Programs for Students with Disabilities

Services are provided in a variety of settings ranging from regular class placement and special services in the student's home school to full-day programs in specialized facilities. The type and degree of services provided are determined through the development of an Individual Education Plan, and students and parents are afforded all due process procedural safeguards as outlined in the Individuals with Disabilities Education Act and its revisions. Programs include those for learning disabled, emotional behavior disordered, intellectually disabled, visually impaired, hearing impaired, orthopedically impaired, speech and language impaired and other health impaired students. Additional services provided to disabled students include related vocational instruction, community skills development, physical therapy, occupational therapy, adapted physical education, mobility instruction, and audiology services. Services are provided to 5-year-old disabled students through resource and self-contained special needs kindergarten programs and to disabled 3 and 4-year olds through community-based, home-based, and facility-based programs.

Programs for the Gifted

Services are provided to students who possess a high degree of general intellectual ability and the potential for high academic achievement and performance. Goals for students include fostering creative/productive thinking, improving research and discussion skills, promoting higher levels of thinking, and enriching the academic program.

Fine Arts

Art and music are an integral part of K-12 instruction. Students' accomplishments are showcased at *Kaleidoscope*, the annual festival of visual and performing arts.

The Cobb County Center for Excellence in the Performing Arts, located at Pebblebrook High School, is open to all Cobb high school students with outstanding talent in vocal music, dance and drama. Transportation is available from designated points throughout the county. Admission is by audition only.

Cobb County high school marching bands have distinguished themselves with national and international performances at Rose Bowl, Orange Bowl and Cotton Bowl Parades, Macy's Thanksgiving Day Parade, and in London, England. The bands have also garnered many local, state and national awards. Choral music, orchestra, concert band and jazz band are also offered in many schools.

Extracurricular Activities

Cobb high schools offer eligible students a variety of competitive sports, including football, basketball, baseball, softball, wrestling, tennis, track and field, golf, soccer, swimming, cheerleading and cross country. Academic teams are another facet of Cobb's extracurricular offerings. Local athletic and academic teams have won many regional, state and national competitions.

Cobb County Board of Education

The seven-member Board, elected by a vote of the people in individual districts to four-year staggered terms, appoints the Superintendent. The Superintendent is responsible for administering the school system, making recommendations to the Board and enforcing Board policies. Board members elect their Chairman and Vice-Chairman to one-year terms.

The Board meets for public input at 8:30 a.m. the second Wednesday and at 7:00 p.m. the fourth Thursday of the month at the Central Administration Building, 514 Glover Street, Marietta. The official Board meeting begins at 9:00 a.m. the second Wednesday and at 7:30 p.m. the fourth Thursday of the month. The night Board meetings are discontinued in November and December because of Thanksgiving and winter holidays.

Senior Services

Cobb County's senior population (55 years and up) is currently over 60,000 strong. Cobb Senior Services provides an array of services to meet the needs of today's seniors and searches for solutions to their challenges of tomorrow.

In 1972, the Marietta-Cobb Community Center Service was created by the Marietta Housing Authority. When the agency became a part of Cobb County Government in 1984, its' name was changed to Cobb Senior Services.

Today, Cobb Senior Services staffs 51 full-time and 42 part-time employees. Staff services support a very broad spectrum of seniors, ranging from:

- The very active senior who drives and line dances,
- To the less mobile individual who is still able to take advantage of noonday meals, transportation, social and educational programs,
- To the frail senior needing monitored medical, nutritional and social support at the Day Care Center,
- To the other end of the spectrum, the homebound senior needing trained assistance at home.

Consistent with national trends, Cobb County's senior population will continue to increase in number and as a percentage of the overall population of the county. In response to this increase, the county has constructed a 19,000 square foot senior center in the summer of 1996. The county has also identified a site for a multipurpose senior center in the southern portion of the county. To ensure adequate service delivery until 2030, Cobb Senior Services may also need to investigate the possibility of siting a multipurpose center in the northern area of the county due to the lack of current multi-purpose center and expected senior population increase.

Also consistent with national industry trends is the method by which senior citizens are provided care. Nationally, many services are facing budget cuts and increased health care costs. Many services now strive to allow for seniors to live and age in their own homes versus the more costly managed care, nursing/convalescent homes. As will other counties, Cobb Senior Services will need to investigate a "fee for service" cost sharing arrangement in

the future for such services as "in-home" services, transportation, and meals on wheels. Cobb Senior Services may also wish to expand volunteer services and increase cooperative efforts with the private sector.

Also consistent with national trends are people retiring earlier and living longer in the face of possible Social Security reforms. Many seniors are finding that it is tougher to "make ends meet." These seniors will need to be prepared for this challenge. In conjunction with Kennesaw State College and the Atlanta Regional Commission, Cobb Senior Services is in the developmental stages of creating the Cobb Senior Institute. The Institute will provide life long learning and community involvement through non-credit college classes, job training, social, recreational and wellness programs, and a Leadership Academy for Cobb's senior residents.

Recreational Facilities

The Cobb County Parks, Recreation and Cultural Affairs Department is divided into three divisions -- Operations (Parks Services including maintenance, infrastructure management), Services (Recreation Services including programming -- Adult Athletics -- tennis, softball, football, basketball, youth track, Bishop Complex; volunteer organization/resource management, Facility Management -- Civic Center, Miller Park, Aquatics Center, Gymnastics Center; Programming -- Therapeutic Recreation, Arts Facilities/Programs, Community Centers, Recreation Centers, Special Events; Concessions), and Administration.

The Operations Division is responsible for the basic infrastructure and overall parks maintenance and infrastructure management -- site improvements, support to facility staff, support to event management, etc. A complete list of park properties is located in the data appendix.

The Services Division is the division housing the arts and cultural programs and facilities. The department has an Arts Commission to oversee arts and cultural-related programming

and facilities, and to recommend related budgets, fees, charges and policies to the Board of Commissioners. It was created by Board of Commission action, and is included in the County Code. The Arts Commission has a Ten Year Arts Facilities Plan, adopted by the Board of Commissioners in 1990, similar to the Parks Master Plan. A copy of applicable portions of the Ten Year Arts Facilities Plan is shown in the Appendix. It should be noted that the county is currently preparing a recreation needs assessment, scheduled for completion in July of 1996. This needs assessment will be an integral part of an updated master recreation plan, scheduled to begin in 1997.

The Recreation Commission was permitted by state legislative action and created by the Board of Commissioners. It also recommends related budgets, fees, charges and policies to the Board of Commissioners.

Arts and cultural programs and facilities are handled through a Program Manager who reports to the Services Division Director. Two facilities, The Art Place -- Mountain View and the Mable House, fall under this unit's operation. The county provides the staff for both facilities. The Art Place is fully staffed with service staff and operations staff. The Mable House currently has only service staff, but is supported by the Operations Division in maintenance needs. The manager of the unit utilizes all resources as needed, and creates interaction and support between the two facilities.

The Mable House and The Art Place have volunteer organizations that support the efforts of the programs offered, and in some instances operate programs in conjunction with the facilities. They serve as extensions of county-sponsored recreation services offered through these facilities, and serve a county wide audience.

The department operates park sites totaling more than 2500 acres. The county park system has developed over time in accordance with the recommendations of the 1966 and 1986 Parks and Recreation Master Plans. All parks currently in the system are classified

as either community or regional in nature. All county park facilities are listed in Table 51 and shown on Map 35.

In September of 1986, a $21.65 million bond referendum was approved by county voters for park system improvements. The 1986 Bond Referendum included acquisition of additional park properties (47 percent of bond funds), park development funds (20 percent), and monies for renovation to existing park facilities (33 percent). The program financed acquisition of 400 acres of park land. Renovations and improvements from the 1986 Bond Referendum have provided all facilities with upgraded lighting and timer systems. Entrance signs were constructed at various locations. Parking lots, roadways, and tennis courts were resurfaced/ repaved, and erosion/drainage improvements were made at many facilities.

In 2002, the Cobb County Parks and Recreation System Master Plan was approved by the Board of Commissioners. This plan was commissioned by the Parks, Recreation, and Cultural Affairs Department in an effort to have a long-term vision for to improve on the Cobb County's Park systems. This master plan is officially incorporated as part of this Comprehensive Planning document.

Libraries

Public libraries are important public facilities, experiencing increasing demands from patrons with more leisure time and rising expectations for educational and personal achievement.

The Cobb County Public Library System is the third largest system in the state, operating seventeen service outlets: a Central Library/Headquarters facility, fifteen branch locations geographically-distributed throughout the county and one mini-branch manned by volunteers at a Cobb County Senior Center. Approximately 700,000 books and audio-visual materials are housed in these facilities. Reference and information services are provided

both in traditional book format as well as CD-ROM information technology. Furthermore, five system libraries are connected by a wide area CD-ROM network.

System-wide services include reference and information, interlibrary loans, programs for children and adults, free library cards to Cobb County residents and property owners, a general collection that includes books, magazines, newspapers, audio and video cassettes, and compact discs. The Georgia Room at the Central Library contains local history and genealogical materials for Cobb County, the State of Georgia, and the Southeastern United States. In 1995, 1.9 million persons visited the Cobb County Public Library System. The library staff answered 2.5 million questions and checked out 3.3 million items. The City of Smyrna is the only municipality in Cobb County which runs an independent, municipal library. The Smyrna Library offers many of the same programs and services as the county library system. People living outside the city limits can obtain a city library card for a small fee. Please refer to the Data Appendix for maps and tables concerning Library locations throughout Cobb County.

The Public Library Services office of the Georgia Department of Technical and Adult Education uses quantitative standards to calculate state construction grants. The amount that a library system can receive in matching funds from the state is determined by a formula that calculates whether the system is at or under minimum, median or optimal space standards. Under this formula, the Cobb County Public Library System (CCPLS) will be 41,553 square feet under minimum standards by the year 2006. As population increases, with no significant system expansion, the shortfall could worsen.

The CCPLS has implemented a regional, community, neighborhood, special purpose library program. This concept is similar to how Cobb County operates their parks system. Certain libraries serve as regional "hubs", with other community and neighborhood libraries around them. This program allows for the concentration of resources where they are needed the most, i.e. - one library has the most reference, one has the most children's materials so to

avoid costly duplication. The West and Southwest Planning Areas are projected to grow the most in terms of population and experience the least decline in household size based on changes from 1980 to 1990. Given the upcoming completion of two major road improvement projects done with the state, development pressures may continue to increase in the coming 20 years. In order to meet the standards promulgated by the Georgia Department of Technical and Adult Education, the CCPLS may wish to investigate establishing a regional library site in these planning areas. Given the responsibilities regional libraries fulfill in this "hub" system, access along a major arterial should be an important location consideration.

The area surrounding the Cumberland/Galleria and Vinings area is the most densely populated planning area, has the highest employment density, contains the largest concentration of multifamily housing units, and houses the most intense regional commercial development in the county. It is also bisected by I-75. The ultimate improvement of Powers Ferry Road, in addition to other transportation improvements in the "Platinum Triangle", may provide better regional access. The CCPLS may wish to investigate establishing a regional library site in this planning area, which could possibly contribute to meeting the state standards by 2015.

In light of the accelerated residential growth in the Wade Green, Baker Road areas of the Northern area of the county, in addition to tremendous residential growth in the Cities of Acworth and Kennesaw, the CCPLS may wish to investigate establishing a regional library site in this planning area. This could possibly contribute to meeting the state standards by 2015.

In October of 1995, a plan for library technologies and services for the Cobb County Public Library System was prepared by RMG Consultants, Inc. The plan outlined a program of improvements to replace and enhance the CCPLS's computer system and ensure system adequacy for the next 20 years. The replacement will allow customers of the CCPLS to

access enhanced digital information, including the Internet and the World Wide Web. Perhaps most importantly, the plan will make on line resources virtually equal in all libraries. This equity is critical in the regional hub concept adopted by the CCPLS.

Health Services

Cobb County's health care services and facilities are numerous. Cobb County Government's public health services are provided through Board of Health clinics and the Fire Department's emergency medical services.

Cobb County Board of Health

The Board of Health, with headquarters on County Farm Road in Marietta, operates several programs including six general centers, and an environmental health program. The clinics are strategically located throughout the county, as shown on Map 33. They offer medical services, including diagnostics, physical examinations, family planning, primary care, immunizations and pediatrics. Table 49 summarizes services available at each clinic. Mental health and mental retardation are administered by the Community Services Board. Please refer to the table in the data appendix for information about the location and services offered at various Board of Health facilities.

Hospitals/Health Care Facilities

Cobb County has state of the art medical care provided by seven hospitals located within the county, including three psychiatric hospitals. Life College also operates five public clinics, three of them in Cobb County and two located in downtown Atlanta. Please refer to the table in the data appendix for information about the number and location of these private and non-profit facilities.

Health Services Assessment

Historically, the State of Georgia has regulated health facility/service locations via the Certificate of Need (CON) process. Recently there have been unsuccessful efforts to revise

this process and allow for more market controlled/private sector decisions for location and provision of facilities and services. Throughout the 20 year planning process it will be of paramount importance to ensure that more costly, less profitable services are still available to the neediest of county residents.

The western and northern areas of the county are projected to accommodate a larger percentage of future population growth due to land availability. Although county provided health services are present and available to residents in the northern part of the county, the western area does not appear to have a presence or location. Within the next 10 years the county may wish to investigate the establishment of a facility in this area.

As previously mentioned, the Board of Health operates an environmental health program which includes services such as septic tank inspection and permitting and food service establishment inspection and permitting. As portions of the North and West Planning Areas experience increased development pressures, septic inspections will probably increase. This increase can be anticipated due to some portions of these planning areas being unsewered presently with no plans for future provision due to topographic/economic constraints. By the year 2000, these increases may affect staffing/workload assignments. Additional environmental protection measures may also need to be investigated periodically over the next 20 years.

Increasingly, state and federal agencies are enacting tougher environmental standards such as the Clean Water Act. Associated requirements such as the NPDES may affect the workload and procedures of many county departments in the next 20 years, including the environmental health division.

Transportation

Streets, Roads, and Highways

Unincorporated Cobb County has approximately 5,534 miles of publicly maintained roadway. Of those, approximately 4,737 miles are county roads and 797 miles are state

routes (according to 2003 GDOT figures). As of 2003, the road network in Cobb County had approximately 17.9 million vehicle miles traveled (VMT) annually. The table, Lane Miles by Route Type and Road System, located in the appendix, shows the mileage by system type and route type with the VMT. In addition, there are 7,611 total streets in Cobb County. The street count by roadway designation can be seen in the appendix.

Cobb County is home to several interstate highways, including I-20, I-75, I-285 and I-575. These are high volume, limited access thoroughfares with grade separated interchanges for moving traffic through the County. Interstate 575 provides a freeway spur north toward Cherokee County, branching from I-75 in the Town Center area. It serves as a gateway for commuters who live in the northern counties and mountain communities of Georgia. Also, it provides direct links into Cobb County through interchanges at Barrett Parkway (Exit 1), Chastain Road (Exit 3) and Bells Ferry Parkway (Exit 4).

Cobb Parkway (U.S. 41 Highway) serves as the County's major north-south artery, from Acworth to Vinings. U.S. 41 Highway was a major route from domestic traffic through the southeastern U.S. to Florida until I-75 was completed in the County in December 1977. Interstate 75 serves as the County's busiest arterial and leads through Cobb County for 17 miles.

There are ten interchanges on I-75 in Cobb County, which serves as links to the County's most vital areas, in terms of residences, commerce and network accessibility. These interchanges are: Wade Green Road (Exit 273), Chastain Road (Exit 271), Barrett Parkway- SR 5 Spur (Exit 269), Canton Road- SR 5 (Exit 267), North Marietta Parkway- SR 120 Loop (Exit 265), South Marietta Parkway- SR 120 Loop (Exit 263), Delk Road- SR 280 (Exit 261), Windy Hill Road (Exit 260), I-285 (Exit 259) and Cumberland Boulevard (Exit 258).

There are several east-west arteries that pass through the County. The major arteries generally carry traffic that passes through Atlanta, or through the northern suburbs. Roswell Road (State Route 120) is an urban principal arterial that carries traffic through central Cobb County, and exclusively the City of Marietta. State Route 120 serves as a major east-west arterial that leads traffic through the northern suburbs of Atlanta.

Veterans Memorial Highway (U.S. 78 and 278) is another east-west arterial, but it only serves the southern portion of Cobb County. U.S. Route 78 and 278 share the highway as it also parallels I-20, until it reaches C.H. James Parkway in Douglas County, and U.S. Route 278 branches onto another urban principal arterial. C.H. James Parkway (U.S. Route 278 and State Route 6) serves as a thoroughfare for the southwestern corner of Cobb County, continuing from Paulding and Haralson Counties and leading towards I-20 in Douglas County.

There are two interchanges on I-20 in Cobb County. These interchanges are Riverside Parkway/Six Flags Drive (Exit 46) and Six Flags Parkway (Exit 47). I-20 serves as a major east-west artery for the southern portion of the County, as the interstate flows from Alabama to South Carolina, through downtown Atlanta.

As for County Roads in Cobb County, they provide moderate to high traffic volumes throughout the County and function as major arterials. Roads in this category include Johnson Ferry Road, Barrett Parkway and East-West Connector. County roads such as Shallowford Road, Sandy Plains Road and Canton Road are instrumental for mobility in the eastern section of the County, while roads such as Lower Roswell Road, Stilesboro Road and Windy Hill Road serve as east-west connections. Other County Roads, such as Main Street/Old 41 Highway, Austell-Powder Springs Road and Powder Springs serve as access roads into or between the major cities of Cobb County.

Functional Classification

In Cobb County, there are two methods applied toward classifying streets, one method is by the county's own Major Thoroughfare Plan, maintained by the Cobb County Department of Transportation, and the Cobb County Board of Commissioners. The other method is applied by the federal functional classification standards maintained by the Georgia Department of Transportation (GDOT), and administered by the Federal Highway Administration (FHWA).

Functional classification is the FHWA's grouping of highways, roads and streets by the character of service they provide and was developed for transportation planning purposes. There are three highway functional classifications: arterial, collector, and local roads. All streets and highways are grouped into one of these classes, depending on the character of the traffic (i.e., local or long distance) and the degree of land access that they allow classification. Comprehensive transportation planning uses functional classification to determine how travel can be channeled within the network in a logical and efficient manner. Functional classification defines how a roadway segment should allocate the flow of trips through a highway network. Classifications typically describe not only the number of lanes, but also the types of access permitted to the roadway.

The functional classification standards are divided in two major divisions, Rural and Urban. For this division the Federal Aid Highway Urban (or Urbanized) Area Boundary is used to divide the route classifications. According to the FHWA, Cobb County is located in the Atlanta Urbanized Area (an area of over 50,000 people). Therefore, urban functional classification standards would be applied to the definition of highways, roads and streets.

In Cobb County, there are only two streets classified by rural classification standards: Poplar Springs Road (Rural Local Street), from C.H. James Parkway (SR 6/US 278) to Dallas Highway (SR 120); and Lost Mountain Road (Rural Major Collector), from Macland Road (SR 360) to Dallas Highway (SR 120).

Primary Functional Classification Systems in Cobb County

In Cobb County, The four primary functional classification types for roads in urbanized areas are urban principal arterials, urban minor arterials, urban collector streets, and urban local streets. All functional classification totals are exhibited in the data appendix on pages 46 - 48.

- Urban Principal Arterial: The urban principal arterial street serves the major centers of activity of a metropolitan area, has the highest traffic volume corridors, and the longest trip desires; and should carry a high portion of the total urban area travel on a minimum of mileage. It carries most trips entering and leaving urban areas, and it provides continuity for all rural arterials that intercept urban boundaries.
- Urban Minor Arterial: The urban minor arterial street provides service for trips of moderate length and at a lower level of mobility. They connect with urban principal arterial routes.
- Urban Collector Street: The urban collector street provides traffic circulation within residential neighborhoods and commercial and industrial areas. Unlike arterials, collector roads may penetrate residential communities, distributing traffic from the arterials to the Primary destination for many motorists. Urban collectors also channel traffic from local streets and roads onto the arterial system.
- Urban Local Roads: Urban local roads represent the largest element in the road network in terms of mileage. For rural and urban areas, all public road mileage below the collector system is considered local. Local roads provide basic access between residential and commercial properties, connecting with higher order highways. A route meeting this purpose would connect a home, work, or entertainment trip by connecting the final destination to the roads serving longer

trips. Examples of roads meeting the purpose described in this paragraph include those located within a residential subdivision or a cluster of commercial buildings.

The Cobb County Major Thoroughfare Plan

Aside from the federal functional classification standards, Cobb County maintains roadway classification standards of its own, known as the Major Thoroughfare Plan. The Major Thoroughfare Plan includes the classification of roadways for all arterials, major collectors, and minor collectors in Cobb County, which are maintained by the County and the Georgia Department of Transportation, as well as some streets that traverse the incorporated cities. Revisions to the existing Major Thoroughfare Plan are a result of various factors which include, but are not limited to, the changing land use and its relationship to the overall Comprehensive Transportation Plan, and roadway improvements constructed through the Regional Transportation Improvement Program.

In Cobb County, major thoroughfares include all collectors, arterials, and limited access roads but do not include local roads. Thoroughfares serve two purposes: moving traffic between dispersed parts of the County, and providing public access to individual properties located on the thoroughfare. This dual role of major thoroughfares is conflicting as the traffic movement function of thoroughfares can be compromised by the provision of access to individual properties. The Major Thoroughfare Plan was developed to balance these roles by recognizing both the rights of property owners to reasonable access and the public purpose of efficient traffic flow. The Plan applies the roles grouping the major thoroughfares by functional classification.

Number of Lanes

In Cobb County, functional classification also sets the standards for number of lanes to be determined on streets that serve as major thoroughfares. The number of lanes takes into account the functional classification of the given street.

The number of lanes needed for a facility is usually determined during the concept stage of project development. It is usually the number of lanes necessary to accommodate the expected traffic volumes at a level of service determined to be appropriate for the facility. The number of lanes can only be added in integer units, i.e., a two-lane highway can be widened to three or four lanes. Each additional lane represents an increase in the traffic-carrying capability of the facility.

Jurisdictions

There are 8,458 named streets within Cobb County's street network. Some streets (135) are shared between the County, and its municipalities. The shared facilities are as follows:

- Acworth - There are 341 named streets within the City of Acworth's jurisdiction. Seven (7) streets are shared between Acworth and Cobb County. Major thoroughfares according to GDOT's functional classification standards that travel through the City of Acworth are as follows:

Urban Principal Arterial:	Cherokee Road
	Lake Acworth Drive (SR 92)
Urban Minor Arterial:	Cherokee Street (Cherokee County to Lake Acworth Dr)
	North Cobb Parkway (US 41/SR 3)
	North Main Street
Urban Collector Street:	Cherokee Street (Lake Acworth Dr to Lemon St)
	Cowan Road (including SR 92)
	Lemon Street
	Nance Road

- Kennesaw - There are 492 named streets within the City of Kennesaw's jurisdiction. Nine (9) streets are shared between Kennesaw and Cobb County. Major thoroughfares according to GDOT's functional classification standards that travel through the City of Kennesaw are as follows:

Urban Principal Arterial:	Barrett Parkway
Urban Minor Arterial:	Cherokee Street
	McCollum Parkway
	North Cobb Parkway (US 41/SR 3)
	North Main Street
	South Main Street
Urban Collector Street:	Baker Road
	Due West Road
	Giles Road
	Jiles Road
	Kennesaw-Due West Road
	Summers Street

- Marietta - There are 815 named streets within the City of Marietta's jurisdiction. Forty-nine (49) streets are shared between Marietta and Cobb County. In addition, two streets (Windy Hill Road and Cobb Parkway) are shared between Marietta and the City of Smyrna. Major thoroughfares according to GDOT's functional classification standards that travel through the City of Marietta are as follows:

Interstate Principal Arterial:	Interstate 75
Urban Principal Arterial:	Barrett Parkway
	Church Road Extension
	North Marietta Parkway (SR 120 Loop)
	Roswell Road (SR 120)
	South Marietta Parkway (SR 120 Loop)
	Whitlock Avenue (SR 120)

Urban Minor Arterial:	Canton Road Connector (SR 5)
	Cherokee Street (SR 5)
	Church Street (SR 5)
	Delk Road (SR 280)
	Fairground Street
	North Cobb Parkway (US 41/SR 3)
	Powder Springs Road (SR 360)
	Sandy Plains Road
	South Cobb Parkway (US 41/SR 3)
	Windy Hill Road
Urban Collector Street:	Allgood Road
	Atlanta Street (SR 5)
	Bells Ferry Road
	Canton Road
	Kennesaw Avenue
	Old US Highway 41
	Pearl Street (SR 5)
	Powers Ferry Road
	Roswell Street
	Terrell Mill Road

- Smyrna - There are 695 named streets within the City of Smyrna's jurisdiction. Thirty-nine (39) streets are shared between Smyrna and Cobb County. In addition, two streets (Windy Hill Road and Cobb Parkway) are shared between Smyrna and the City of Marietta. Major thoroughfares according to GDOT's functional classification standards that travel through the City of Smyrna are as follows:

Interstate Principal Arterial:	Interstate 285
Urban Principal Arterial:	East-West Connector

	South Cobb Drive (SR 280)
	(Pat Mell Road to East-West Connector)
Urban Minor Arterial:	Concord Road (South Cobb Drive to Atlanta Road)
	Cooper Lake Road (E-W Conn. to Atlanta Rd)
	Oakdale Road
	South Cobb Drive (SR 280) (E-W Con to I-285)
	South Cobb Parkway (US 41/SR 3)
	Spring Road
	Windy Hill Road
Urban Collector Street:	Atlanta Street
	Concord Road (Hurt Road to South Cobb Drive)
	Cooper Lake Road (Civitania Road to E-W Conn)
	Cumberland Boulevard
	Hurt Road

- Austell - There are 182 named streets within the City of Austell's jurisdiction. Sixteen (16) streets are shared between Austell and Cobb County. Major thoroughfares according to GDOT's functional classification standards that travel through the City of Austell are as follows:

Urban Principal Arterial:	Thornton Road (US 278/SR 6)
	Veterans Memorial Highway (US 78/US278/
	SR 8/SR 5)

Urban Minor Arterial:	Austell Road (SR 5)
	Austell-Powder Springs Road
	Maxham Road

- Powder Springs - There are 273 named streets within the City of Powder Springs' jurisdiction. Fifteen (15) streets are shared between Powder Springs and Cobb County. Major thoroughfares according to GDOT's functional classification standards that travel through the City of Austell are as follows:

Urban Principal Arterial:	Thornton Road (US 278/SR 6)
Urban Minor Arterial:	Austell-Powder Springs Road
	Brownsville Road
	Marietta Street
	New Macland Road (SR 176)
	Powder Springs Road
	Richard E. Sailors Parkway (SR 176)
Urban Collector Street:	Atlanta Street
	Concord Road (Hurt Road to South Cobb Drive)
	Cooper Lake Road (Civitania Road to E-W Conn)
	Cumberland Boulevard
	Hurt Road

Average Daily Trip Volume

Tables concerning average daily trip volume are located in the appendix on pages 49 - 50.

Accident Frequency

According to Georgia Department of Transportations database from 1995 – 2003, there were 226,859 vehicle accidents that resulted in 85,469 injuries and 500 fatalities in Cobb County. In unincorporated Cobb County there were 157,842 vehicle accidents, which resulted in 60,456 injuries and 147 fatalities.

During this eight year period there were 1,359 pedestrian accidents in Cobb County, which resulted in 91 fatalities. In unincorporated Cobb County there were 791 pedestrian accidents, resulting in 795 injuries and 58 fatalities. Tables showing all accident frequency information are located in the appendix on page 51.

Levels of Service for Arterials and Collectors

The volume-to-capacity (V/C) ratio is an index that can be used to evaluate when a roadway will become over capacity. The V/C ratio is intended to estimate the maximum amount of traffic that can be accommodated by a facility while maintaining desired operational qualities. Ranges of operating conditions are defined for each type of facility and related to the amount of traffic that can be accommodated at different levels of service.

Level of Service, or LOS, is a set of characteristics that indicate the effectiveness of a highway or highway facility in serving traffic, in terms of operating conditions. LOS is reported on a rating scale of "A" through "F". The general definition of each LOS is as follows:

LOS "A" – This is a very high service level in which the roadway and associated features are in excellent condition. All systems are operational and users experience no delays.

LOS "B" – This is a high maintenance service level in which the roadway and associated features are in good condition. All systems are operational. Users may experience occasional delays.

LOS "C" – This is a medium maintenance service level in which the roadway and associated features are in fair condition. Systems may occasionally be inoperable and not available to users. Short term delays may be experience when repairs are being made, but would not be excessive.

LOS "D" – This is a low maintenance service level in which the roadway and associated features are kept in generally poor condition. Systems failures occur because it is impossible to react in a timely manner to all problems. Occasionally delays may be significant.

LOS "E" – This is a representation of unstable flow near capacity. LOS "E" often changes to "LOS F" very quickly because of disturbances (road conditions, accidents, etc.) in traffic flow.

LOS "F" – This is a very low service level in which the roadway and associated features are kept in poor and failing condition. A backlog of systems failures would occur because it is impossible to react in a timely manner to all problems. Significant delays occur on a regular basis.

Volume to capacity ratio is a comparison of the volume on a road to the volume that roadway is capable of carrying based on its roadway design. These are the figures that help to determine the appropriate level of service of the roadway. In Cobb County, there is no uniform standard for design, in correspondence with V/C ratios. However, the level of service goal for new roadway projects is LOS C, based on standards indicated by the Transportation Research Board's Highway Capacity Manual (HCM). Tables on page 52 – 54 of the data appendix contain average level of service information for Cobb County's street network.

The Atlanta Regional Commission annually surveys traffic for each of the corridors within the 10-county service area. Level of Service is computed annually giving annual average peak-counts during the morning and evening hours. Listed in the appendix on

page 53 – 54 are the notable roadways and corridors that feature LOS D through F, within Cobb County.

The 2030 forecast is for traffic conditions to continue to decline. Currently, the average level of service for the Urban Principal Arterials is "LOS D". The Urban Principal Arterials are at risk for severe traffic congestion, indicated under "LOS E and F". Thoroughfares such as Roswell Road (SR 120), Dallas Highway (SR 120) and Johnson Ferry Road will be affected by this elevated risk, as long as population, automobile usage and through truck traffic continues to increase by adding to the congestion in Cobb County. Solutions for alleviating congestion will be identified as a part of the overall CTP currently being performed by Cobb County.

Signalization Inventory

Cobb County has an advanced traffic control facility that operates and controls approximately 500 County signalized intersections, 60 advanced transportation management systems (ATMS), and 4 variable message signs. The six municipalities within Cobb County operate traffic-controlled intersections within their jurisdictional boundaries. The six municipal traffic controlled systems feed into the County and the Georgia Department of Transportation (GDOT) systems. The County monitors traffic signals via live computers and cameras in the traffic control room, located at Cobb DOT, utilizing ATMS and intelligent transportation systems. Cobb County ATMS was a spin off of the Atlanta Regional Advanced Transportation Management System (Atlanta Regional ATMS). The Atlanta Regional ATMS is the network that ties the Georgia Department of Transportation's (GDOT) transportation management center (TMC) together with the Atlanta region transportation control centers (TCC).

The City of Marietta operates the only red-light cameras in Cobb County. The cameras are located at the intersection of Windy Hill Road and Cobb Parkway (US 41), to deter motorists from running red lights. The red-light camera system is a fully automated

device that collects data and images of traffic violators caught in the intersection as the traffic light turns red. The system is made up of cameras, triggers, and computers. After a violation has occurred, a fine and images of the car, licenses plate, date, time, intersection location, and elapsed time are sent to the owner of the vehicle.

Signage Inventory

Cobb County has an above adequate signage program. The standard signage in the County is highly visible to motorist during the day or at night, using a light reflective material. Streets signs are located at intersections near the hanging traffic signals on arterials roads, and major and minor collectors. This gives familiar and unfamiliar drivers a clear view of the upcoming streets and intersections, giving motorists an opportunity to respond and react.

Transportation System Assessments and Recommendations

Significant issues with the road network consist of insufficient capacity, operational inefficiencies and lack of connectivity in selected locations. A complete assessment and resulting recommendations will be developed in consultation with the jurisdictions, elected officials and the general public during the Comprehensive Transportation Planning (CTP) process.

Alternative Modes

Public Transportation - Cobb Community Transit

Public transportation was largely nonexistent until the late-1980s in Cobb County. On July 10th, 1989, Cobb Community Transit began service with five local fixed routes. Fixed route service is defined as service provided on a repetitive, fixed-schedule basis along a specific route with vehicles stopping to pick up and discharge passengers to specific locations. Each fixed-route trip serves the same origins and destinations, unlike demand responsive service and taxicabs. A total of seventeen (17) buses were acquired to operate the service, when service began in July 1989.

Express bus service was introduced in October 1989. Unlike local service that operates all day long with numerous fixed time points and stops, express service only operates in the morning and afternoon peak time periods when transit ridership is heaviest. Express bus service also has limited stops. Nineteen (19) RTS-06 buses were acquired to provide service between Park and Ride Lots in Cobb County, midtown and downtown Atlanta.

The initial two express routes were the Route 100, operating from space the County leased from Kennesaw State University to downtown Atlanta, and the Route 101, operating from the Cobb County Civic Center to downtown Atlanta.

In response to the Federal Americans with Disabilities Act (ADA), paratransit service for persons with disabilities began in June 1994. The Americans with Disabilities Act of 1990 is a civil rights law passed by Congress which makes it illegal to discriminate against people with disabilities in employment, services provided by state and local governments, public and private transportation, public accommodations and telecommunications. The law requires transit systems to provide comparable transportation services for individuals with disabilities who are unable to use fixed route transportation. Fifteen paratransit buses were put into service to transport passengers to destinations within the paratransit service area. This service was implemented following extensive outreach with community service agencies.

In 1998, CCT opened the Cumberland Boulevard Transfer Center. Cumberland Boulevard was widened to accommodate a new dedicated lane for buses to pull off the Boulevard. Eight custom designed brick shelters were constructed in the new passenger waiting area. In addition, a 15,000 square foot operations and security building was built on the west end of the site.

In 1999, CCT acquired a 60,000 square foot building on South Marietta Parkway. This serves as a transfer facility as well as the system's permanent administrative, operations and maintenance facility. These facilities opened in 2000.

In 2002, Cobb County acquired land and constructed a Park and Ride Lot for the Route 100, and in 2003, the Route 100 was moved from the leased space at Kennesaw State University to the Busbee Park and Ride Lot in Kennesaw.

Also in 2002, Cobb County acquired land and constructed a Park and Ride Lot for the Route 101, and in 2003, the Route 101 was moved from the Cobb County Civic Center parking lot to the Marietta Park and Ride Lot, adjacent to Cobb Community Transit's Marietta Transfer Center.

In 2003, the third CCT Park and Ride Lot was constructed to accommodate the Route 102, CCT's newest express route. The Route 102 operates from a temporary Park and Ride Lot located on Lake Acworth Drive, Highway 92 and travels to the MARTA Arts Center Station. The permanent Acworth Park and Ride Lot is currently under design, and will be completed by the end of 2005.

As CCT celebrates 15 years of service, annual ridership continues to grow. In 2003 and 2004, CCT experienced record ridership with annual ridership exceeding 3.5 million trips. Cobb Community Transit is pleased to offer an efficient and economical alternative to the private automobile, and is proud to be such an integral part of Cobb County's economic and transportation infrastructure.

Existing Transit Routes and Service Areas

Cobb Community Transit (CCT) currently operates 12 fixed local routes, three express routes and two Georgia Regional Transportation Authority (GRTA) express routes. CCT

weekday bus service begins at 5am and ends at around 1am, with peak periods between 6 to 9 am and 3 to 6 pm. Weekend bus service starts at 6am and ends at 11pm.

The Georgia transportation Authority (GRTA) is a state agency that works to improve the state of Georgia's mobility, air quality, and land use practices. Cobb County is currently under contract with GRTA to operate its express bus service to and from the County's Park and Ride Lots, as of January 2005.

Regional Service/Connectivity

Significant ridership is drawn from the surrounding counties and cities outside of Cobb County. Ridership surveys indicate that regional ridership comes from patrons who reside in Cherokee, Bartow, Douglas, Paulding counties. Patrons who reside in the metropolitan areas of Rome and Dalton, Georgia, located in the northeastern part of the state, also utilize Cobb County's express bus service. The reverse commute trips from Atlanta into Cobb County draws patrons from the southern and eastern portion of the CCT service region, from counties such as Fulton, DeKalb, Gwinnett, Clayton and Henry counties.

Cobb Community Transit Routes

- Route 10 - Operates from Marietta to the Cumberland Boulevard Transfer Center via U.S. 41, then to the MARTA Arts Center Station. *(Monday - Saturday)*
- Route 10A - Reverse peak-hour service of Route 100. Operates from Atlanta to Delk Road via the Cumberland Boulevard Transfer Center, Cobb Parkway (US 41), and Terrell Mill Road. *(peak periods only, Monday - Friday)*
- Route 10B - Reverse peak-hour service of Route 101. Operates from Atlanta to Windy Hill Road via the Cumberland Boulevard Transfer Center and Interstate North. *(peak periods only, Monday Friday)*
- Route 10C - Operates from Town Center to Marta Arts Center via MTC. *(peak periods only, Monday Friday).*
- Route 15 - Operates from Marietta to Wildwood Office Park via County Services Parkway and Windy Hill Road. *(Monday - Saturday)*

- Route 20 - Operates from Marietta to the Cumberland Boulevard Transfer Center via South Cobb Drive, Spring Road and Emory Adventist Hospital. *(Monday - Saturday).*
- Route 30 - Operates from Marietta to MARTA Holmes Station via Atlanta Road, Austell Rd, the East-West Connector, Floyd Road, Mableton Parkway, Factory Shoals Road, Six Flags Drive and I-20. A connection with CCT Route 70 can be made at the MARTA Holmes Station for travel to/from Cobb County. *(Monday - Saturday).*
- Route 40 - Operates from Marietta to Kennesaw State University via Bells Ferry Road and George Busbee Parkway, with stops in the Town Center Mall area. *(Monday - Saturday)*
- Route 45 - Operates from Marietta to Town Center Mall area via U.S. 41 and Ernest Barrett Parkway, with access to Chastain Meadows Industrial park and Kennesaw State University. *(Monday - Saturday)*
- Route 50 - Operates from Marietta to the Cumberland Boulevard Transfer Center via

  U.S. 41 and Powers Ferry Road. Also serves Overton Park and the Galleria area. *(Monday - Saturday)*
- Route 65 - Operates from Marietta Transfer Center to Johnson Ferry Baptist Church via Marietta Square and Roswell Road. *(Peak period service to MARTA Dunwoody Station, Monday - Friday).*
- Route 70 - Operates from the Cumberland Boulevard Transfer Center to MARTA Holmes Station via Cumberland Boulevard, Paces Ferry Road, Home Depot Headquaters, I-285 and I-20. A connection with CCT Route 30 may be made at MARTA Holmes Station for travel to/from Cobb County *(Monday - Saturday).* Service is also available to Highlands Ridge Road, Highlands Parkway and Cobb Industrial Boulevard (Monday - Friday only.)

- Route 100 - Operates express, peak-hour service from a park and ride lot in Kennesaw near Town Center Mall to Atlanta via Interstate 75. *(peak periods only, Monday - Friday)*
- Route 101 - Operates express, peak-hour service from a park and ride lot at the Marietta Transfer Center to Atlanta via Interstate 75. *(peak periods only, Monday - Friday)*
- Route 102 - Non-stop service between Acworth Park and Ride Lot and MARTA Arts Center Station. *(peak periods only, Monday - Friday).*

GRTA X-press Routes 470 and 47

As of January 3rd, 2005, the Georgia Regional Transportation Authority (GRTA) began downtown Atlanta express service from the Florence Road - Silver Comet Trail Park and Ride Lot, in Powder Springs. Parking at this location is temporary until a permanent lot can be built.

- Route 470 – Express Service to Downtown Atlanta - Non-stop service between Powder Springs and MARTA Civic Center Station. *(peak periods only, Monday - Friday).*
- Route 47- Reverse Commute to Powder Springs - Non-stop service between MARTA Civic Center Station and Powder Springs. *(One bus during the peak period, Monday - Friday).*

Passenger Ridership

As of fiscal year 2004, approximately one third of CCT's ridership transfers between CCT and MARTA. This ridership is primarily concentrated on one route – Route 10, Marietta – MARTA Arts Center Station. Route 10 ridership is extremely heavy in both directions, averaging 37 passengers per revenue hour. According to annual ridership counts, collected by CCT, the Route 10 registers the highest ridership in the system, with 1,064,437 passengers (FY 2004).

On April 23, 2001, service was expanded with the operation of new local service (Route 30) between southwest Cobb County and the Hamilton E. Holmes MARTA rail line. This service, which was initiated through an Access to Jobs grant, is designed to provide access to service sector jobs in southwest Cobb County as well as provide Cobb County residents with improved service to the west MARTA rail line. Since 2001, ridership on this route continues to increase. The Route 30 registers the second highest ridership in the system, with 544,853 passengers (FY 2004).

In Fiscal Year 2003, 122,810 hours of fixed route service was operated, carrying 3,087,934 passenger trips on the fixed route system. In Fiscal Year 2004, 3,412,314 passenger trips were recorded aboard CCT buses, during 139,426 hours of fixed route service operated. Overall, CCT experienced an eleven (11%) percent increase in transit ridership, between 2003 and 2004.

Number of Vehicles, Transit Operations and Vehicle Miles Traveled

Cobb Community Transit consists of a fleet of 60 buses providing local and express service on fourteen routes. All buses are equipped with bicycle racks to accommodate those who access transit and their final destination by bicycle. In addition, fifteen (15) paratransit vehicles serve as part of CCT's bus service inventory.

CCT operates a total of 2,610.6 vehicle miles traveled per day. CCT has existing bus services along 409.2 routes miles of existing right-of-way. There is a 19.8 mile corridor of fixed guideway within the Cobb Community Transit system. Fixed guideway, is a route that is permanently traveled upon by express buses. Interstate 75 is the primary route of the three CCT express buses with the exception of the 470 GRTA route which operates along Interstate 20.

Service Frequency

As of the August 2004 schedule, the Route 10 local service bus has the greatest number of weekday runs (129 runs, including 63 inbound and 66 outbound trips), with an average headway of 22 minutes. Route 65, by comparison, operates 12 runs per weekday. The eastern Cobb County route averages about 75 minutes between trips. Some routes, such as the 10A, 10B, 10C, and the express routes, run with limited frequency and may be timed specifically to shift changes at the park and ride lots and transfer centers. Transit service for the remainder of Cobb County routes lies somewhere between these extremes.

Public Transit Intermodal Facilities

Cobb Community Transit offers five park-and-ride lot locations, including the Marietta Transfer Center Park-and-Ride Lot, Busbee Park-and-Ride Lot, Acworth Park-and-Ride Lot, Johnson Ferry Baptist Church Park-and-Ride Lot and the Florence Road-Silver Comet Trailhead Park-and Ride Lot. As of August 2005, two additional park-and-ride lots are under development. These lots include the Floyd Road-Silver Comet Trailhead transit expansion and the Mableton park-and-ride lot, located near the Barnes Mable House Amphitheater. Over 700 bus stops are established to serve Cobb Community Transit passengers, and many of the routes overlap, including at the system's two transfer centers: Marietta Transfer Center and Cumberland Transfer Center.

Park-And-Ride Lots and Transfer Centers

The Marietta Park-and-Ride Lot and Marietta Transfer Center are located at 800 South Marietta Parkway in Marietta. Established in 2003, a total of ten (10) CCT routes stop at this location, and distribute service throughout the CCT service area. Routes 10, 10C, 15, 20, 30, 40, 45, 50, 65 and 101 converge at the Marietta Transfer Center. The Marietta Park-and-Ride lot, with a total of 287 spaces available for parking, assists in servicing passengers to the Transfer Center and in boarding the Route 101 express bus, which travels into the City of Atlanta.

The Cumberland Transfer Center is located at the corner of Cumberland Boulevard and Cumberland Parkway, between Smyrna and Atlanta and is adjacent to Cumberland Mall. Established in 1997, a total of six CCT routes stop at this location, and distributes service throughout the southern portion CCT service area. Routes 10, 10A, 10B, 20, 50, and 70 converge at the Cumberland Transfer Center.

The Busbee Park-and-Ride Lot is located at Busbee Drive in Kennesaw. Established in 2003, this lot assists passengers in boarding the Route 100 express bus, which travels into the City of Atlanta. The lot has a total of 364 spaces available for parking.

The Johnson Ferry Baptist Church Park-and-Ride Lot is located at 955 Johnson Ferry Road in Marietta. Established in 1991, this lot assists passengers in boarding the Route 65, which travels between the Marietta Transfer Center and the MARTA-Dunwoody Station in DeKalb County. The parking spaces at the Johnson Ferry Baptist Church are shared with the commuters who utilize Cobb Community Transit on weekdays only. Of the parking lot spaces at the Church, CCT patrons utilize up to 100 spaces.

The Acworth Park-and-Ride Lot is located at the corner of Lake Acworth Drive and Cherokee Road in Acworth. Established in 2004, this temporary lot assists passengers in boarding the Route 102 express bus which travels into the City of Atlanta. The lot currently has a total of 161 spaces available for parking and when completed, the permanent Acworth Park-and Ride Lot will have approximately 230 spaces. The GRTA 480, which is expected to begin service in fall of 2005, will also operate out of this Park and Ride Lot.

The Florence Road-Silver Comet Trailhead Park-and-Ride Lot is located at 3453 Florence Road, near the corner of C.H. James Parkway and Brownsville Road in Powder Springs. Established in 2005, this temporary lot, which is shared with Silver Comet Trail users, assists passengers in boarding the GRTA Route 470 and 47 express buses, which

travels into the City of Atlanta. The lot has a total of 91 spaces available for parking. GRTA is currently looking for a location to build a permanent lot with 400 spaces.

Bus Stops

Over 700 bus stops are established to serve Cobb Community Transit passengers, yet many of them overlap. Of the total number, the Route 50 services the most transit stops with 51 outbound and 57 inbound locations. The Route 30 services the second highest number of stops with 50 outbound and 55 inbound locations.

Other Public Transportation Services

A vanpool is a group of 6 to 15 people who commute together on a regular basis in a van. One person volunteers to be the driver/coordinator of the van. The riders share a fee that covers the vanpool fare.

In Cobb County, there are three organized vanpool programs. Those three are: MetroVanpool (VPSI), The Town Center Transportation Management Association (TMA), which operates under the name of CobbRides, and the Cumberland TMA, which operates under the name of Commuter Club.

MetroVanpool located in Marietta, is operated by VPSI. VPSI is the world's largest supplier of vanpool and transportation services operating 3,500 vehicles that provide vanpools for 30,000 commuters daily traveling over 25 million passenger miles annually. A total of 41 vans operate throughout Cobb County, with eight routes originating within the county. The remainder of the vans serves 33 routes with destinations ending in Cobb County. Cobb County Government, in conjunction with CCT, administered a vanpool program from 1990 to 1997. MetroVanpool operated 27 vans for the County, during the program's tenure.

The Town Center TMA encourages vanpools through its CobbRides program. The program went into effect in 1998, assisting commuters with finding partners who travel to the same facility within the Town Center CID. CobbRides also offers the Guaranteed Ride Home (GRH) program free to employers and their employees. The GRH program keeps employees in the Town Center area who are using commute options from getting stranded.

The Cumberland TMA operates the Commuter Club which provides vanpool service to and from its Cumberland/Galleria area offices. The vanpool program began in 1996, and operates, in cooperation with VPSI, over 40 vans from its facility serving commuters who travel into Cobb County and the Cumberland CID.

Greyhound Bus Service

In Cobb County, there are two Greyhound bus station locations, one in Marietta and one near Austell. The Greyhound bus station and ticket office facility is located at 1250 South Marietta Parkway in Marietta. The Greyhound bus stops at the 7377 Six Flags Boulevard location in Austell, but does not have a ticket office. Greyhound has numerous departures from its bus stations, and provides interstate bus service to various destinations throughout the continental United States.

Evaluation of Current Transportation Services

In 2003, a Transit Development Plan (TDP) was completed. This Study consisted of a comprehensive review and evaluations of the existing system. A comparative analysis with peer systems across the nation revealed that CCT is a very efficient system although a relatively smaller percentage of the population is served due to the low-density character of the County.

All of the high, medium and low priority recommendations for route structure re-alignments and other system improvements from the study have been implemented as of

May 2004. The only recommendation not implemented from that study is the addition of Sunday service. Recommendations for new routes and route realignments must be approved by the Cobb County Board of Commissioners (BOC). Any changes in the fare structure must be approved first by the BOC and then by the State.

An update to the TDP is currently in progress. The study is being conducted under contract to URS Consultants and will be completed during the first calendar quarter 2006. Upon completion, the study findings and recommendations will be incorporated into the CTP.

Cobb County Sidewalk Inventory

Pedestrian travel and safety is increasing important in densely populated areas of the county and in particular the cities. Recent sidewalk and school crossing improvements are evidence of this growing need. The existing inventory of sidewalks in Cobb County includes only locations along the major thoroughfares, including arterials, major collector streets and minor collector streets. The total length of sidewalks along the major thoroughfares in Cobb County is: 2,984,473 feet (565.24 miles), as of December 2004.

Sidewalk Implementation

The average construction cost estimate of a mile-long sidewalk, on one side of a given street, is within the range of $300,000 to $600,000, depending on topography, drainage and field conditions. According to Cobb County DOT standards and general guidelines, sidewalk implementation procedures vary depending on several conditions, which include the corridor's functional classification. Listed in the appendix on page 56 are the proposed implementation standards.

Sidewalks and Transit Access

Sidewalks along the major thoroughfares aid public transit service provided by Cobb Community Transit. Pedestrians usually access buses from one side of the street.

However, there are areas where sidewalks are needed or in need of improvement. Sidewalks need to be maintained periodically in order to provide continued access to bus stops for pedestrians. The Transit Study currently in progress will result in recommendations for improving pedestrian access on, or near, transit routes that utilize fixed corridors throughout the county.

Bikeways and Trails

Alternative modes of travel are an important part of the transportation network in Cobb County and neighboring jurisdictions. In the early 1990s Cobb County was the first in the metropolitan Atlanta area to develop an abandoned railroad corridor, thus creating a 12.8 mile east-west spine of multi-use trail linking neighboring Paulding County, City of Powder Springs, City of Smyrna, transit, recreation, restaurants and shops. Since then, the Cobb County Trail Map was developed, which identifies existing trails systems denoted in red, programmed or funded trails in yellow, and proposed trails in green. (See Map). Multi-use trails have become very popular within Cobb County, along with sidewalks and bicycle "friendly" travel lanes. Many Cobb County citizens have voiced through public meetings and other means of public comment that they are in favor of alternative modes of transportation and want more opportunities throughout the county to accommodate their travel or recreation needs and desires.

Bikeways

Promoting, planning and constructing alternative modes of travel is not only an initiative at the local government level, but is also promoted at the regional, state, and federal levels. The goal is to improve expand mobility options as well as improve air quality, safety and congestion issues that plague the region.

In 2003, the Atlanta Region Commission (ARC) developed bicycle suitability maps for 11 of the 18 counties in the region. The maps provide rules for safe bicycling on and off the roadway, promoting bicycling region-wide and educating the public on how to interact with the different travel modes. The maps rated the major roadways by level of difficulty, green indicated the best riding condition, orange for medium cycling conditions, and red for difficult riding conditions. (See table on page 56 of the appendix)

The ARC's methodology determines the score of each suitability factor on a roadway based on a rating scale between 0 and 4. Roads that scored less than 1 were identified as very difficult for cycling.

The ARC Cobb County Bicycle Suitability Map shows Cobb County as having many medium to difficult bicycling riding conditions. The roads that rated less than 1, (very difficult for bicyclists) were Florence Road, Veteran's Memorial Highway (formerly Bankhead Highway), Cobb Parkway, Roswell Road, Ernest Barrett Parkway, Whitlock Avenue, Dallas Highway, Mars Hill Road, and E. Piedmont Road. There were only a few roadways that were denoted as good conditions for cycling.

Existing Bikeways/ Signage

Cobb County on-road bicycling facilities include on-road multi-use trails along roadways and bicycle friendly lanes that post "Share the Road" signs along the roads to notify motorist that these roads are shared with other modes. The "Share the Road" signage is not limited to the listed roads mentioned in the appendix on page 57, but are located countywide where there is a cluster of bicycle and pedestrian traffic mixed with vehicles. The ARC Cobb County Bicycle Suitability Map also shows the on-road bicycling facilities throughout the metropolitan region.

To accommodate bicycling facilities, Cobb County has bike racks at major destination points that are utilized by cyclists throughout the county. These areas include CCT transfer centers and at park and ride lots, on CCT buses, public parks, and other public facilities. As the bikeways and trail network continues to be built, facilities will continue to be added to accommodate bicyclists and transit uses which will encourage and promote usage of alternate modes of transportation and less dependence on the automobile.

Planned Bikeways

Cobb County has the Silver Comet Trail, one of the most popular trail systems in the Atlanta region which traverses through Cobb, Paulding, and Polk counties on through to Alabama. The trail is located on a formerly abandoned railroad corridor amd has been transformed into a highly used multi-use trai.

The east-west spine of the multi-use network grew out of the Cobb County Rail Trail Master Plan, which was developed in 1997.This effort was the first of its kind in the Atlanta metropolitan area, to transform an abandoned rail line into a multi-use trail; reuse of a resource no longer in use to an amenity. The purpose of the Cobb County Rail Trail Master Plan was to transform an abandoned CSX railroad corridor into a multi-use trail amenity that would begin at Mavell Road and end at Florence Road in Cobb County. To date, the trail has been developed beyond the initial concept. Developers and non-profit agencies have assisted in carrying the trail further eastward or beyond the abandoned railroad corridor. For many developers the Silver Comet Trail has become a profitable selling point for residential properties that have direct access or links to the facility.

The Silver Comet Trail is a 12.8 mile long off-road multi-use trail from the Mavell Road Trailhead to the Florence Road Trailhead. The Silver Comet Trail connections and extensions have been or will be built extending eastward to link with the Cumberland Community Improvement District, the Chattahoochee River, and connect to other multi-use trail links have been built or are being planned.

Shortly after the development of the Silver Comet Trail, Cobb County DOT developed the Cobb County Trail Map, which displays the status of existing, under-construction (programmed), and proposed trails within the county and links to trails crossing jurisdictional boundaries. The status of the trails are color coded: red indicates that a trail is completed (such as the Silver Comet Trail), yellow indicates that a trail has funding allocated and is in the process of being constructed, and green indicates trails that are

proposed (see map). The trail map also includes municipal facilities located within Cobb County.

Existing Trails

As of fiscal year 2005, Cobb County had built 28.01 miles of multi-use trail facilities, which are denoted on the Trail Map in red. In fiscal years 2003 and 2004, Cobb County had 20.8 and 22.47 miles of built trails, respectively, indicating a growth rate of 8.03% from fiscal years 2002 to 2003. From 2004 to 2005, the trail mileage grew by 24.66%. Measuring the growth of trail miles from 2003-2005, Cobb County had built 7.21 miles of trails, which was a 25.74% growth rate.

Listed in a table in the appendix on pages 57 – 66 are multi-use trail systems and their descriptions that existed from 2003-2010 in unincorporated Cobb County and the municipalities that had constructed trails during this time frame.

Programmed Trails

Cobb County and the six municipalities are strong supporters of trail networks, the programmed and proposed trails mentioned on the Cobb County Trail Map are evidence of this inter-jurisdictional commitment. Pedestrian facility construction is an important concern for elected officials and staff. The success of the Silver Comet Trail has resulted in a rapid and continuous growth for bicycle and pedestrian facilities designed for commuting and recreation purposes, thus promoting safe bicycle and pedestrian travel. As shown in the Programmed Trails table in the appendix on pages 57 - 66, there are 16.57 miles of trails which are scheduled to be built in 2006, and 12.64 miles to be built in 2007, which will increase the trail mileage by 104. In 2007, 57.22 miles of trails are proposed to be completed and open for trail users.

Proposed Trails

Cobb County and local municipalities anticipates continuing support to build multi-use trails that will enhance the countywide trail network. Multi-use trail systems that are proposed, means that there is currently no funding source available to study or build the trail projects at the present time. According to the Proposed Trails table on pages 57 – 66 in the appendix, in 2008 Cobb County is anticipated to have 77.65 total miles of trails, indicating a 35.7% growth rate from the previous year. This table also contains the different trail systems that are proposed during 2009-2010.

Other Trails in Cobb County

The Cobb County network of trails feed into Kennesaw Mountain National Battlefield Park (KMNBP). The Kennesaw Mountain to Chattahoochee River Trail, once fully completed, will offer users a route on which to walk or bike from the Mountain to the River. The multi-use trail will traverse through downtown Marietta's Historic Square, Smyrna's Village Green, the Cumberland/Galleria area and ultimately terminating at the Chattahoochee River.

The Chattahoochee NRA is another popular national park, which is partially located within Cobb County. The 48-mile national park extends along the Chattahoochee River Corridor traversing through other counties located along the river, which includes Fulton, Forsyth, Gwinnett, and DeKalb Counties. The Chattahoochee NRA Park is divided into nine segments or parks that are referred to as units; Island Ford; Vickery Creek; East Palisades; West Palisades; Cochran Shoals; Sope Creek; Powers Island; Johnson Ferry North and South; and Gold Branch. The nine park units include a total of 50 miles of walking and hiking trails; a few of the park units are designated as biking and mountain trails.

The Chattahoochee NRA is currently 9,271 acres, and has grown from 9,165 acres in 2002, which is a 1% increase in park acreage. In 2004, the Chattahoochee NRA recorded

2,622,251 recreation visitors to the various park units. In 2002, the NRA Park received 2,728,848 visitors, which a decrease from 2002 The majority of the visitors of the NRA Park are utilizing the various trails for recreational purposes, such as walking, hiking, mountain biking, kayak and rafting. Cobb County's trail network (proposed, programmed and existing) links to the Chattahoochee NRA park units in a few areas, such as the Kennesaw Mountain to Chattahoochee River Trail, the Silver Comet Trail and its extensions, Rottenwood Creek Trail, and the other trail links.

Parking Facilities

Cobb County is home to more than over 600,000 people and has three large job centers within it's boundaries; downtown Marietta, Cumberland Community Improvement District (CID), and Town Center Community Improvement District (CID). Over the past 2 decades Cobb County along with the Atlanta region has experienced rapid growth and development that has pulled inmigrants from other regions across the nation. The rapid growth within the region has caused governments to evaluate past growth issues proactively and plan for future growth and development opportunities.

Parking facilities for residents and workers alike are important for job centers, retail centers, hospital districts, recreation, and community/ neighborhood events. To provide for varying parking needs numerous types of parking facilities need to be contemplated. The majority of parking facilities within the County are privately owned with the exception of the county-owned park-and-ride facilities. These Cobb Community Transit (CCT) parking lots allow transit commuters to park their vehicles and ride the CCT transit buses into the job centers within Cobb County and other neighboring jurisdictions including downtown Atlanta.

Park and Ride Facilities

Cobb Community Transit (CCT) is a Cobb County owned facility that supplies bus transit service and parking facilities throughout the county. There are five (5) park and

ride lots for patrons who utilize transit bus services. Locations include Marietta, Busbee located in Kennesaw, Acworth, and Johnson Ferry Baptist Church park and ride parking lots. The Johnson Ferry Baptist Church park and ride lot located in East Cobb is not a County owned facility, but has an agreement to share parking with the Church. The Church parking has 1,000 parking spaces and CCT bus patrons utilize a small percentage of the available parking spaces.

The fifth park and ride facility, which is the Florence Road Silver Comet Trailhead located in Powder Springs is temporarily sharing the parking lot with patrons riding that the Georgia Regional Transportation Authority (GRTA) express bus service operated by CCT. The Florence Road Silver Comet Trailhead parking lot is temporary until a suitable location can be found that would yield enough parking spaces to provide adequate parking for patrons on this route.

The demand and ridership for transit services in the County continues to increase. Two additional park and ride lots are being planned for development, and one for expansion. The expanded Acworth Park and Ride lot will add 106 new parking spaces, totaling 262. The other two planned park and ride lots, are in South Cobb County on Floyd Road and in Mableton. As CCT bus services continue to expand transit services, more parking lots or covered parking could be provided. There are 1,807 existing parking spaces for transit patrons and 106 planned parking spaces, for a total of 2,004 park and ride parking spaces. This is sufficient to deal with most demand at these facilities.

Trailhead Parking Facilities

Cobb County Department of Transportation builds multi-use trails in the County that primarily serves a transportation need and purpose. As trail projects are designed and constructed trailhead locations are included in the process to provide parking, restrooms, benches, and other amenities that will accommodate trail users. The Silver Comet Trail is a 12.8 mile completed trail system in Cobb County that links Alabama, Polk and

Paulding Counties, and metro-Atlanta trails to Stone Mountain. Along the 12.8 mile multi-use trail corridor in Cobb County are five existing trailhead locations, one proposed, and three parking lots. There are sufficient parking spaces at these facilities to handle anticipated demand.

Cumberland Community Improvement District (CID)

There are 34,686 total covered parking spaces, and 24,647 total lot parking spaces totaling 59,332 parking spaces in the Cumberland CID area. This is an ample supply and currently does not have any parking challenges. As the area continues to develop and new buildings are constructed, Cobb County Code parking standards will be reviewed and included in the site planning process. Encouraging shared parking agreements and inter-parcel access between commercial property owners would allow for sufficient parking without greatly expanding impervious surface.

Town Center Community Improvement District (CID)

The total number of parking spaces for lot parking is 6,489 for the 1,520,998 square feet of office space. There are no parking challenges or overflow parking situations that exists within the CID. As the Town Center CID continues to develop and new buildings are constructed, Cobb County Code parking standards will be reviewed and included in the site planning process. Encouraging shared parking agreements and inter-parcel access between commercial property owners would allow for sufficient parking without greatly expanding impervious surface.

City of Marietta

In May 2004, the City of Marietta conducted a study evaluating the parking conditions within the downtown area. The study was conducted by Lanier Parking Systems, Inc., and showed that the downtown area has 323 on-street parking spaces that allow two-hour parking. There are a total of 2,329 parking spaces of covered and lot parking. The covered and lot parking includes various types of parking facilities in the downtown

Marietta. According to the study, the major supply of parking within downtown Marietta area is the County Parking Deck (115 Waddell Street), which charges $3/day or $20/month. Ninety percent (90%) of the garage capacity is being used. There are six other pay lots to support the demand for employee and jury parking. The cost range is from $5-$9/day. The other parking facility types within the area are privately owned or free with a 2-hour limit. There is currently insufficient parking space availability in the downtown area due to fact that many of the employees in the downtown area can have trouble finding adequate parking for vehicles.

Outside of the downtown Marietta area are parking lot facilities, which cater to business parks and office buildings. The total number of parking spaces is 970 for the 360,958 total square footage of office space. It appears that there are many areas, especially along the major commercial corridors, that have excess parking facilities. A reduction in facilities during redevelopment and the encouraging of shared parking facilities will assist in reducing this excess supply and better use the land for other purposes.

City of Smyrna

The City of Smyrna is located in the central-western part of Cobb County. It is rapidly growing and developing its government complex, and retail commercial. The Village Green is known as its downtown center and houses the government complex, office, retail shops, and restaurants. The Village Green has approximately 1,000 parking spaces. As the city continues to grow and redevelop, parking lots will be provided along with new developments. By participating in shared parking agreements, Smyrna may be able to facilitate the construction of fewer parking spaces while ensuring adequate facilities.

Railroads, Trucking, Port Facilities and Airports

Railroads

In Cobb County, there are 66 miles of track on three main lines. Each line is privately owned by three companies: CSX Corporation; Georgia Northeastern Railroad; and Norfolk Southern Railway Company. Over the 66 miles of track, there are a total of 165

road crossings. The railroad crossings include at grade, under the roadway/tunnel, and over the roadway/bridge.

The CSX rail company has rail lines continuing from Fulton County entering the southern part of Cobb County. Two of the tracks cross, one of the lines traversing northbound and the other routing westbound. The rail lines going northbound from Alabama, continues north through Smyrna, Lockheed Martin Aeronautical Systems, Marietta, Kennesaw, Acworth, on to Bartow County to Chattanooga, Tennessee.

The rail line continues westbound from Atlanta (Howell's Yard) to Alabama and is stopped short at the East-West Connector roadway. This railroad track was no longer in use by CSX Corporation and was converted into a multi-use trail. The Rails-to-Trails program was the first of its kind in metro-Atlanta, and the multi-use trail became known as the Silver Comet Trail. The CSX rail line from the Chattahoochee River to the East-West Connector remains in use by CSX.

CSX Corporation operates a rail line that routes from Florida to the Atlanta beltline and encircles downtown Atlanta. There are two additional rail lines that branch off of the belt line. The first rail line continues onward to Athens and to South Carolina. The other rail line, branches off the Atlanta beltline and routes to Augusta and on to South Carolina.

Georgia Northeastern rail company branches off of the CSX railroad line at the Georgia Northeastern Railroad yard north of Marietta. The rail line travels northeast to Canton and on to Tennessee.

The Norfolk Southern Railway company travels through the southeast and southwest part of Cobb County and branches off to travel northbound to Chattanooga, Tennessee, and westward to Alabama. The Norfolk Southern Railway Company has rail lines in metro-

Atlanta traversing northeast toward South Carolina, southeast toward Savannah, south toward Macon and on to Florida.

Amtrak passenger rail shares the Norfolk Southern Railway rail line routing from South Carolina, through to Cobb County to Alabama. The Amtrak Crescent route runs on a daily basis from New York, NY to New Orleans, LA. Amtrak does not have a stop in Cobb County.

Intermodal Truck-Rail Facilities

In Austell a truck-train transfer facility was built and opened for service in October 2001. The truck-train terminal is privately owned by Norfolk Southern and was built to utilize connections via the Port of Savannah, shipping international and domestic traffic, inter-line and transcontinental freight, and completes the Norfolk Southern Atlanta rail-hub for import and export shippers.

The Intermodal truck-rail facility is located directly off of C.H. James/SR 278. It has convenient access to Interstate 20 with direct access to Interstate 285, which is the designated state truck route for metro-Atlanta. The truck-rail facility is located on 450 acres, and has 20,000 feet of unloading tracks, 26,000 feet of support tracks, and 3,000 parking spots for 53-foot truck trailers, 450 spaces for container stacking and 10 inbound/outbound lanes for trucks. (Source: Georgia Anchor Age; Fourth Quarter 2001; Vol.41, No. 4). The truck-rail facility was a $380 million system-wide investment in intermodal transportation infrastructure. This facility is the largest transportation and distribution center in metropolitan Atlanta, servicing the entire Southeastern region and the United States. Intermodal deficiencies and needs will be identified as a part of the larger CTP currently being performed by Cobb County.

Trucking

Interstate 285, the Perimeter Highway that loops or bypasses Atlanta is a corridor designated by Georgia Department of Transportation (GDOT) as a truck route, thus directing trucks to bypass the inner part of Atlanta. GDOT restricts the travel of trucks into or through the area bounded by Interstate 285, unless the vehicle is delivering goods within the perimeter.

Cobb County does not have a truck routing plan; trucks may be restricted along County owned roadways on a case-by-case basis. The County posts signage along those roadways that restrict through truck traffic. Types of roadways that may be evaluated to restrict truck traffic would be minor collectors or local roads, due to the geometric configuration of the street and other factors.

Cobb County Airport –McCollum Field

Cobb County Airport – McCollum Field is a busy aviation airport positioned within the Atlanta metropolitan region. Since 1980, Atlanta has witnessed ever-increasing growth due to strong economic activity and high rates of net inmigration into the metro area. Cobb County Airport likewise has seen rapid growth in its operations, facilities, and based aircraft in recent years. The limited space at the airport is a critical concern that may inhibit future growth and expansion of this facility.

The Cobb County Airport at McCollum Field is owned by Cobb County Government and is maintained by the Cobb County Department of Transportation. McCollum Field Airport is one of the eight Federal Aviation Administration (FAA) designated reliever airports serving the Atlanta area. The County airport provides capacity relief for Hartsfield-Jackson Atlanta International Airport (ATL), one of the world's busiest, by offering general aviation aircraft an alternative destination field.

McCollum Field Airport is a public use general aviation facility, operating 24 hours a day. General Aviation facilities are characterized by operating flights that are not routinely scheduled, but are on-demand (TSA). This characterization encompasses activities such as business or personal travel, pilot training, and sightseeing. The General Aviation sector accounts for 77 percent of all flights in the United States (TSA). The aviation community that utilizes the McCollum Field Airport are: student pilots, pilots who fly for discretionary purposes, pilots who fly for business purposes, Georgia State Patrol helicopter pilots, business jet operators, and charter service operators.

The McCollum Field Airport does not provide aviation services to customers in the commercial service and cargo industry. No passenger airlines or all-cargo carriers operate out of this facility. According to 2003 Georgia Aviation System Plan Update, McCollum Field is categorized as a Level III Airport, which classifies it as a Business Airport of Regional Impact.

Transportation and Land Use Connection

There are three main areas that have facility issues due to the pace of development; western Cobb County, the Town Center area, and the Interstate 75 corridor. The majority of the facility issues in Cobb County are transportation-based, due to foresight into the provision of quality water and sewer capacity throughout the county. In addition, there is continued evaluation of the county's police, fire, and emergency services. This effort ensures that these services are provided to all residents and businesses, both in existing and growing communities, based upon national standards for excellence.

Transportation systems in western Cobb County have been put under stress due to a lack of both east-west and north-south connectivity options. Connectivity is becoming an increasingly significant problem as new residential developments are being constructed in West Cobb and in Paulding County. Unfortunately, the only route for these individuals to obtain access to I-75 is by using SR120 (Dallas Highway/Whitlock Avenue). Traffic

congestion on this roadway is severe during peak travel times. This degrades the quality-of-life for the residents of these areas, as well as those who travel this roadway. There is a need for additional connections through Cobb County, Paulding County, Bartow County and Douglas County that will allow people to more readily access I-75 and I-20. Given that these are also major growth areas that are expected to dramatically increase in population over the next twenty years, it is vital that new transportation options allow for new community connections without compromising the integrity of existing established neighborhoods.

The Town Center area contains a congested road network on Barrett Parkway and some of its connector streets. This is due to a large concentration of retail services in this area with few options for alternative routes due to the lack of a grid street system. The Town Center CID has numerous projects currently being implemented to assist with alleviating this congestion. The proposed Big Shanty Connector is one of the primary projects that will provide another ingress/egress point which will assist in improving mobility for vehicular traffic.

Pedestrian and bicyclists are in need of better facilities throughout the County. There are some areas that contain adequate pedestrian and bicycle facilities, but they are not abundant. The Cobb County Department of Transportation has plans in place for the expansion of the multi-use pedestrian/bicycle facilities throughout Cobb County. In addition, there is a comprehensive database of areas served by sidewalks. Efforts should be made to enhance the pedestrian experience in activity center areas and hamlets, while also providing facilities in areas that lack alternative transportation options.

The Interstate system throughout the metropolitan Atlanta region is stressed. There are major volume, mobility, and connectivity issues that result in slow travel time for commuters and other users of these facilities. There is also a lack of alternative transportation options that are both economical and practical for the general public. Due

to these concerns, the Georgia Regional Transportation Authority (GRTA) is in the process of evaluating a Bus Rapid Transit system (BRT) along I-75. This new system could potentially provide fast and efficient public transportation along this corridor and offer another option for users of this highway system. If the BRT system is designed correctly, Transit Oriented Developments (TOD) will be developed in close proximity to the transit stations. This will provide easy access to these transportation facilities, which the development providing the transportation system with a population of potential riders.

Major Construction Projects- New Roadways/Land Use Connection

Transportation systems and land use patterns influence each other. Roads, transit, and other transportation elements shape land development, while the distribution and types of land uses affect travel patterns and transportation facilities. A dispersed pattern of low-density development relies almost exclusively on cars as the primary mode for transportation. In contrast, high-density development that already relies heavily on automobiles may be in need of transit-oriented development.

The layout and design of land uses affects the choice of mode of travel. Often, development patterns isolate various land uses, such as residential, office, and retail land uses. Low-density commercial and residential developments have the following problems:

- Large lots and low density discourages walking and bicycling;
- Street layout funnel traffic onto major arterials, causing congestion on major streets;
- Roads are designed for mobility of cars as opposed to accessibility for all modes of transportation;
- Streets are wide with multiple lanes of traffic and often lack sidewalks;
- In commercial areas, large parking lots often separate retail businesses;
- Buildings set far apart by vast parking areas, and wide access roads discourage walking between uses;

- Residential streets have gradual curves encouraging higher speeds, and may end in cul-de-sacs, halting through-traffic;
- Community development codes usually include neighborhood street layout and design standards that only conform to the automobile utilization.

As a result of low-density commercial and residential developments, the high-density/mixed-use development option is usually encouraged by local governments. The increase in population and housing/commercial units, within a limited amount of land, signals the need for high-density development in order to serve a transit-oriented and pedestrian-friendly environment.

Highways are connectors but also a barrier between land uses, dividing communities and the connection to other streets. Traffic congestion affects the desirability of doing business along parts of a highway corridor.

In Cobb County, there are transportation projects that will influence land use and growth patterns. The projects that will affect land use within County include new roadways and corridors programmed for construction. The highest priority projects, pending completion within the next five to ten years, include:

- Big Shanty Road Extension - This construction project will consist of building a new four-lane divided roadway, between Chastain Meadows Road and Chastain Road. The project will be constructed in three phases. When completed, the new extension will bypass traffic from Barrett Parkway and Chastain Road, at the northern portion of the Town Center Community Improvement District.
- Mulkey Road Connector - This construction project will consist of building a new two-lane roadway, extending Mulkey Road to East-West Connector. The goal of this project is to relieve traffic at the congested Austell Road at East-West Connector Intersection. When completed, the new connector will serve as a feeder

road into the activity center that comprises the Wellstone Cobb Hospital and various shopping centers.

- Powder Springs Road-South Cobb Drive Connector - This construction project will consist of building a new two-to-four lane roadway, between Powder Springs Road and South Cobb Drive. This project would be jointly constructed between the City of Marietta and Cobb County. When completed, through traffic would be relieved between the congested north-south corridors.
- South Barrett Parkway Reliever Road - This construction project will consist of building a new four lane roadway, between Cobb Parkway and Shiloh Valley Drive. This project is phase one of the South Barrett Parkway Reliever Road project. When completed, the new roadway will act as a bypass, relieving traffic from Barrett Parkway. The corridor would be located at the southern portion of the Town Center Community Improvement District.
- Windy Hill Road/Macland Road Connector - This construction project will consist of building a new two-to-four lane roadway, between Powder Springs Road and Austell Road, to connect Windy Hill Road to Macland Road. When completed the new east-west roadway will connect traffic between western Cobb County to Interstate 75 and the Cumberland Community Improvement District. The new corridor would relieve other east-west thoroughfares such as Dallas Highway and Thornton Road.

The completed road projects would have a significant impact on land use in Cobb County. The new roadways would completely alter traffic patterns for the better, in terms of improving traffic flow and enhancing developments within their activity centers.

Transportation/Land Use Growth Trends

Cobb County is a large suburban jurisdiction located directly to the northwest of Atlanta with an area of 340 square miles. Over the time period of 1990 to 2004, there has been a large growth in population and employment, accompanied by moderate growth in

transportation supply. Rapid population growth, during the past decade, contributed to increased traffic congestion in developed portions of the County, which opened up undeveloped areas to suburban development. As a result, pre-existing local streets and roads were improved in response to development pressure.

Within the past fifteen years, the county has witnessed the completion of several major transportation projects including: the East-West Connector, the Silver Comet Trail and the Atlanta Road widening project. Estimates of total annual vehicle miles of travel on Cobb County roads increased by 7% from 16.7 million in 1997, to 17.9 million in 2003.

Cobb County's transportation system cannot be considered without reference to the surrounding counties. Not only does a radial pattern exist within Cobb County, but a larger radial pattern surrounds the Atlanta metropolitan area as well. The inner regional transportation network currently includes Fulton, DeKalb, Cobb, Gwinnett, Clayton, Henry, Forsyth, Douglas, Fayette and Rockdale Counties, known as the Atlanta Regional Commission's 10-county core. Cobb also serves as a regional retail and employment center within the Atlanta metropolitan area, including the outer counties such as Cherokee, Paulding and Bartow. Many daily trips have their origin or destination in one of these counties.

Travel Patterns

Travel characteristics and patterns in the County are largely determined where people live and work. According to the 2000 Census, 60.3 percent of Cobb County work trips are to places inside the County, 39.7 percent of Cobb County work trips are to places outside the County. Most of these trips are to Fulton, DeKalb and Paulding Counties. Areas of interest, within the surrounding counties include: Downtown Atlanta, Midtown Atlanta, Hartsfield-Jackson International Airport, Buckhead, Sandy Springs, Roswell, Alpharetta, Dunwoody-Perimeter Mall, Chamblee and Hiram. Many of the remaining work trips

within the County are destined for such locations as Cumberland-Galleria area, Lockheed-Dobbins and Town Center area.

Major Traffic Generators in Cobb County

Cumberland/Galleria Area: Office space, retail space, and hotel/motel rooms have increased substantially since 1973, when Cumberland Mall was built near the I-75/I-285 interchange. The office/retail density, in what was known as the Platinum Triangle, now rivals that of many downtown areas. There is over 15 million square feet of office and retail space, and approximately 2,500 hotel/motel rooms. This area is also known as the Cumberland Community Improvement District, bounded by Windy Hill Road on the north, Paces Ferry Road on the south, the Chattahoochee River on the east and the City of Smyrna (eastern boundary) on the west.

Lockheed/Dobbins Air Reserve Base: Lockheed Aeronautical Systems Company and Dobbins Air Reserve Base have occupied over 4,000 acres along U.S. 41 (South Cobb Parkway) since the 1940s. As one of the County's largest employers, Lockheed has been a major traffic generator in the central core of the County for many years.

Town Center Area: Constructed between I-75 and I-575 in northern Cobb County, Town Center Mall opened in 1986 and has served as a catalyst for other office and retail development. The Barrett Parkway corridor includes 1,000 acres for mixed-use development, including apartments, office space and light industrial uses. This area is also known as the Town Center Community Improvement District, bounded by North Cobb Parkway on the west, Bells Ferry Road on the east, Chastain Road/McCollum Parkway on the north and the City of Marietta (northern boundary) on the south.

Other large traffic generators in Cobb County include:

- Six Flags Over Georgia Theme Park, near the Interstate 20 @ Six Flags Drive interchange.

- The Cobb Parkway (U.S. 41) commercial and retail corridor
- The Interstate 20 industrial corridor
- Marietta Square (Downtown Marietta)
- East-West Connector @ Austell Road shopping area
- Smyrna Village Green (Downtown Smyrna)

Areas of Severe Traffic Congestion and Underutilized Facilities

The Atlanta Regional Commission completed its Regional Congestion Management System update in December 2003. The update reviewed congested intersections in Cobb County, supplementing the facility/corridor identification with an intersection Level of Service Analysis to identify emerging intersection problem areas. Listed below are the most congested intersections in Cobb County, developed in the study:

1. Sandy Plains Road @ Piedmont Road/East Piedmont Road
2. Austell Road @ East-West Connector
3. Powder Springs Road @ East-West Connector
4. South Cobb Drive @ East-West Connector
5. Atlanta Road @ Cumberland Parkway

Note: All five of the most congested intersections in Cobb County are along the same corridor that extends from Roswell Road to Cumberland Boulevard. The one corridor that partially encircles the cities of Marietta and Smyrna is comprised of five street names, which are: East Piedmont Road, Piedmont Road, Ernest Barrett Parkway, East-West Connector and Cumberland Parkway. The loop also connects the Town Center CID with the Cumberland CID, through western Cobb County.

The other most congested intersections are as follows (Based on the ARC 2003 Congested Management System update):

- East-West Connector @ Fontaine Road
- East-West Connector @ Cooper Lake Road

- East-West Connector @ South Cobb Drive
- East-West Connector @ Hicks Road
- Atlanta Road @ Paces Ferry Road
- Old 41 Highway @ Jiles Road
- Jiles Road @ Cherokee Street
- East-West Connector @ Floyd Road
- Floyd Road @ Veterans Memorial Highway/Mableton Parkway
- Macland Road @ Powder Springs Road
- Bells Ferry Road @ Chastain Road
- Bells Ferry Road @ Barrett Parkway/Piedmont Road
- Powder Springs Road @ Cheatham Hill Road
- Bells Ferry Road @ Shallowford Road/Shiloh Road
- Stilesboro Road @ Kennesaw-Due West Road
- Lower Roswell Road @ Johnson Ferry Road
- Roswell Road @ Old Canton Road
- New McEver Road @ Cantrell Road
- North Booth Road @ Palmer Middle School
- Brownsville Road @ Hill Road

In general, transportation infrastructure is thought of as an impetus to land development (i.e. the "Build it and they will Come" theory). In Cobb County and throughout much of Metropolitan Atlanta, we have seen this theory applied rather liberally. However, we have also seen the inverse of this theory occur quite often as well, in which new development occurs in areas where the transportation infrastructure is either not present or inadequate to support development.

Additionally, because Cobb County, like most of Metropolitan Atlanta, is automobile-dependent, with very few alternative travel options available, land development is often limited to areas where it is best accessible by automobile. The Comprehensive

Transportation Plan (CTP) is intended to offer solutions to these problems by working to improve the transportation infrastructure in areas targeted for growth and redevelopment. This would assist in making our overall transportation system better-suited to the land uses that they provide access to.

Cobb County has its share of development/infrastructure mismatches that have occurred over the last 15-to-20 years. For instance, the Town Center Mall area along Barrett Parkway exemplifies how a centralized, high-intensity land use can draw other high-intensity land uses to locate in close proximity to create a precarious traffic situation. Barrett Parkway was likely classified as an arterial all along, yet several widening and changes in design speed and capacity have transformed this roadway into something that it likely was not intended to be.

However, land development and intense land uses, along with the presence of Interstates 75 and 575, made these changes necessary. Yet, despite Barrett Parkway being an eight-lane, median divided thoroughfare, it is still considered a major traffic bottleneck in the County. One reason for this is because the lack of an alternative east-west thoroughfare to alleviate Barrett Parkway from the congestion that currently exists. The proposed *Big Shanty Road Extension* project could potentially fill the aforementioned need.

The availability of transportation infrastructure (or lack thereof) has led to other land use hardships. One notable issue that falls into this category is the trend of new residential development in and around industrial areas. There are several driving factors behind this trend, including but not limited to: market demand and land availability. Another factor contributing to this trend is the availability of transportation infrastructure. Industrial areas have access to roads that are frequently traveled by large trucks that transport a variety of raw materials and/or manufactured products. This makes these areas attractive to developers looking to build in areas where few, if any, transportation infrastructure improvements are necessary within the first few years of the development's existence.

Thus, when improvements are necessary, they become public responsibility and become the burden of County taxpayers.

There are also several environmental factors to consider when dealing with transportation infrastructure. It is possible to create a situation where infrastructure/facility improvements are necessary due to increased traffic volume cause by land development, and the amount of new impervious surface created via a road widening or extension would cause water runoff/drainage problems.

Intergovernmental Coordination

The role of intergovernmental coordination among local governments is essential to, among many things, the effective delivery of services to the general public. Cobb County maintains working relationships with the six (6) municipal governments within the County, as well as several other authorities and agencies that serve the public. The purpose of this section is to inventory existing intergovernmental relationships and procedures that will impact success of the overall goals and initiatives mentioned within this document.

Municipalities in Cobb

As previously mentioned, there are six (6) municipalities within Cobb County: the cities of Acworth, Austell, Kennesaw, Marietta, Powder Springs and Smyrna. Each of these cities have their own local governing bodies in place, consisting of an elected mayor and city council and an appointed city manager that oversees the day-to-day operations of the respective city's functions, such as zoning, code enforcement, building permits, site inspections, business licenses, public safety, and others. These all mirror the functions overseen by the County Manager in terms of unincorporated areas in Cobb.

House Bill 489

State House Bill 489 mandates coordination between local governmental entities on issues such as public utility/service delivery, public safety coverage and emergency response, future land use, and others. The last update to the local House Bill 489 agreement was drafted and approved in 2004. Per House Bill 489, the County holds a Service Delivery Agreement with each of the cities that ensures timely emergency response by police, fire and emergency medical personnel. This is vital due the vast overall area of the County, and because of the unincorporated *islands* that are surrounded entirely by municipal boundaries and are not contiguous with any other portion of unincorporated Cobb.

Additionally, the County holds Intergovernmental Land Use Agreements (LUA's) with each of the six cities. The LUA's are intended to ensure consistent land use patterns in the fringe areas of each of the cities. These agreements are especially significant in the annexation process and help ensure the character of neighborhoods and communities should they be annexed into an incorporated city. They also help foster communication and positive working relationships between staff and elected officials at both the County and each of the cities.

Other Agencies/Jurisdictional Bodies

While Cobb County has no formal agreement with any other jurisdictional body, there are several entities with which divisions of the Community Development Agency interact. Amongst these agencies are: The Cobb County Water System (CCWS), Cobb/Marietta Water Authority, the Cumberland Community Improvement District (CID), and the Town Center CID, to mention a few. CCWS and the Water Authority often provide vital input on potential impacts on water infrastructure caused by proposed development, doing so while working closely with the Zoning and Planning Division offices within the Community Development Agency. The CID's work closely with offices such as the Planning Division, the Economic Development office and the Cobb Department of

Transportation (DOT) regarding issues including but not limited to: future land use/master planning, and transportation infrastructure, to mention a few. The CID's have also play an important role in the planning and promotion of the proposed BRT/HOV project along the I-75 corridor, which is being led by the Georgia Department of Transportation (GDOT) and the Georgia Regional Transportation Authority (GRTA). Cobb DOT and the Planning Division also play a role in this project and are a vital component in this intergovernmental effort.

Currently, the Planning Division is working on behalf of the county government to establish and nurture a working relationship with the Cobb County Board of Education. A strong working relationship between the two entities will help in better-addressing the issues pertaining to locations of new schools, as well as other issues that have impacts on land use, transportation and water infrastructure. Additionally, issues such as a growing residential population and how to address an influx of new students to impacted school systems.

As mandated by Federal law, Cobb County is under the jurisdiction of the Atlanta Regional Commission (ARC), which serves as the Metropolitan Planning Organization (MPO) for the Atlanta Region. ARC reviews the County's Comprehensive Plan, Developments of Regional Impact and other matters that impact both Cobb County and the region. Cobb is also a member of the Metropolitan North Georgia Water Planning District, which was created in 2001 via Senate Bill 130. The District, which consists of sixteen counties and the municipalities within, establishes policy, creates plans, and promotes intergovernmental coordination for all water issues in the district. The District also facilitates multi-jurisdictional water related projects and enhances access to funding for water related projects among local governments in the District area.

PUBLIC PARTICIPATION PROGRAM

Introduction

Public input is one of the most important parts in the process of developing comprehensive plans. The goal of Cobb County is to ensure that the Comprehensive Plan reflects the full range of community values and desires. This is done by ensuring a diverse range of stakeholders and by establishing a variety of meeting types in an effort to gather public input. If staff is effective in receiving meaningful input from the community, we will be increasing our chances that the eventual plan is implemented because the public will have a vested interest in seeing the plan through to completion.

This section of the Comprehensive Plan will include three main areas that will layout the foundation of our public input strategy. First we will establish a diverse steering committee that will be made up of stakeholders from various elements of the community. These individual interests will be mentioned to highlight our efforts at having an inclusive process. The second topic area is a listing of the public participation techniques that will be utilized throughout this process. This includes the type of advertising and public input devices that will be used to interact with the community during the creation of the plan. Finally, this section will conclude with a schedule/timeline that will detail the specific actions that will complete the Community Agenda.

Stakeholders/Steering Committee

One of the avenues staff will utilize to generate a diversity of opinions from the public is to establish a Steering Committee. The purpose of the Steering Committee is to assist in the development of the plan document by having a number of people from different backgrounds and specialties working together to guide this process. The Steering Committee will be comprised of stakeholders, otherwise described as a variety of individuals from throughout the community including members of public, private, and non-profit sectors all of whom were active in the community.

The specific role of the Steering Committee will be to assist staff in identifying issues and opportunities, policies, and implementation items that would meet the needs of the different constituencies in the community. In addition, the Steering Committee will act as community liaisons to the community and various interest groups by keeping them informed about the process and distributing information about the contents of the plan document.

The Steering Committee will provide further insight to staff in an effort to gain an increased understanding about the opinions and positions of the various interest groups and neighborhoods throughout the county. The committee should also provide valuable information that we will use to supplement other forms of input gained from public meetings. The Steering Committee contains representatives from the following groups:

- Elected Officials
- Planning Commissioners
- Historic Preservation Commission
- Public Safety
- Cobb County Department of Transportation
- Cobb County Parks and Recreation

- Cobb County Water Systems
- Cobb County Community Development
- City of Acworth
- City of Kennesaw
- City of Marietta
- City of Smyrna
- City of Powder Springs
- City of Austell
- Atlanta Regional Commission
- East Cobb Civic Association
- Cobb County Land Trust
- People Looking After Neighborhoods (PLAN)
- Northeast Cobb Homeowners Group
- North Cobb Homeowners Group
- Southwest Austell Neighbors (SWAN)
- Mableton Improvement Coalition
- Developers
- Cobb County Chamber of Commerce
- Canton Road Business Association
- Town Center Community Improvement District
- Cumberland Community Improvement District
- Historic Mableton
- Cobb County School System
- Kennesaw State University
- Chattahoochee Technical College
- Southern Polytechnic University
- South Cobb Development Authority
- Cobb County Civic Coalition
- General Contractor

Participation Techniques

In order to make the Public Participation Program successful, we must encourage citizens to become active in the planning process. The plan will better reflect the community's preferences if we are able to gather input from a wide range of stakeholders and with various interests. The intent is to interact with the community from the beginning of the process as a means to build public support and trust throughout the process. In general, there are three effective types of participation techniques that can be used: *public education*, *public input*, and *public interaction*.

Public Education

Public education is the process where training, instruction, and information is presented to the public as a means of expanding knowledge and understanding about the community. This is important because Cobb County is in the process of planning for a diverse community with various needs. There are over 600,000 people in Cobb County and not every person agrees how their own community should develop in the future. The process of education can therefore help to bring the community together in the process of creating a shared and common vision, especially when combined with the other participation techniques. To accomplish this, we have identified a variety of techniques that promote interaction and dialogue between all individuals and entities involved in the comprehensive planning process. Everyone from citizens to elected officials to planning professionals will play a role in the implementation of the participation techniques described below:

Branding

County Staff will work with the stakeholder-comprised Comprehensive Planning Steering Committee to develop a branding campaigned aimed at promoting comprehensive planning-related events to the general public. The Steering Committee consists of individuals with a variety of professional backgrounds, including marketing and advertising. Considering our financial resources are limited, Cobb County will strive

to devise only the most-cost effective measures necessary to accomplish our goals and objectives.

Media Blitz

The following participation techniques describe the various media options we will use to implement the aforementioned branding campaign:

Kick-off/Public Information Meetings

A public information meeting will be held to notify the public about the process of amending the Comprehensive Plan. This meeting will contain general information about the Comprehensive Plan including: general overview of the comprehensive planning process, information about upcoming meetings, sign-up sheets and an opportunity for local level feedback based upon some initial surveying that will take place. The sign-in sheets will be used to keep people informed about upcoming events pertaining to the planning process.

Kiosks/Public Displays

To make the Public Participation Program the most successful, Cobb County needs to make the program more 'visible'. This means taking advantage of locations where people 'pass through' or congregate on a regular basis, such as a library, courthouse, or some other government building (such as the Cobb Government Service Annexes located throughout the County). Upon identifying such locations, we will set up kiosks consisting of photos, maps and printed information related to the planning process (i.e.: times and locations for upcoming meetings and/or events related to the planning process). The idea is to place the kiosks in prominent, highly-visible locations, designed to draw people to them through the utilization of photos and mapping technology.

Newspaper/Publication Advertisements

Newspaper advertisements are among the most common forms of announcing meetings and special events to the public. Despite the advent of the Internet as a means of

distributing and obtaining information, as well as increasing use of television advertising, newspaper ads continue to be popular due to their relatively inexpensive cost. Also, many newspapers are available via the Internet, which greatly broadens the scope of people they reach.

Television

Cobb County is fortunate to have a County-run public access channel, TV23. This station provides live broadcasts, preprogrammed material, and web feeds to people that live within the jurisdictional limits of Cobb County. The comprehensive planning efforts will attempt to utilize this type of media to educate the public about the comprehensive planning process and advertise upcoming public meetings. This will provide another vehicle to promote the process and increase public involvement. It is anticipated that this medium will be used throughout the entire planning process.

Public Input

Public input is the process of receiving contributions from the community within the process of forming the comprehensive plan. The observations from the public will help in the comprehensive plan decision making process. Public input can be gathered from numerous sources including meetings, hearings, surveys, and stakeholder committees. The following is a listing of techniques we will utilize to gather public input:

Brainstorming

Brainstorming is a technique used to allow for the free flow of ideas. This will be used primarily with the Steering Committee as Cobb County identifies issues and action items. The brainstorming technique can be used as a methodology for mitigating conflicts and facilitating decision making/consensus building. Brainstorming techniques may also be included as part of the community charettes.

Internet/Websites

Use of the Internet will provide the plan development process with a mechanism to communicate and interact directly with a diverse segment of the community. This would include updating the public about upcoming meetings, distribution of surveys and questionnaires, and it will provide a format for direct communication through message boards. An internet website would facilitate the collection of surveys while allowing for easier assessment of the data due to its digital format (note: surveys and questionnaires will also be available in 'hard copy' format). Cobb County would also like to create an on-line message board that citizens could subscribe to and utilize as a 'think tank' to help generate new ideas that would be beneficial to the planning process. This would also be one of our strongest resources for distributing information on public meetings and other events relative to the comprehensive planning process.

Opinion Polls/Surveys

One common, effective tool used to gather public opinion is the use of surveys. Surveys can be distributed in a variety of ways, enabling them to reach a variety of people, based on geographic location or other socioeconomic/demographic criteria. A major portion of the Public Participation Program is focused on gathering information from the public using such surveys. While there likely will be traditional 'text' surveys incorporated into the process, Cobb County intends to heavily utilize digital, web-based surveys in an effort to reach a larger segment of the community.

One difficulty in using surveys is making sure they are accessible to a variety of people. Work schedules, language barriers, lack of in-home telephone service and inaccurate addresses to consistently receive mail are just a few of the obstacles faced when administering surveys. Due to this, Cobb County intends to concentrate surveying efforts using the web-based platform and surveys at the various public meetings/workshops that will be used throughout the process.

Visual Preference Surveys

One specific type of survey that should be mentioned as its own participation technique is the visual preference survey (VPS). A VPS uses images of various development styles, urban design, or other visual depictions of various land use developments in an effort to gain an understanding about what the community wants from in their built environment. The VPS images help those being surveyed visualize the shape, form and scale of development they would like to see in their communities. A majority of the images used in the VPS should be gathered from within the community or neighboring areas where community members can identify the use or uses in question. This helps to assure the public that these development types are common in the area.

Public Interaction

Public interaction is the use of techniques that allows for the active communication and interface with the public in a way that will influence decision making. Public interaction is really the space where public education and public input combine within a single event in an effort to gain information on community desires. Public interaction involves the use of the following techniques:

Public Workshops

Public workshops are a type of public meeting where exhibits and presentations are provided to those in attendance. General discussion of the presented topics will take place between the community and staff in order to explain issues and well as obtain feedback about the information presented. This type of meeting will be conducive to generating small group discussions with the community. Surveys and opinion polls will be used to gather additional information from the participants at these meetings.

Public Meetings

Public meetings will serve as a type of participation technique that will be incorporated to meet the legislative requirements of mandated state minimum planning standards. In these cases, the Comprehensive Plan will be discussed as part of a regularly scheduled monthly session with the Board of Commissioners. These meetings allow for public discussion, but are not generally conducive to quality public interaction. This type of meeting will only be used in instances where the draft document and final document are in preparation for submittal to the regional and state bodies for review.

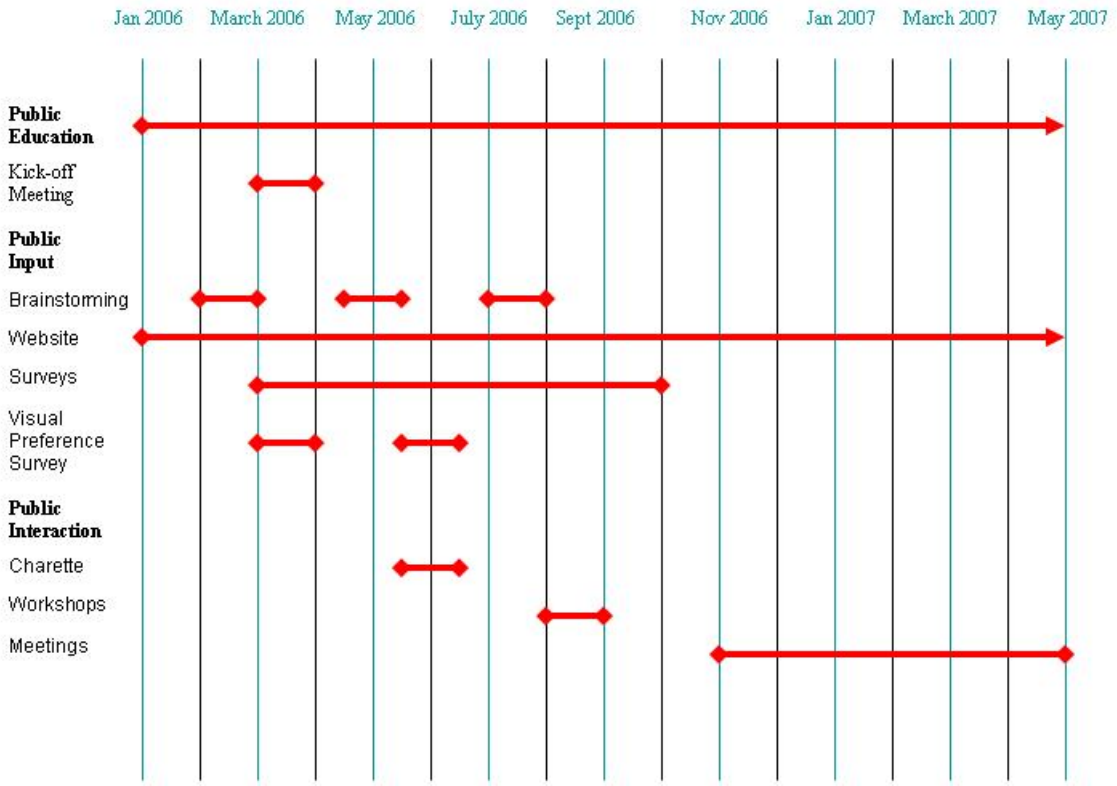
Charettes

Charettes are an important vehicle that can be used to directly involve the public in the comprehensive planning process. This is an interactive meeting where information is provided, questions/answers are discussed, and finally the participants are broken-up into smaller working groups in an effort to tackle a particular issue or opportunity. The Charette process will be used by Cobb County in our efforts to locate "Character Areas" throughout the jurisdiction. This will allow the public to have direct involvement in the vision for the future of their local areas. The Charette meetings will be held toward the beginning of the public involvement process in an effort to ensure that the public has a direct voice in the foundation of the comprehensive plan.

Community Agenda Schedule

The Community Agenda schedule is the county planning staff's intention for incorporating public input into the comprehensive planning process. The items listed below are the order and the process that will be followed, although the exact dates and times are subject to change.

As noted in the chart, the public education efforts and website will be used throughout the planning process. Brainstorming will occur prior to each public meeting with the Steering Committee to ensure that we are displaying and presenting appropriate information. The kick-off meeting will be the opening meeting where we will inform the public about the process, generate some preliminary surveys about issues facing the community, and administer the first visual preference survey (VPS). The second public meeting will be the Charette, which will include discussions about the Character Areas and another VPS in an effort to educate the community while gathering the necessary input to understand the community's desires. The workshop will include discussions and surveys concerning the goals and implementation items that will be included in the Comprehensive Plan update. The final series of public meetings will be the Planning Commission and the Board of Commissioners meetings that are required by local and state statutes in order to introduce the new document to the appointed and elected officials in movement towards eventual approval of the final document.


Jan 2006
March 2006
May 2006
July 2006
Sept 2006
Nov 2006
Jan 2007
March 2007
May 2007
Public Education
Kick-off Meeting
Public Input
Brainstorming
Website
Surveys
Visual Preference Survey
Public Interaction
Charette
Workshops
Meetings

APPENDIX5

Table of Maps and Data

Population Statistics 1

Total Population, Cobb County, 1980 – 2000 1
Population Growth Rate, Cobb County and Comparison Areas, 1990 - 2000 1
Daytime Population, 1990 - 2000 1
Racial and Ethnic Composition, Cobb County, 1980 – 2000 1
Racial and Ethnic Composition Growth Rate, Cobb County & Comparisons, 1990 – 2000 2
Total Population by Age, Cobb County, 1980 - 2025 3
Per Capita Income, Cobb County, 1980 - 2025 3
Per Capita Income Growth Rate, Cobb County & Comparisons, 1980 - 2000 4
Poverty Status, Cobb County, 1990 - 2000 4
Educational Attainment, Cobb County & Comparisons, 1980 - 2000 5
Educational Attainment Percentages, Cobb County & Comparisons, 1980 - 2000 5
Population Density by Census Tract Map, Cobb County, 2000. 6
Age Distribution by Census Tract Map (0 – 17 Yrs), Cobb County, 2000. 7
Age Distribution by Census Tract Map (65 – up Yrs), Cobb County, 2000. 8

Household Statistics 9

Total Households, Cobb County, 1980 - 2030 9
Average Household Size, Cobb County, 1980 - 2030 9
Average Household Income, Cobb County & Comparisons, 1990 - 2000 9
Household Income, Cobb County, 1980 - 2030 10

Economic Statistics 11

Employment by Industry, Cobb County, 1980 - 2030 11
Employment by Industry, Percentage of Total Employment, Cobb County, 1980 - 2000 11
Location Quotient, Cobb County & Comparisons 2000 12
Shift Share Analysis, Cobb County, 1990 – 2000 13
Employment Status, Cobb County, 1990 - 2000 13
Occupations, Cobb County, 2000 14
Personal Income by Type, Cobb County, 1990 – 2000 15
Personal Income Percentages by Type, Cobb County, 1990 – 2000 15
Total Wages, Cobb County, 2001 – 2004 16
Average Weekly Wages, Cobb County, 2001 – 2004 16
Average Annual Pay, Cobb County, 2001 – 2003 16
Place of Work, Cobb County, 1990 – 2000 17
Place of Work Percentage, Cobb County, 1990 – 2000 17
Means of Transportation to Work, Cobb County, 1990 – 2000 18
Means of Transportation to Work Percentages, Cobb County, 1990 – 2000 19
Travel Time to Work, Cobb County, 1990 – 2000 20
Travel Time to Work Percentages, Cobb County, 1990 – 2000 21
Time Leaving Home to go to Work, Cobb County, 1990 – 2000 22
Time Leaving Home to go to Work Percentages, Cobb County, 1990 – 2000 23
Private Vehicle Occupancy, Cobb County, 1990 – 2000 24
Private Vehicle Occupancy Percentages, Cobb County, 1990 – 2000 24

Table of Maps and Data (Continued)

Housing Statistics 25

Type of Housing Units, Cobb County, 1980 – 2000 25
Type of Housing Units Percentages, Cobb County, 1980 – 2000 25
Persons per Acre, Cobb County, 2000 & 2004 26
Housing Unit Vacancy and Tenure, Cobb County, 1990 – 2000 26
Household Size, Cobb County, 2000 26
Rooms per Housing Unit, Cobb County, 1990 – 2000 27
Median Value of Owner Occupied Units, Cobb County & Comparisons, 1990 – 2000 27
Year of Housing Unit Structures Built, Cobb County& Comparisons, 2000 28
Year of Housing Unit Structures Built Percentages, Cobb County& Comparisons, 2000 28
Kitchen Facilities, Cobb County & Comparisons, 1990 - 2000 29
Plumbing Facilities, Cobb County & Comparisons, 1990 – 2000 29
Gross Rent, Cobb County & Comparisons, 1990 – 2000 30
Cost Burden Analysis, Cobb County & Comparisons, 2000 30
Jobs-Housing Balance Ratio, Cobb County & Comparisons, 2000 31
Special Needs Housing, Cobb County, 2004 31
Organizations Providing Special Needs Housing, Cobb County, 2005 32
Cost Burden Analysis by Census Tract Map, Cobb County, 2000. 33

Land Use Statistics 35

Residential Land Use Demand & Assumptions, Cobb County, 2000 – 2030 35
Employment Sector Land Use Demand & Assumptions, Cobb County, 2000 – 2030 36
Park Recreation & Conservation Land Use Demand, Cobb County, 2000 – 2030 37
Inventory of Redevelopment Sites, Cobb County, 2005 38
Character Area Map, Cobb County, 2005 ..... *41*
Existing Land Use Map, Cobb County, 2005 ..... *42*

Natural and Historic Resources 43

Endangered and Rare Animal Species, Cobb County, 2000 43
Endangered and Rare Plan Species, Cobb County, 2000 44
Soil Associations, Cobb County, 2000 45
Historic Resources, Cobb County, 2000 46
Floodplain, Cobb County, 1999 49
Significant Cultural Resources Map, Cobb County 50
Agriculture & Forest Lands Map, Cobb County, ... 51
Groundwater Recharge Area Map, Cobb County, ... 52
Endangered Species & Sensitive 53
Slope Map, Cobb County 54
Soils Map, Cobb County 55
Wetlands Map, Cobb County 56
Watersheds Map, Cobb County 57

Table of Maps and Data (Continued)

Community Facilities 59

Cobb County and Federal Parks, 2005 59
Cobb County Public Libraries, 2005 63
Board of Health Services by Center, Cobb County, 2005 64
Hospitals, Cobb County, 2005 65
Cobb County Pubic Schools, 2005 66
City of Marietta Public Schools, 2005 70
Higher Education Institutions, Cobb County, 2005 71
Fire Stations by Jurisdiction, Cobb County, 2005 73
Fire Protection Map, Cobb County, ... 75
Park & Recreation Area Map, Cobb County, ... 76
Police Stations Map, Cobb County, ... 77
Public Water Supply Sources Map, Cobb County, ... 78
High Concentration of Septic Systems Map, Cobb County 79
Sewer Systems Collection & Treatment Centers Map, Cobb County 80
Solid Waste Management Facilities Map, Cobb County 81
Storage & Treatment Systems Map, Cobb County 82

Transportation 83

Lane Miles by Route Type and Road System, Cobb County, 2003 83
Number of Streets and GDOT designation, Cobb County, 204 83
Number of Streets Ranked by Functional Classification Standards, Cobb County, 2005 84
Mileage of Streets by Urban and Rural Functional Classification, Cobb County, 2005 84
GDOT Functional Classification Standards by Number of Lanes, Cobb County, 2005 85
Number of Lanes by Mileage and Feet, Cobb County, 2005 86
Shared City and County Streets, Cobb County, 2005 87
Annual Average Daily Trip Volume, Cobb County, 2002 87
Highest Annual Average Daily Trip Volume, Cobb County, 2004 88
Annual Average Daily Trip Volume (non-arterial), Cobb County, 2002 89
Vehicle Accidents, Cobb County, 1995 – 2003 89
Pedestrian Accidents, Cobb County, 1995 – 2003 90
Level of Service Averaged by Functional Classification, Cobb County, 2005 91
Roadways with Level of Service D – F, Cobb County, 2005 92
Cobb County Transit Bus Stops, 2005 96
Standards and Guidelines for Sidewalk Implementation, Cobb County, 2005 97
Bicycle Suitability Level of Difficulty Rating, Cobb County, 2003 97
On-road Bicycle Faculties, Cobb County, 2005 98
Proposed Trail Projects, Cobb County, 2003 – 2010 99
Existing Multi-use Trails, Cobb County, 2003 – 2005 100
Programmed Trails, Cobb County, 2006 – 2007 102
Proposed Trails, Cobb County, 2008 – 2010 104
Major Thoroughfares Map, Cobb County 107
GDOT Functional Classification Map, Cobb County 108
Bridges Map, Cobb County 109
Cobb Community Transit Systems Map, Cobb County 110
Major Thoroughfare Sidewalks Map, Cobb County 111
Trail Systems Map, Cobb County 112
Railroad, Airport & Intermodal Facilities Map, Cobb County 113

I. Population Statistics

Total Population, Cobb County, 1980 - 2030											
	1980	1985	1990	1995	2000	2005	2010	2015	2020	2025	2030
Total population	297,718	372,732	447,745	527,748	607,751	628,988	650,224	674,579	698,933	726,711	754,488
Source: Atlanta Regional Commission, 2030 Small Area Population and Household Forecasts											

Population Growth Rate, Cobb County and Comparison Areas, 1990 - 2000								
	Bartow County	Cherokee County	Cobb County	Douglas County	Fulton County	Paulding County	10-County ARC	State of Georgia
Growth Rate	36.00%	57.30%	35.70%	29.60%	25.70%	96.30%	36.40%	26.40%
Source: U.S. Census Bureau & Cobb County Planning Division								

Daytime Population, Cobb County, 1990 - 2000		
	1990	2000
Daytime population inside county	407,959	584,765
Number of people leaving the county during the day to work	118,586	141,232
Number of people coming into the county during the day to work	78,800	118,246
Total number of workers during the day	207,685	297,996
Source: U.S. Census Bureau		

Racial and Ethnic Composition, Cobb County, 1980 - 2000					
	1980	1985	1990	1995	2000
White alone	281,625	336,792	391,959	415,975	439,991
Black or African American alone	13,055	28,605	44,154	79,194	114,233
American Indian and Alaska Native alone	439	698	957	1,268	1,579
Asian or Pacific Islander	1,666	4,792	7,918	13,381	18,844
Other race	933	1,845	2,757	17,931	33,104
Source: U.S. Census Bureau					

Racial and Ethnic Composition Total and Growth Rate, Cobb County and Comparison Areas, 1990 - 2000							
	Bartow County	Cherokee County	**Cobb County**	Douglas County	Fulton County	10-County ARC	State of Georgia
1990							
White	50,051	86,779	**386,323**	64,182	303,579	1,729,204	4,549,759
Black	5,148	1,591	**43,755**	5,411	322,773	677,559	1,737,938
Hispanic/Latino	341	1,110	**8,995**	816	13,420	52,377	101,379
Asian	160	333	**7,443**	392	7,976	48,439	72,153
Other	211	391	**1,229**	319	1,203	6,487	16,987
Total Population	55,911	90,204	**447,745**	71,120	648,951	2,514,066	6,478,216
2000							
White	65,693	127,488	**417,925**	69,880	370049	1,899,606	5,129,727
Black	6,316	3,163	**111,709**	16,722	359788	1,087,292	2,326,626
Hispanic/Latino	2,460	7,902	**46,944**	2,628	47735	247,294	429,976
Asian	616	1,422	**18,287**	897	23683	126,721	169,803
Other	934	1,928	**12,886**	2,047	14751	68,466	130,321
Total Population	76,019	141,903	**607,751**	92,174	816,006	3,429,379	8,186,453
1990 – 2000 Growth Rate							
White	31.3%	46.9%	**8.2%**	8.9%	21.9%	9.9%	12.7%
Black	22.7%	98.8%	**155.3%**	209.0%	11.5%	60.5%	33.9%
Hispanic/Latino	621.4%	611.9%	**421.9%**	222.1%	255.7%	372.1%	324.1%
Asian	285.0%	327.0%	**145.7%**	128.8%	196.9%	161.6%	135.3%
Other	342.7%	393.1%	**948.5%**	541.7%	1126.2%	955.4%	667.2%
Total Population	36.0%	57.3%	**35.7%**	29.6%	25.7%	36.4%	26.4%
Source: U.S. Census Bureau & Cobb County Planning Division							

Total Population by Age, Cobb County, 1980 - 2025										
	1980	1985	1990	1995	2000	2005	2010	2015	2020	2025
0 – 4 Years Old	21,009	27,457	33,904	38,921	43,938	49,670	55,403	61,135	66,867	72,599
5 – 13 Years Old	44,469	53,117	61,765	75,459	89,153	100,324	111,495	122,666	133,837	145,008
14 – 17 Years Old	21,207	19,391	17,575	21,445	25,315	26,342	27,369	28,396	29,423	30,450
18 – 20 Years Old	14,377	16,171	17,964	19,614	21,263	22,985	24,706	26,428	28,149	29,871
21 – 24 Years Old	22,607	25,524	28,441	31,053	33,665	36,430	39,194	41,959	44,723	47,488
25 – 34 Years Old	62,375	78,938	95,501	102,892	110,283	122,260	134,237	146,214	158,191	170,168
35 – 44 Years Old	44,038	64,644	85,250	98,463	111,675	128,584	145,494	162,403	179,312	196,221
45 – 54 Years Old	30,381	40,165	49,948	68,067	86,185	100,136	114,087	128,038	141,989	155,940
55 – 64 Years Old	20,950	25,042	29,134	36,686	44,238	50,060	55,882	61,704	67,526	73,348
65 and over	16,305	22,284	28,263	35,150	42,036	48,469	54,902	61,334	67,767	74,200
Source: Georgia Department of Community Affairs										
Note: The Total Population and Total Population by Age figures are derived using different methodologies and are generated from distinct data sources. Therefore, the numbers between the two tables are not comparable.										
Note: 10 year rate of change multiplier (1 is base):										

Per Capita Income , Cobb County, 1980 – 2025										
	1980	1985	1990	1995	2000	2005	2010	2015	2020	2025
Per Capita Income	$8,650	$13,908	$19,166	$23,515	$27,863	$32,666	$37,470	$42,273	$47,076	$51,879
Source: U.S. Census Bureau, Georgia Department of Community Affairs										
Note: 10 year rate of change multiplier (1 is base)										

Per Capita Income Growth Rate, Cobb County and Comparison Areas, 1980 - 2000		
	1980 – 1990	1990 - 2000
Bartow County	106%	62%
Cherokee County	135%	67%
Cobb County	**122%**	**45%**
Douglas County	117%	50%
Fulton County	145%	63%
Paulding County	119%	62%
Source: U.S. Census Bureau, Georgia Department of Community Affairs, Cobb County Planning Division		

Poverty Status, Cobb County, 1990 - 2000				
	1990		2000	
Total	443,974		601,453	
People with income below poverty level	25,061	5.6% of total	38,910	6.5% of total
Under 5 years	2,741	10.9%	3,383	8.7%
5 years	485	1.9%	774	2.0%
6 to 11 years	2,339	9.3%	3,955	10.2%
12 to 17 years	1,926	7.7%	3,483	9.0%
18 to 64 years	14,933	59.6%	24,533	63.1%
65 to 74 years	1,305	5.2%	1,163	3.0%
75 years and over	1,332	5.3%	1,619	4.2%
Source: U.S. Census Bureau and Cobb County Planning Division				

Educational Attainment, Cobb County and Comparison Areas, 1980 - 2000									
	Cobb County			10 - County ARC Region			Georgia		
	1980	1990	2000	1980	1990	2000	1980	1990	2000
Less than 9th Grade	21,147	13,726	14,684	15,673	9,992	10,489	NA	483,755	386,391
9th to 12th Grade (No Diploma)	27,080	27,112	28,448	17,733	19,336	20,587	NA	686,060	710,394
High School Graduate (Includes Equivalency)	53,420	70,183	80,711	32,925	41,216	48,967	NA	1,192,935	1,471,905
Some College (No Degree)	32,438	63,986	87,276	19,654	33,578	47,844	NA	684,109	1,045,663
Associate Degree	NA	18,351	22,750	NA	9,707	12,806	NA	199,403	265,941
Bachelor's Degree	25,195	68,815	109,203	13,784	31,717	50,657	NA	519,613	820,702
Graduate or Professional Degree	14,795	26,355	45,888	9,994	14,193	24,787	NA	257,545	425,546
Total	174,075	288,528	388,960	109,764	159,737	216,136		4,023,420	5,126,542

Source: U.S. Census Bureau, Georgia Department of Community Affairs, & Cobb County Planning Division

Educational Attainment Percentage, Cobb County and Comparison Areas, 1980 - 2000									
	Cobb County			10 - County ARC Area			Georgia		
	1980	1990	2000	1980	1990	2000	1980	1990	2000
Less than 9th Grade	12.1%	4.8%	3.8%	14.3%	6.3%	4.9%	NA	12.0%	7.5%
9th to 12th Grade (No Diploma)	15.6%	9.4%	7.3%	16.2%	12.1%	9.5%	NA	17.1%	13.9%
High School Graduate (Includes Equivalency)	30.7%	24.3%	20.8%	30.0%	25.8%	22.7%	NA	29.6%	28.7%
Some College (No Degree)	18.6%	22.2%	22.4%	17.9%	21.0%	22.1%	NA	17.0%	20.4%
Associate Degree	NA	6.4%	5.8%	NA	6.1%	5.9%	NA	5.0%	5.2%
Bachelor's Degree	14.5%	23.9%	28.1%	12.6%	19.9%	23.4%	NA	12.9%	16.0%
Graduate or Professional Degree	8.5%	9.1%	11.8%	9.1%	8.9%	11.5%	NA	6.4%	8.3%
Total	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	0.0%	100.0%	100.0%

Source: U.S. Census Bureau, Georgia Department of Community Affairs, & Cobb County Planning Division

II. Household Statistics

Total Households, Cobb County, 1980 - 2030											
	1980	1985	1990	1995	2000	2005	2010	2015	2020	2025	2030
Total households	106,595	138,942	171,288	199,388	227,590	238,494	249,398	262,594	275,790	288,173	300,556
Source: U.S. Census Bureau, Atlanta Regional Commission, 2030 Small Area Population and Household Forecasts, Cobb County Planning Division											

Average Household Size, Cobb County, 1980 - 2030											
	1980	1985	1990	1995	2000	2005	2010	2015	2020	2025	2030
Avg. Household Size	2.77	2.68	2.60	2.62	2.64	2.61	2.57	2.53	2.49	2.47	2.45
Source: U.S. Census Bureau; Atlanta Regional Commission, 2030 Small Area Population and Household Forecasts; & Cobb County Planning Division											

Average Household Income, Cobb County and Comparison Areas, 1990 - 2000			
	1990	2000	1990 – 2000 Growth Rate
Bartow	$32,502	$52,533	62%
Cherokee	$42,338	$70,995	68%
Cobb	**$49,796**	**$73,586**	**48%**
Douglas	$41,046	$58,929	44%
Fulton	$46,056	$74,933	63%
Paulding	$35,665	$57,591	61%
Source: U.S. Census Bureau, Georgia Department of Community Affairs, Cobb County Planning Division			

Household Income, Cobb County, 1980 - 2030									
	1990	1995	2000	2005	2010	2015	2020	2025	2030
Less than $19,999	18,384	21,400	24,427	26,289	28,150	30,757	33,363	36,507	39,650
$20,000 - $34,999	25,256	29,400	33,558	35,509	37,460	40,659	43,857	47,299	50,740
$35,000 - $49,999	26,797	31,193	35,605	37,440	39,275	41,982	44,689	47,001	49,312
$50,000 - $74,999	38,788	45,152	51,538	54,059	56,580	59,722	62,863	65,456	68,048
$75,000 - $99,999	25,494	29,676	33,874	34,763	35,651	36,665	37,678	38,459	39,240
Greater than $100,000	36,567	42,566	48,587	50,435	52,282	52,676	53,070	53,318	53,566
Source: Atlanta Regional Commission, 2030 Small Area Population and Household Forecasts; & Cobb County Planning Division									

III. Economic Statistics

Employment by Industry, Cobb County, 1980 - 2030									
	Construction	Manufacturing	Transportation, Communication, & Utilities	Wholesale	Retail	Finance, Insurance, & Real Estate	Services	Government	Total
1980	10,351	28,216	15,496	11,755	26,767	12,862	39,289	7,330	152,066
1990	16,150	32,579	25,487	20,310	44,427	25,738	76,037	9,759	250,487
2000	24,962	33,019	18,742	15,779	48,841	29,850	135,938	10,600	317,731
2010	19,121	29,063	19,411	39,059	76,642	25,700	122,537	35,456	366,989
2020	21,333	32,175	20,816	43,071	91,319	29,603	153,731	41,816	433,864
2030	23,266	34,861	22,370	45,752	106,530	33,340	181,261	48,286	495,666
Source: U.S. Census Bureau, Georgia Department of Community Affairs, Atlanta Regional Commission (2030 Small Area Population and Household Forecasts), & Cobb County Planning Division									

Employment by Industry, Percentage of Total Employment, Cobb County, 1980 - 2000			
	1980	1990	2000
Agriculture, Forestry, Fishing, hunting & mining	0.8%	1.0%	0.2%
Construction	6.8%	6.4%	7.6%
Manufacturing	18.4%	12.9%	10.0%
Wholesale Trade	7.7%	8.0%	4.8%
Retail Trade	17.5%	17.6%	13.0%
Transportation, warehousing, utilities, and information	10.1%	10.1%	10.8%
Finance, Insurance, & Real Estate	8.4%	10.2%	9.0%
Professional, scientific, management, administrative, and waste management services	6.1%	6.8%	15.1%
Educational, health and social services	11.5%	12.1%	15.0%
Arts, entertainment, recreation, accommodation and food services	3.7%	1.3%	6.9%
Other Services	4.4%	9.8%	4.3%
Public Administration	4.8%	3.9%	3.2%
Source: U.S. Census Bureau, Georgia Department of Community Affairs & Cobb County Planning Division			

Location Quotient, Cobb County, Atlanta Region, State of Georgia, and the United States of America, 2000			
	Cobb v ARC	Cobb v GA	Cobb v USA
Agriculture; forestry; fishing and hunting; and mining	0.88	0.17	0.08
Construction	1.11	0.96	0.66
Manufacturing	1.02	0.68	0.55
Wholesale trade	1.07	1.24	1.02
Retail trade	1.10	1.09	1.17
Transportation and warehousing; and utilities	0.82	0.93	0.77
Information	0.97	1.48	1.67
Finance; insurance; real estate and rental and leasing	1.07	1.37	1.64
Finance and insurance	1.09	1.38	1.75
Real estate and rental and leasing	1.03	1.35	1.43
Professional; scientific; management; administrative; and waste management services	1.11	1.59	1.55
Professional; scientific; and technical services	1.16	1.79	1.73
Management of companies and enterprises	1.32	1.99	3.02
Administrative and support and waste management services	1.03	1.28	1.25
Educational; health and social services	0.95	0.86	1.59
Educational services	0.95	0.87	1.40
Health care and social assistance	0.95	0.84	1.81
Arts; entertainment; recreation; accommodation and food services	0.93	0.96	0.97
Other services (except public administration)	0.91	0.91	0.94
Public administration	0.76	0.64	0.65
Source: U.S. Census Bureau & Cobb County Planning Division			

Shift – Share Analysis Results, Cobb County & the United States of America, 1990 - 2000						
	Shift Share Components (Percentage)			Shift Share Components (Absolute Change)		
	National Share	*Industry Mix*	*Local Factors*	*National Share*	*Industry Mix*	*Local Factors*
Agriculture; forestry; fishing and hunting; and mining	12%	-49%	-34%	313	-1,273	-878
Construction	12%	10%	33%	1,938	1,614	5,260
Manufacturing	12%	-23%	12%	3,909	-7,374	3,905
Wholesale trade	12%	-20%	-14%	2,437	-4,056	-2,912
Retail trade	12%	-34%	18%	5,331	-15,053	8,136
Transportation and warehousing; and utilities	12%	-30%	-10%	3,058	-7,609	-2,464
Information	12%	NA	NA	NA	NA	NA
Finance; insurance; real estate and rental and leasing	12%	-0.1%	3%	3,089	-26	779
Professional; scientific; management; administrative; and waste management services	12%	18%	-31%	5,957	9,160	-15,219
Educational; health and social services	12%	1467%	-1418%	3,682	450,197	-435,041
Arts; entertainment; recreation; accommodation and food services	12%	-59%	638%	394	-1,942	20,951
Other services (except public administration)	12%	-30%	-4%	2,180	-5,400	-756
Public administration	12%	0.2%	-4%	1,171	17	-347
Source: U.S. Census Bureau & Cobb County Planning Division						

Employment Status, Cobb County, 1990 - 2000		
	1990	2000
In labor force	265,503	343,473
Civilian Labor force	263,875	342,248
Civilian Employed	253,096	329,136
Civilian unemployed	10,779	13,112
In Armed Forces	1,628	1,225
Not in labor force	80,600	123,474
Source: U.S. Census, Georgia Department of Community Affairs		

Occupations, Cobb County, 2000	
Management, professional, and related occupations	*139,394*
Management, business, and financial operations occupations	66,059
Professional and related occupations	73,335
Service occupations	*34,860*
Healthcare support occupations	3,148
Protective service occupations	4,182
Food preparation and serving related occupations	12,250
Building and grounds cleaning and maintenance occupations	7,286
Personal care and service occupations	7,994
Sales and office occupations	*98,827*
Sales and related occupations	46,283
Office and administrative support occupations	52,544
Farming, fishing, and forestry occupations	*474*
Construction, extraction, and maintenance occupations	*28,769*
Construction and extraction occupations	17,802
Installation, maintenance, and repair occupations	10,967
Production, transportation, and material moving occupations	*26,812*
Production occupations	13,342
Transportation and material moving occupations	13,470
Source: U.S. Census Bureau & Cobb County Planning Division	

Personal Income by Type, Cobb County, 1990 - 2000		
	1990	2000
Total income	$8,529,523,451	$16,739,843,200
Aggregate wage or salary income for households	$7,197,187,880	$13,933,688,700
Aggregate other types of income for households	$72,517,226	$202,684,900
Aggregate self employment income for households	$477,918,358	$875,987,500
Aggregate interest, dividends, or net rental income	$373,455,142	$763,893,000
Aggregate social security income for households	$197,237,632	$405,328,200
Aggregate public assistance income for households	$16,863,919	$34,553,900
Aggregate retirement income for households	$194,343,294	$523,707,000
Source: U.S. Census Bureau, Georgia Department of Community Affairs		

Personal Income Percentage by Type, Cobb County, 1990 - 2000		
	1990	2000
Total income	100.00%	100.00%
Aggregate wage or salary income for households	84.40%	83.20%
Aggregate other types of income for households	0.90%	1.20%
Aggregate self employment income for households	5.60%	5.20%
Aggregate interest, dividends, or net rental income	4.40%	4.60%
Aggregate social security income for households	2.30%	2.40%
Aggregate public assistance income for households	0.20%	0.20%
Aggregate retirement income for households	2.30%	3.10%
Source: U.S. Census Bureau, Georgia Department of Community Affairs		

Total Wages, Cobb County, 2001 – 2004					
	Qtr1	Qtr2	Qtr3	Qtr4	Annual
2001	$3,023,450	$2,952,985	$2,974,074	$3,162,652	$12,113,161
2002	$3,034,693	$2,978,742	$2,897,161	$3,155,585	$12,066,181
2003	$3,085,028	$3,017,698	$3,008,386	$3,337,868	$12,448,980
2004	$3,160,879(P)	$3,162,940(P)	$3,112,991(P)	$3,063,000(P)	$12,499,810 (P)
Source: U.S .Bureau of Labor Statistics					
Note: (P) – Preliminary estimate					

Average Weekly Wages, Cobb County, 2001 – 2004					
	Qtr1	Qtr2	Qtr3	Qtr4	Annual
2001	$772	$750	$759	$810	$773
2002	$796	$767	$750	$816	$782
2003	$810	$782	$776	$851	$805
2004	$819(P)	$815(P)	$803(P)		
Source: U.S .Bureau of Labor Statistics					
Note: (P) – Preliminary estimate					

Average Annual Pay, Cobb County, 2001 - 2003	
	Annual
2001	$40,174
2002	$40,679
2003	$41,856
Source: U.S .Bureau of Labor Statistics	

Place of Work, Cobb County, 1990 - 2000		
	1990	2000
Total:	250,985	325,412
Worked in state of residence	247,471	320,982
Worked in county of residence	128,885	179,750
Worked outside county of residence	118,586	141,232
Worked outside state of residence	3,514	4,430
Source: U.S Census Bureau		

Place of Work Percentage, Cobb County and Regional Comparisons, 2000					
	Cobb	DeKalb	Fulton	Gwinnett	10-County ARC Region
Worked in state of residence:	98.6%	99.1%	98.7%	98.9%	98.9%
Worked in county of residence	55.2%	44.0%	69.0%	54.6%	52.0%
Worked outside county of residence	43.4%	55.1%	29.7%	44.4%	46.9%
Worked outside state of residence	1.4%	0.9%	1.3%	1.1%	1.1%
Source: U.S. Census Bureau & Cobb County Planning Division					

Means of Transportation to Work, Cobb County, 1990 - 2000		
	1990	2000
Total:	250,985	325,412
Car, truck, or van:	237,767	301,853
Drove alone	211,761	262,772
Carpooled	26,006	39,081
Public transportation:	2,043	4,119
Bus or trolley bus	1,378	2,731
Streetcar or trolley car	0	95
Subway or elevated	313	498
Railroad	39	82
Ferryboat	0	5
Taxicab	313	708
Motorcycle	326	261
Bicycle	135	197
Walked	2,766	3,319
Other means	1,575	2,428
Worked at home	6,373	13,235
Source: U.S Census Bureau		

Means of Transportation to Work Percentages, Cobb County and Regional Comparisons, 2000					
	Cobb County	DeKalb County	Fulton County	Gwinnett County	10-County ARC Region
Car, truck, or van	92.8%	85.9%	83.0%	93.8%	89.8%
Drove alone	80.8%	70.5%	71.4%	79.7%	76.4%
Carpooled	12.0%	15.4%	11.6%	14.1%	13.5%
Public transportation	1.3%	8.2%	9.3%	0.8%	4.3%
Bus or trolley bus	0.8%	5.2%	6.6%	0.2%	2.8%
Streetcar or trolley car	0.0%	0.1%	0.0%	0.0%	0.0%
Subway or elevated	0.2%	2.4%	2.2%	0.4%	1.1%
Railroad	0.0%	0.2%	0.1%	0.0%	0.1%
Ferryboat	0.0%	0.0%	0.0%	0.0%	0.0%
Taxicab	0.2%	0.2%	0.3%	0.1%	0.2%
Motorcycle	0.1%	0.1%	0.1%	0.1%	0.1%
Bicycle	0.1%	0.1%	0.1%	0.1%	0.1%
Walked	1.0%	1.8%	2.2%	0.8%	1.3%
Other means	0.7%	0.9%	0.9%	0.6%	0.8%
Worked at home	4.1%	3.0%	4.4%	3.8%	3.6%
Source: U.S. Census Bureau & Cobb County Planning Division					

Travel Time to Work, Cobb County, 1990 - 2000		
	1990	2000
Did not work at home	244,612	312,177
Less than 5 minutes	4,520	4,669
5 to 9 minutes	16,640	19,601
10 to 14 minutes	25,999	29,554
15 to 19 minutes	32,160	37,718
20 to 24 minutes	35,648	40,033
25 to 29 minutes	16,396	19,373
30 to 34 minutes	44,271	54,557
35 to 39 minutes	10,343	12,389
40 to 44 minutes	12,049	17,949
45 to 59 minutes	31,012	42,379
60 to 89 minutes	14,181	25,581
90 or more minutes	1,393	8,374
Worked at home	6,373	13,235
Source: U.S. Census Bureau		

Travel Time to Work Percentages, Cobb County and Regional Comparisons, 2000					
	Cobb County	DeKalb County	Fulton County	Gwinnett County	10-County ARC Region
Did not work at home	95.9%	97.0%	95.6%	96.2%	96.4%
Less than 5 minutes	1.4%	1.1%	1.6%	1.4%	1.4%
5 to 9 minutes	6.0%	4.5%	6.5%	6.0%	5.9%
10 to 14 minutes	9.1%	8.8%	10.8%	9.4%	9.7%
15 to 19 minutes	11.6%	12.3%	14.7%	11.3%	12.6%
20 to 24 minutes	12.3%	14.4%	15.1%	11.6%	13.2%
25 to 29 minutes	6.0%	6.9%	6.0%	5.3%	6.0%
30 to 34 minutes	16.8%	19.0%	15.6%	16.3%	16.6%
35 to 39 minutes	3.8%	3.8%	3.1%	3.7%	3.7%
40 to 44 minutes	5.5%	4.6%	4.0%	5.4%	4.8%
45 to 59 minutes	13.0%	10.8%	9.0%	13.5%	11.9%
60 to 89 minutes	7.9%	7.1%	6.2%	9.5%	7.9%
90 or more minutes	2.6%	3.5%	3.1%	2.8%	3.0%
Worked at home	4.1%	3.0%	4.4%	3.8%	3.6%
Source: U.S. Census Bureau & Cobb County Planning Division					

Time Leaving Home to go to Work, Cobb County, 1990 - 2000		
	1990	2000
Total	250,985	325,412
Did not work at home	244,612	312,177
12:00 a.m. to 4:59 a.m.	3,420	5,492
5:00 a.m. to 5:29 a.m.	2,753	5,643
5:30 a.m. to 5:59 a.m.	5,669	10,752
6:00 a.m. to 6:29 a.m.	20,371	28,971
6:30 a.m. to 6:59 a.m.	29,280	37,644
7:00 a.m. to 7:29 a.m.	47,443	56,052
7:30 a.m. to 7:59 a.m.	38,540	47,420
8:00 a.m. to 8:29 a.m.	32,682	36,708
8:30 a.m. to 8:59 a.m.	16,452	18,517
9:00 a.m. to 9:59 a.m.	15,467	22,594
10:00 a.m. to 10:59 a.m.	5,011	8,025
11:00 a.m. to 11:59 a.m.	1,994	3,137
12:00 p.m. to 3:59 p.m.	12,195	14,451
4:00 p.m. to 11:59 p.m.	13,335	16,771
Worked at home	6,373	13,235
Source: U.S. Census Bureau		

Time Leaving Home to go to Work Percentages, Cobb County and Regional Comparisons, 2000					
	Cobb County	DeKalb County	Fulton County	Gwinnett County	10-County ARC Region
Did not work at home	95.9%	97.0%	95.6%	96.2%	96.4%
12:00 a.m. to 4:59 a.m.	1.7%	2.3%	2.0%	1.9%	2.2%
5:00 a.m. to 5:29 a.m.	1.7%	1.9%	1.9%	2.1%	2.2%
5:30 a.m. to 5:59 a.m.	3.3%	3.0%	2.5%	3.6%	3.4%
6:00 a.m. to 6:29 a.m.	8.9%	8.6%	6.7%	10.3%	9.0%
6:30 a.m. to 6:59 a.m.	11.6%	9.6%	9.1%	11.9%	10.8%
7:00 a.m. to 7:29 a.m.	17.2%	16.1%	14.8%	17.2%	16.3%
7:30 a.m. to 7:59 a.m.	14.6%	14.1%	14.8%	13.2%	14.1%
8:00 a.m. to 8:29 a.m.	11.3%	12.3%	13.4%	11.3%	11.4%
8:30 a.m. to 8:59 a.m.	5.7%	6.2%	7.6%	5.9%	5.8%
9:00 a.m. to 9:59 a.m.	6.9%	6.8%	8.1%	6.4%	6.6%
10:00 a.m. to 10:59 a.m.	2.5%	2.8%	3.1%	2.4%	2.6%
11:00 a.m. to 11:59 a.m.	1.0%	1.3%	1.2%	0.9%	1.0%
12:00 p.m. to 3:59 p.m.	4.4%	6.0%	5.0%	4.5%	5.2%
4:00 p.m. to 11:59 p.m.	5.2%	6.1%	5.5%	4.7%	5.6%
Worked at home	4.1%	3.0%	4.4%	3.8%	3.6%
Source: U.S. Census Bureau & Cobb County Planning Division					

Private Vehicle Occupancy, Cobb County, 1990 – 2000		
	1990	2000
Total:	250,985	325,412
Car, truck, or van:	237,767	301,853
Drove alone	211,761	262,772
Carpooled:	21,834	39,081
In 2-person carpool	2,872	29,094
In 3-person carpool	899	5,658
In 4-person carpool	221	2,507
In 5- or 6-person carpool	78	1,385
In 7-or-more-person carpool	102	437
Other means (including those who worked at home)	13,218	23,559
Source: U.S. Census Bureau		

Private Vehicle Occupancy Percentages, Cobb County and Regional Comparisons, 2000					
	Cobb County	DeKalb County	Fulton County	Gwinnett County	10-County ARC Region
Car, truck, or van	92.8%	85.9%	83.0%	93.8%	89.8%
Drove alone	80.8%	70.5%	71.4%	79.7%	76.4%
Carpooled	12.0%	15.4%	11.6%	14.1%	13.5%
In 2-person carpool	8.9%	10.8%	8.3%	9.9%	9.7%
In 3-person carpool	1.7%	2.4%	1.8%	2.3%	2.1%
In 4-person carpool	0.8%	1.2%	0.9%	0.9%	0.9%
In 5- or 6-person carpool	0.4%	0.8%	0.4%	0.7%	0.6%
In 7-or-more-person carpool	0.1%	0.3%	0.2%	0.3%	0.2%
Other means (including those who worked at home)	7.2%	14.1%	17.0%	6.2%	10.2%
Source: U.S. Census Bureau & Cobb County Planning Division					

IV. Housing Unit Statistics

Type of Housing Units, Cobb County, 1980 - 2000			
	1980	1990	2000
Total Housing Units	113,254	189,872	237,522
Single Units (detached)	74,010	115,895	157,298
Single Units (attached)	3,018	10,337	12,311
Double Units	2,260	2,419	2,750
3 to 9 Units	12,368	22,870	25,254
10 to 19 Units	13,155	21,033	18,896
20 to 49 Units	3,202	8,849	6,727
50 or more Units	1,993	2,590	9,109
Mobile Home or Trailer	3,241	4,888	5,090
All Other	7	991	87
Source: U.S. Census Bureau & Georgia Department of Community Affairs			

Type of Housing Units Percentage, Cobb County, 1980 - 2000			
	1980	1990	2000
Total Housing Units	100.0%	100.0%	100.0%
Single Units (detached)	65.3%	61.0%	66.2%
Single Units (attached)	2.7%	5.4%	5.2%
Double Units	2.0%	1.3%	1.2%
3 to 9 Units	10.9%	12.0%	10.6%
10 to 19 Units	11.6%	11.1%	8.0%
20 to 49 Units	2.8%	4.7%	2.8%
50 or more Units	1.8%	1.4%	3.8%
Mobile Home or Trailer	2.9%	2.6%	2.1%
All Other	0.0%	0.5%	0.0%
Source: U.S. Census Bureau, Georgia Department of Community Affairs, & Cobb Planning Division			

Persons per acre, Cobb County and Comparison Areas, 2000 & 2004					
	Cobb County	DeKalb County	Fulton County	Gwinnett County	10-County ARC Region
2000	2.79	3.88	2.42	2.13	1.8
2004	2.91	4.05	2.53	2.42	1.95
Source: Atlanta Regional Commission, 2030 Small Area Population and Household Forecasts					

Housing Unit Vacancy and Tenure, Cobb County, 1990 - 2000		
	1990	2000
Total Housing Units	189,872	237,522
Housing Units Vacant	18,584	10,035
Housing Units Owner Occupied	110,678	155,075
Housing Units Renter Occupied	60,610	72,412
Source: U.S. Census Bureau, Georgia Department of Community Affairs		

Household Size, Cobb County, 2000	
Total:	227,487
1-person household	52,797
2-person household	74,017
3-person household	41,126
4-person household	36,362
5-person household	14,989
6-person household	5,233
7-or-more-person household	2,963
Average Household Size	2.64
Average Household Size – Owner Occupied	2.77
Average Household Size – Renter Occupied	2.36
Source: U.S. Census Bureau	

Rooms per Housing Unit, Cobb County, 1990 - 2000		
	1990	2000
1 room	1,047	3,166
2 rooms	4,343	9,076
3 rooms	15,121	17,032
4 rooms	29,158	28,898
5 rooms	36,102	37,517
6 rooms	36,804	39,633
7 rooms	22,869	30,508
8 rooms	20,325	31,775
9 or more rooms	24,103	39,917
Median Number of Rooms	6.2	6.1
Source: U.S. Census Bureau & Cobb County Planning Division		

Median Value of Owner Occupied Housing Units, Cobb County and Regional Areas, 1990 - 2000						
	Cobb County	DeKalb County	Fulton County	Gwinnett County	10 – County ARC Region	Georgia
1990	97,515	90,894	96,399	95,873	91,312	70,707
2000	194,692	181,338	201,592	190,974	185,518	158,202
Source: U.S. Census Bureau & Cobb County Planning Division						

Gross Rent, Cobb County and Regional Comparisons, 1990 - 2000												
	Cobb County		DeKalb County		Fulton County		Gwinnett County		10 – County ARC Region		Georgia	
	1990	2000	1990	2000	1990	2000	1990	2000	1990	2000	1990	2000
Less than $100	250	308	901	535	6,915	3,273	114	80	8,623	4,397	23,057	12,618
$100 to $199	1,087	818	2,332	2,261	11,032	8,627	470	430	16,349	13,252	74,765	45,716
$200 to $299	870	662	1,988	1,442	9,121	6,357	446	488	13,920	10,049	99,593	55,958
$300 to $399	3,025	983	5,136	1,941	15,956	8,336	1,144	605	29,216	13,821	134,291	89,089
$400 to $499	12,658	1,885	19,484	3,434	25,909	11,812	7,712	1,006	76,464	21,756	155,912	111,998
$500 to $599	15,565	4,755	25,173	8,997	23,566	16,755	12,771	2,443	89,411	40,827	128,064	121,129
$600 to $699	12,545	10,457	15,464	18,041	15,625	18,446	8,455	7,373	60,273	66,403	75,661	122,287
$700 to $999	10,746	37,345	13,643	48,121	14,212	50,339	7,055	32,117	52,290	195,463	62,843	258,283
$1,000 or more	2,490	13,623	2,240	16,655	4,165	26,623	991	9,783	10,838	73,450	12,753	88,835

Source: U.S. Census Bureau

Year of Housing Unit Structures Built, Cobb County and Regional Areas, 2000						
	Cobb County	DeKalb County	Fulton County	Gwinnett County	10 – County ARC Region	Georgia
Built 1999 to March 2000	10,511	6,878	9,519	11,621	54,278	130,695
Built 1995 to 1998	31,643	18,451	35,497	41,570	170,292	10,511
Built 1990 to 1994	26,749	22,479	33,119	35,235	158,233	31,643
Built 1980 to 1989	76,177	54,793	63,177	71,249	338,654	26,749
Built 1970 to 1979	48,315	54,866	55,608	33,331	247,890	76,177
Built 1960 to 1969	24,531	50,181	56,928	10,022	168,359	48,315
Built 1950 to 1959	12,326	29,859	41,579	3,737	97,760	24,531
Built 1940 to 1949	3,930	11,818	22,048	1,233	42,838	12,326
Built 1939 or earlier	3,340	11,906	31,157	1,684	52,960	3,930

Source: U.S. Census Bureau & Cobb County Planning Division

Year of Housing Unit Structures Built Percentages, Cobb County and Regional Areas, 2000						
	Cobb County	DeKalb County	Fulton County	Gwinnett County	10 – County ARC Region	Georgia
Built 1999 to March 2000	4.4%	2.6%	2.7%	5.5%	4.1%	4.0%
Built 1995 to 1998	13.3%	7.1%	10.2%	19.8%	12.8%	4.4%
Built 1990 to 1994	11.3%	8.6%	9.5%	16.8%	11.9%	13.3%
Built 1980 to 1989	32.1%	21.0%	18.1%	34.0%	25.4%	11.3%
Built 1970 to 1979	20.3%	21.0%	16.0%	15.9%	18.6%	32.1%
Built 1960 to 1969	10.3%	19.2%	16.3%	4.8%	12.6%	20.3%
Built 1950 to 1959	5.2%	11.4%	11.9%	1.8%	7.3%	10.3%
Built 1940 to 1949	1.7%	4.5%	6.3%	0.6%	3.2%	5.2%
Source: U.S. Census Bureau & Cobb County Planning Division						

Kitchen Facilities, Cobb County and Regional Comparisons, 1990 - 2000						
	Cobb County	DeKalb County	Fulton County	Gwinnett County	10 – County ARC Region	Georgia
1990						
Complete kitchen facilities	189,457	230,399	295,572	137,275	1,047,790	2,614,404
Lacking complete kitchen facilities	415	1,121	1,931	333	4,640	24,014
Percentage lacking complete kitchen facilities	0.2%	0.5%	0.7%	0.2%	0.4%	0.9%
2000						
Complete kitchen facilities	236,783	259,822	345,211	209,201	1,324,039	3,250,020
Lacking complete kitchen facilities	739	1,409	3,421	481	7,225	31,717
Percentage lacking complete kitchen facilities	0.3%	0.5%	1.0%	0.2%	0.5%	1.0%
Source: U.S. Census Bureau						

Plumbing Facilities, Cobb County and Regional Comparisons, 1990 - 2000						
	Cobb County	DeKalb County	Fulton County	Gwinnett County	10 – County ARC Region	Georgia
1990						
Complete plumbing facilities	189,444	230,897	295,729	137,146	1,048,063	2,609,956
Lacking plumbing kitchen facilities	428	623	1,774	462	4,367	28,462
Percentage lacking complete plumbing facilities	0.23%	0.27%	0.60%	0.34%	0.41%	1.08%
2000						
Complete plumbing facilities	236,722	259,961	345,985	208,967	1,324,799	3,252,197
Lacking plumbing kitchen facilities	800	1,270	2,647	715	6,465	29,540
Percentage lacking complete plumbing facilities	0.34%	0.49%	0.76%	0.34%	0.49%	0.90%
Source: U.S. Census Bureau						

Cost Burden Analysis, Cobb County & Regional Comparisons, 2000						
	Cobb County	DeKalb County	Fulton County	Gwinnett County	10 – County ARC Region	Georgia
Not cost burdened	73.9%	68.4%	65.0%	73.7%	70.4%	69.8%
Cost burdened	15.6%	17.7%	17.7%	16.7%	16.9%	15.5%
Severely cost burdened	9.0%	11.9%	14.2%	8.1%	10.6%	10.9%
No information	1.5%	2.0%	3.2%	1.5%	2.1%	3.8%
Source: U.S. Census Bureau & Cobb County Planning Division						

Jobs-Housing Balance Ratio, Cobb County & Regional Comparisons, 2000					
	Cobb County	DeKalb County	Fulton County	Gwinnett County	10 – County ARC Region
Population	607,751	665,865	816,006	588,448	3,429,379
Housing units	237,522	261,231	348,632	209,682	1,331,264
Households	227,590	249,391	321,266	202,567	1,262,401
Labor force	343,473	368,086	431,553	325,379	1,862,679
Workers per household	1.50	1.47	1.34	1.60	1.47
Employment	329,136	347,410	392,627	314,471	1,760,405
Jobs-housing ratio	1.39	1.33	1.13	1.50	1.32
Source: U.S. Census Bureau, Georgia Department of Community Affairs, Cobb County Planning Division					

Special Needs Housing, Cobb County, 2004				
Part 1: Homeless population	Sheltered (estimated)		Unsheltered (estimated)	Total
	Emergency	Transitional		
1. Homeless individuals	55	95	155	305
2. Homeless families w/children	48	42	35	125
2a. Persons in homeless families with children	108	137	175	420
Total (lines 1 + 2a only)	163	232	330	725
Part 2: Homeless subpopulations	Sheltered (estimated)		Unsheltered (estimated)	Total
1. Chronically homeless	29		145	174
2. Severely mentally ill	41		*	41
3. Chronic substance abuse	55		*	55
4. Veterans	16		*	16
5. Persons with HIV/AIDS	5		*	5
6. Victims of domestic violence	54		*	54
7. Youth (under 18 years of age)	33		*	33
Source: Cobb CDBG Program Office; Continuum of Care Exhibit				

Organizations Providing Special Needs Housing Services in Cobb County, 2005		
Name of Organization	Subpopulations Represented (If Any)	Description of Services
ARC Cobb	Mentally disabled	Various support programs for families w/ mentally disabled children (homeless or otherwise)
Cobb Human Services Coalition	General	Emergency shelter; coordinates a variety of homeless-related programs aimed at identifying and assisting the homeless in Cobb
The Center for Family Resources	Families with children	Emergency/transitional shelter; support services*
MUST, Inc.	General	Emergency/transitional shelter; support services*
The Extension, Inc.	Single adults	Transitional shelter for recovering substance abusers (homeless or otherwise)
Traveler's Aid of Metro Atlanta	General	Emergency/transitional shelter
Salvation Army	General	Support services*
*Support services includes but is not limited to: education, employment, permanent housing and direct financial assistance (i.e. rent, utilities, prescriptions, transportation needs, food)		
Source: Cobb County Planning Division		

V. Land Use

Residential Land Use Demand and Assumptions, Cobb County, 2000 – 2030	
2000 households	227,590
Forecast households 2030	300,556
Total number of new households	72,966 new units
Single-family dwellings (68.6%)*	50,080 sf units
Single-family vacancy factor (1.019)+	53,586 sf units
Multi-family dwellings (31.4%)*^	22,886 mf units
Multi-family vacancy factor (1.023)+	24,488 mf units
Single-Family land demand – 53,093 units/3 dwelling units per acre	17,862 acres
Multi-family land demand – 21,342 units/8 dwelling units per acre	3,061 acres
Source: U.S. Census Bureau, Atlanta Regional Commission, 2030 Small Area Population and Household Forecasts, & Cobb County Planning Division	
* New dwelling units needed are based on mean percentage split single & multi-family dwelling units between 1980 and 2000	
^Duplexes are included in multi-family dwelling unit calculations	
+Vacancy factor based upon 2000 vacancy rates for dwelling type	

Employment Sector Land Use Demand and Assumptions, Cobb County, 2000 - 2030	
Projected new employees	
Commercial Retail	70,399 new employees
Commercial Office/Services	72,286 new employees
Industrial	32,250 new employees
Employment density*	
Commercial Retail	500 square feet per employee
Commercial Office/Services	275 square feet per employee
Industrial	530 square feet per employee
Floor area ratios^	
Commercial Retail	0.15
Commercial Office/Services	0.22
Industrial	0.20
Land demand	
Commercial Retail	5,387 acres
Commercial Office/Services	2,074 acres
Industrial	1,962 acres
Source: U.S. Census Bureau, Atlanta Regional Commission, 2030 Small Area Population and Household Forecasts, & Cobb County Planning Division	
* Based on Institute of Transportation Engineer Trip Generation Manual	
^ Based on county, state, and national standards	

Park Recreation & Conservation Land Use Demand and Assumptions, Cobb County, 2000 - 2030	
Supply	
Supply of park available	3,265
Total undeveloped park acreage	1,977
Total developed park acreage	1,288
Demand	
Acres of park land/1000 people*	6.25
2030 population projection (in 1000's)	754
Total park acres needed - 2030	4,713
Summary	
Supply of park available	1,977
Total park acres needed - 2030	4,713
Acreage surplus (shortage)	(1,448)
* Assumption is based upon the NRPA (National Recreation and Parks Association) minimum standard (6.25 – 10.5 acres per 1000 people)	
Source: Cobb County Parks and Recreation Master Plan & Cobb County Planning Division	

Inventory of Redevelopment Sites, Cobb County, 2005			
Inventory Site Number	**Intersection (Parcel ID)**	**Name/Type**	**Owners/Address**
Site 1	2850 Canton Rd./Piedmont Rd. 16-0565-0-004-0	Piedmont Village Shopping Center	Piedmont Village Asst LTD C/o Louis Dancer 1420 first Union Plaza Charlotte NC 28288
Site 2	4356 N. Cobb Pkwy (Hwy. 41) at Acworth Dallas Hwy. (Hwy 92) 20-0040-0-007-0	Several small vacant structures	Eugene & Ann Bruton 3360 Dogwood Ln Acworth, GA 30101
Site 3	Wade Green Rd. at Busbee Pkwy 20-0055-0-057-0	Wade Green Crossing Shopping Center	Nationwide Life Insurance Co. C/o Brannen-Goddard 3390 Peachtree Rd., NE, Suite 1200 Atlanta, GA 30326-1108
Site 4	Cobb Parkway at Bells Ferry Rd. (parcel #1) 16-0932-0-001-0 (parcel #2) 16-0932-0-007-0 (parcel #3) 16-0932-0-013-0 (parcel #4) 16-0932-0-015-0	Older strip mall	Cobb EMC Attn: Robert Weyand P.O. Box 369 Marietta, GA 30061-0369
Site 5	2692 Sandy Plains Rd. between E. Piedmont Rd. & Post Oak Tritt 16-0596-0-005-0	Sprayberry Crossing Shopping Ctr.	Sprayberry Crossing Partnership C/o Fellers Schewe & Scott P.O. Box 450233 Atlanta, GA 31145-0233
Site 6	2421 Shallowford Rd at Trickum Rd 16-0310-0-010-0	Shallowford Crossing Shopping Ctr.	Shallowford Crossing LLC 85 A Mill St., Suite 100 Roswell, GA 30075
Site 7	Highway 92 at Sandy Plains Rd 4790 Alabama Rd. (parcel #1) 16-0107-0-020-0 (parcel #2) 16-0108-0-002-0	Mountain Park Plaza Shopping Center	Summit Insured Equity LP II C/o Deloitte & Touche Property Tax Group, P.O. Box 723427 Atlanta, GA 31139
Site 8	1791 Roswell Rd at 120 Loop 16-1134-0-002-0	Shopping Center (Main tenant – SYMS)	James Robert Jenkins P.O. box 206 Molena, GA 30258-0206

Inventory of Redevelopment Sites, Cobb County, 2005 (Continued)			
Inventory Site Number	**Intersection (Parcel ID)**	**Name/Type**	**Owners/Address**
Site 9	South Cobb Drive at Windy Hill Rd. 17-0347-0-083-0	Vacant Commercial	Alterman Properties LTD C/o The Shopping Center Group 3101 Towercreek Pkwy, Suite 200 Atlanta, GA 30339
Site 10 (also see below)	Old Atlanta Road at Oakdale Rd. (Parcel #1) 17-0694-0-090-0 (Parcel #2) 17-0694-0-006-0 (Parcel #3) 17-0694-0-007-0 (Parcel #4) 17-0694-0-008-0 (Parcel #5) 17-0694-0-009-0	Small commercial node w/ several structures	Cobb County Board of Commissioners 100 Cherokee St., Suite 300 Marietta, GA 30090-2606
Site 10	2110 Old Atlanta Rd at Oakdale Rd. 17-0694-0-005-0	Small commercial node	Daniel A. Coleman P.O. Box 888 Mableton, GA 30126
Site 11	Downtown Mableton Veterans Memorial Hwy at Old Floyd Rd. District 17, Landlots: 1223, 1224, 1294, 1295	Historic residential & Commercial buildings	Robert Rosero, Historic Mableton Project Coordinator Cobb County Economic Development (770) 528-1009
Site 12 (also see below)	1391 Veterans Memorial Hwy at Powell Dr. and Wild Cherry Drive 18-0034-0-001-0	Commercial Complex w/ vacant cinema	Harris Hilltop LLC, Hilltop LLC 5684 Redcoat Run Stone Mountain, GA 30087
Site 12	1378 Veterans Memorial Hwy 19-1299-0-017-0	Vacant building	Selig Enterprises Inc. 1100 Spring St. NW, Suite 550 Atlanta, GA 30309-2827
Site 13 (also see below)	3701 Austell Rd. at Hurt Rd. 19-0848-0-019-0	Vacant commercial	Alterman Real Estate Corp. C/o FSS&R Inc. P.O. Box 450233 Atlanta, GA 31145
Site 13 (also see below)	3721 Floyd Rd. 19-0848-0-033-0	Martin's Restaurant	Martin's Restaurant Systems Inc. 5222 Floyd Rd.

Inventory of Redevelopment Sites, Cobb County, 2005 (Continued)			
Inventory Site Number	**Inventory Site Number**	**Inventory Site Number**	**Inventory Site Number**
Site 13 (also see below)	3635 Austell Rd. 19-0848-0-022-0		Austell Floyd Investments LP C/o Ronald Lozoff 6640 Powers Ferry Rd., Suite 100 Atlanta, GA 30339
Site 13 (also see below)	Austell Rd. SW 19-0848-0-001-0		American Tower Management Inc 116 Huntington Ave. Boston MA 2116
Site 13 (also see below)	3751 Floyd Rd. 19-0848-0-020-8		Target Corporation C/o Property Tax Dept. T-0374 TPN 0950
Site 13 (also see below)	Floyd Rd. 19-0848-0-036-0		Target Corporation
Site 13 (also see below)	19-0848-0-038-0	Cobb Market Fair	Cobb Market Fair C/o Easley McCaleb & Assoc. Inc. P.O. box 98309 Atlanta, GA 30359-2009
Site 13 (also see below)	19-0848-0-035-0 3771 Floyd Rd.	Mableton Church of God	Mableton Church of God 674 Boggs Rd. Mableton, GA 30126
Site 14	1150 Powder Springs St. (Parcel #1) 17-0067-0-001-0 1137 Bellemeade Shopping Center (Parcel #2) 17-0067-0-002-0	Vacant movie theater (Actively marketed by City of Marietta) Bellemeade Shopping Center	Parcel #1 West Side Mgmt Group LLC 3060 Peachtree Rd., NW, Suite 1855 Atlanta, GA 30305 Parcel #2 Bellemeade Shopping Center LLC 85 A Mill St. Suite 100 Roswell, GA 30075

Endangered and Rare Animal Species, Cobb County, 2000		
Protection Status	Scientific Name	Common Name
Rare	Elliptio arctata	Delicate Spike
Rare	Elliptio fraterna	Brother Spike
US	Etheostoma scotti	Cherokee Darter
Rare	Hemidactylium scutatum	Four-toed Salamander
Rare	Ichthyomyzon gagei	Southern Brook Lamprey
GA	Notropis hypsilepis	Highscale Shiner
Rare	Notropis stilbius	Silverstripe Shiner
Rare	Percina palmaris	Bronze Darter
Rare	Pimephales vigilax	Bullhead Minnow
Rare	Pituophis melanoleucus melanoleucus	Northern Pine Snake
Rare	Plethodon websteri	Webster's Salamander
Source: Georgia Department of Natural Resources		

Endangered and Rare Plant Species, Cobb County, 2000		
Protection Status	Scientific Name	Common Name
Rare	Arabis missouriensis	Missouri Rockcress
US	Aster georgianus	Georgia Aster
Rare	Calystegia catesbeiana ssp. sericata	Silky Bindweed
GA	Cypripedium acaule	Pink Ladyslipper
GA	Draba aprica	Open-ground Whitlow-grass
Rare	Melanthium latifolium	Broadleaf Bunchflower
GA	Nestronia umbellula	Indian Olive
US	Platanthera integrilabia	Monkeyface Orchid
Rare	Pycnanthemum curvipes	Stone Mountain Mint
US	Rhus michauxii	Dwarf Sumac
GA	Schisandra glabra	Bay Starvine
Rare	Zanthoxylum americanum	Northern Prickly-ash
Source: Georgia Department of Natural Resources		

Soil Associations, Cobb County, 2000		
Soil Type	Percentage of County	Physical Characteristics
Madison-Gwinnett-Cecil	20%	Clayish; red and dark red subsoil
Appling-Cecil-Madison	15%	Yellowish-brown and red to yellowish-red subsoil
Madison-Louisa-Pacolet	14%	Red to yellowish-brown subsoil
Madison-Gwinnett-Pacolet	13%	Red to dark red subsoil
Gwinnett-Pacolet-Musella	10%	Dark or dusty red in color
Cartecay-Toccoa	9%	Loamy; brown and grey in color
Louisburg-Appling-Wilkes	3%	Yellow-brown or brown-yellow subsoil
Gwinnett-Hiwassee-Musella	<3%	Red and dark red subsoil
Pacelot-Musella-Louisburg	<3%	Wellowish-brown and red subsoil
Wilkes	<2%	Loamy/clayish subsoil; yellowish-brown in color
Appling-Pacelot-Louisburg	<2%	Yellowish-brown or red subsoil
Toccoa-Cartecay	<1%	Brown and grey in color
Source: Georgia Department of Natural Resources		

Historic Resources, Cobb County and Municipalities, 2000				
Name	Description	CCRHP	NRHP	City Limits
Andrew J. Cheney-Newcomer House SW of Marietta at Powder Springs and Bankstone Roads	Residential		x	
-Frasier Street Historic District	Residential district		x	Marietta
Bethel AME Church	Church		x	Acworth
Big Shanty Village Historic District	Residential district		x	Kennesaw
Blackwell Family Cemetery	Cemetery		x	
Braswell-Carnes House 2430 Burnt Hickory Road	Residential		x	
Brumby-Little House	Residential		x	Marietta
Brushy Mountain Civil War Earthworks	Civil War feature	x		
Camp McDonald	Military		x	Kennesaw
Church Street/Cherokee Street Historic District	Residential district		x	Marietta
Clarkdale Historic District	Residential district	x	x	
Collins Avenue Historic District	Residential district		x	Acworth
Concord Covered Bridge District	Residential district w/associated industrial resources	x	x	
Cowen House	Residential		x	Acworth
Frobel-Knight-Borders House	Residential		x	Marietta
General, The	Structure		x	Kennesaw
Gilgal Church Battlefield Site	Civil War battlefield	x	x	
Glover-McLeod-Garrison House 250 Garrison Road	Residential		x	
Hill-Pike House 1185 Little Willeo Road	Residential	x		
Hiram Butler House 2532 Pine Mountain Road	Residential		x	

Historic Resources, Cobb County and Municipalities, 2000				
Name	Description	CCRHP	NRHP	City Limits
Hill-Pike House 1185 Little Willeo Road	Residential	x		
Hiram Butler House 2532 Pine Mountain Road	Residential		x	
Israel-Causey-Maxham House 5909 Maxham Road	Residential	x	x	
J. C. Bankston Rock House	Residential – military		x	Marietta
J. H. Carmichael Farm & General Store 501 Log Cabin Road	Residential		x	
John S. Gibson Farmhouse	Residential		x	Kennesaw
John W. Rice Summer Cottage 254 Concord Road	Residential	x	x	
Johnston River Line	Civil War feature	x	x	
Kennesaw Mountain National Battlefield Park	Civil War battlefield	x	x	
Kennesaw Multiple Resource Area	Downtown commercial structures and associated residential structures and neighborhoods.		x	Kennsaw
Lost Mountain Store 5100 Dallas Highway	Commercial	x		
Marietta National Cemetery	Cemetery		x	Marietta
Midway Presbyterian Church 4635 Dallas Highway	Church	x	x	
Northwest Marietta Historic District	Residential district		x	Marietta
Old Dallas Road Bridge	Structure			
Pace and Pavilion House 3057 Paces Mill Road	Residential – public & commerical facility	x		

Historic Resources, Cobb County and Municipalities, 2000				
Name	Description	CCRHP	NRHP	City Limits
Power Family Cabin	Residential	x		
Presley House 5811 Oakdale Road	Residential	x		recently purchased by city of Smyrna
Riverview Carousel at Six Flags	Structure		x	
Robert Mable House and Cemetery 5239 Floyd Road	Residential – public facility	x	x	
Ruff's Mill and Concord Covered Bridge	Residential district	x	x	
Sewell Mill Ruins	Industrial (mill) – ruins		x	
Sope Creek Ruins	Industrial (mill) – ruins		x	
Summers Street Historic District	Residential district		x	Kennesaw
Washington Avenue Historic District	Residential district		x	Marietta
Whitlock Avenue Historic District	Residential district		x	Marietta
William Gibbs McAdoo House John Ward Road @ New Macland	Residential – potentially commerical	x	x	
Zion Baptist Church	Church		x	Marietta
Source: National Park Service and Cobb County Planning Division				

VI. Community Facilities

Cobb County and Federal Parks, 2005	
Map Location	Park Name, Acreage, Parking, Facilities
County Parks	
1	The Art Place Mountain View – 4.01 acres – classrooms, auditorium, gallery/ includes Mountain View Community Center with kitchen, 1 large and 1 small meeting room
2	Barrett Park Property – 96.38 acres – undeveloped
3	Larry Bell Complex – 26 acres – 4 tennis courts, 1 playground, 1 fitness trail, 1 jogging track, 1 aquatic center, 1 gymnastics center, 1 civic center, 1 performing arts auditorium, horse pit, 621 parking spaces
4	Bells Ferry Park – 43.11 acres – 3 lighted softball fields, 1 soccer field, 4 tennis courts, 2 batting cages, 2 playgrounds, 1 fitness trail, 1 picnic pavilion, 1 restroom/concession building, 1 concession building, 157 parking spaces
5	Al Bishop Complex – 101 acres – 5 lighted softball fields, 4 batting cages, 1 picnic pavilion, 1 restroom/concession/office building, 1 playground, 403 parking spaces
6	Boots Ward Recreation Center – Part of Lost Mtn. Park – 1 recreation center with indoor basketball court, 1 meeting room
7	Cobblestone Course at Lake Acworth – part of Lake Acworth Regional – please see Lake Acworth Regional for inventory
8	Clarkdale Park – 6.48 acres – 1 unlit baseball/football field, 1 restroom/ concession building, 1 community center, gravel parking
9	Custer Park – 10 acres – 3 lighted baseball fields, 1 restroom/concession/ meeting building, 1 picnic pavilion, 200 parking spaces
10	Fair Oaks Park – 40 acres – 1 lighted baseball field, 2 lighted softball fields, 2 soccer fields, 1 basketball multi-use court, 2 playgrounds, 3 picnic pavilions, 2 restroom/concession buildings, 1 tennis center with restrooms, 12 tennis courts, volleyball court, 336 parking spaces
11	Fullers Park – 41.44 acres – 5 lighted baseball fields, 1 lighted softball/ football field, 4 tennis courts, 4 batting cages, 2 playgrounds, 1 fitness trail, 2 picnic pavilions, 3 restroom/concession buildings, 1 recreation center with basketball court, 2 meeting & 1 training room, kitchen, restrooms, 309 parking spaces
12	Gilbert Airfield/Pitner Road – 20 acres – runway and open space for radio controlled airplanes, archery range, gravel parking
13	Harrison Park – 60.80 acres – 5 lighted baseball fields, 2 unlit baseball fields, 8 tennis courts, 6 batting cages, 3 playgrounds, 1 picnic pavilion, 1 restroom/ concession building, 1 tennis center with restrooms
14	O. C. Hubert Property – 33.55 acres – undeveloped
15	Hurt Road Park – 45.52 acres – 4 lighted softball fields, 4 tennis courts, 1 playground, 1 fitness trail, 1 picnic pavilion, 2 restroom/concession buildings, 300 parking spaces

Cobb County Parks and Federal Parks Continued	
Map Location	Park Name, Acreage, Parking, Facilities
County Parks	
16	Jackson/Yarborough Property – 6.1 acres – undeveloped
17	Kennworth Park – 39.99 acres – 5 lighted softball fields, 8 tennis courts, 2 batting cages, 1 playground, 1 fitness trail, 1 picnic pavilion, 2 restroom/ concession buildings, 1 tennis center with restrooms, 287 parking spaces
18	Lake Acworth Regional – 950 acres – (Cobblestone Course at Lake Acworth) 18 hole golf course, 1 pro shop/clubhouse, 2 sets of restrooms, 1 covered pavilion with restroom, 135 parking spaces
19	Legacy Golf Links – 77.592 acres – 18 hole golf course, 1 pro shop/ clubhouse, restaurant, practice range, 18 hole grass putt-putt, cart storage building, 160 parking spaces
20	Lions Park – 25.28 acres – 1 lighted baseball field, 1 playground, 2 restroom/ concession buildings, 1 meeting room, 1 batting cage, includes South Cobb Community Center, 120 parking spaces
21	Lost Mountain Park – 166 acres – 5 lighted softball fields, 1 baseball field, 2 football fields, 2 batting cages, 2 playgrounds, 1 fitness trail, 1 jogging track, 1 picnic pavilion, 2 restroom/concession buildings, 1 recreation center with basketball court, meeting room, training room, dance studio, kitchen, 465 parking spaces
22	Mable House – 16 acres – 1 historic house, 1 historic sweet potato house, 1 historic blacksmith shop, 1 historic cemetery, 200 parking spaces
23	Jim R. Miller Park – 115.35 acres – 1 fitness trail, 2 picnic pavilions, 44 campsites, 2 sets of restrooms, 2 concession buildings, 3 exhibit halls, 1 equestrian facility, lake, cross country track, 500 parking spaces + gravel parking
24	Mt. Bethel Park – 5.0 acres – 1 lighted baseball field, 2 batting cages, 1 restroom/concession building, 20 parking spaces
25	Mtn. View Community Center – part of The Art Place Mountain View – please see The Art Place Mountain View for inventory
26	Nickajack Park – 31.49 acres – 1 lighted baseball field, 1 lighted softball field, 1 football field, 1 basketball/multi-use court, 4 tennis courts, 1 batting cage, 2 playgrounds, 1 fitness trail, 2 picnic pavilions, 1 restroom/concession building, 1 restroom building, 1 meeting room, 170 parking spaces
27	Noonday Creek Park – 97.4 acres – 7 lighted soccer fields, 3 practice fields, 1 playground, 1 picnic pavilion, 1 concession/restroom building, 248 parking spaces
28	Oregon Park – 44.17 acres – 8 lighted baseball fields, 4 tennis courts, 5 batting cages, 1 playground, 1 fitness trail, 2 sets of restrooms, 1 concession building, 1 frisbee golf course, 208 parking spaces
29	Perry Parham Park – 16.0 acres – 4 lighted baseball fields, 2 batting cages, 1 playground, 1 picnic pavilion, 1 concession building, 1 meeting room, 103 parking spaces

Cobb County Parks and Federal Parks Continued	
Map Location	Park Name, Acreage, Parking, Facilities
30	Powder Springs Park – 27.0 acres – 4 lighted baseball fields, 1 swimming pool, 2 playgrounds, 1 picnic pavilion, 3 sets of restrooms, 1 concession building, 280 parking spaces
31	Quarter Midget Facility – 3.0 acres – 1 quarter midget race track, 1 restroom/ concession building, 40 parking spaces
32	Rhyne Park – 28.0 acres – 2 lighted softball fields, 4 tennis courts, 1 batting cage, 2 playgrounds, 1 fitness trail, 3 picnic pavilions, 1 restroom/concession/ meeting room building, 237 parking spaces
33	Sandy Plains park – 10.30 acres – 4 lighted softball fields, 2 batting cages, 1 playground, 1 picnic pavilion, 1 restroom/concession building, 1 restroom building, 160 parking spaces
34	Sewell Park – 24.0 acres – 4 lighted baseball fields, 4 tennis courts, 1 swimming pool, 2 batting cages, 1 playground, 1 fitness trail, 1 picnic pavilion, 2 restroom/concession buildings, 1 meeting room, 237 parking spaces
35	Shaw Park – 33.18 acres – 4 lighted baseball fields, 1 baseball/football field, 2 basketball/multi-use courts, 4 tennis courts, 3 batting cages, 2 playgrounds, 1 fitness trail, 1 picnic pavilion, 1 restroom/concession building, 2 concession buildings, 1 community center, 243 parking spaces
36	Stout property – 80.77 acres – undeveloped
37	Sweat Mountain Park – 23 acres – 2 lighted baseball fields, 4 tennis courts, 1 batting cage, 1 playground, 1 fitness trail, 1 picnic pavilion, 1 restroom/ concession building, 159 parking spaces
38	Sweetwater Park – 36.03 acres – 3 lighted softball fields, 8 tennis courts, 1 batting cage, 1 playground, 1 fitness trail, 1 picnic pavilion, 1 restroom/ concession building, 1 tennis center with restrooms, 176 parking spaces
39	Terrell Mill Park – 28.64 acres – 2 lighted softball fields/football field, 2 lighted youth softball fields, 1 soccer field, 8 tennis courts, 1 playground, 1 fitness trail, 2 picnic pavilions, 1 restroom/concession building, 1 tennis center with restrooms, 231 parking spaces
40	Thompson Park – 30.64 acres – 1 picnic pavilion, 2 sets of restrooms, 1 community center, 50 parking spaces
41	Tramore Park – 78.79 acres – 6 soccer fields, 1 practice field, 1 playground, 1 fitness trail, 1 picnic pavilion, 1 restroom/concession building, 178 parking spaces

Cobb County Parks and Federal Parks Continued	
Map Location	Map Location
42	Wallace Park – 31.38 acres – 1 lighted baseball field, 1 lighted softball field, 1 basketball/multi-use court, 4 tennis courts, 1 playground, 1 fitness trail, 2 picnic pavilions, 2 restroom/concession buildings, 238 parking spaces
43	Wildhorse Creek Park – 70.0 acres – 1 lighted baseball/football field, 4 lighted softball fields, 1 unlit softball field, 1 soccer field, 4 tennis courts, 2 playgrounds, 1 fitness trail, 1 picnic pavilion, 5 restroom/concession buildings, 1 community center, 1 horseshoe pit, 1 BMX track, 1 equestrian facility, 300 parking spaces
Federal Parks	
A & B	Lake Allatoona Reservoir – 4,165 acres – beach, marinas, boat ramps, picnic pavilions, nature trails, canoeing, camping facilities, fishing areas, boat rentals, parking facilities
C, D, E & F	Chattahoochee River National Recreation Areas including C-Gold Branch, D-Palisades, E-Johnson Ferry, F-Cochran Shoals/Sope Creek – 1,829 acres – hiking trails, jogging trails, canoeing, rafting, fishing areas, picnic pavilions, parking facilities
G	Kennesaw Mountain National Battlefield – 2,884 acres – hiking trails, picnic pavilions, visitor center, educational center, historic markers, parking facilities
Source: Cobb County Parks, Recreation and Cultural Affairs; Federal park Administrative Offices	

Cobb County Public Libraries, 2005			
Map Location	Name/Address/Phone/Sq. Ft./No. Volumes	Map Location	Name/Address/Phone/Sq. Ft./No. Volumes
1	Acworth 4569 Dallas St., Acworth 30101; 917-5165 2,916 sq. ft./20,586 items	10	Mountain View 3320 Sandy Plains Rd., Marietta 30066; 509-2725 16,000 sq. ft./81,411 items
2	Central/Headquarters 266 Roswell St., Marietta 30060; 528-2318 64,000 sq. ft./181,182 items	11	Senior Center Mini-Branch 1885 Roswell St., Smyrna 30080; 801-5320 421 sq. ft./1,361 items
3	East Marietta 2051 Lower Roswell Rd., Marietta 30068; 509-2711 8,600 sq. ft./44,041 items	12	Weldon Sibley 1539 South Cobb Dr., Marietta 30060; 528-2520 2,916 sq. ft./19,859 items
4	Gritters 880 Shaw Park Rd., Marietta 30066; 528-2524 7,500 sq. ft./33,295 items	13	South Cobb 5801 Mableton Pkwy., Mableton 30059; 819-3280
5	Kemp Memorial 4029 Due West Rd., Marietta 30064; 528-2527 6,143 sq. ft.32,846 items	14	Joanne P. Stratton 1100 Powder Springs Rd., Marietta 30064; 528-2522 7,500 sq. ft./29,968 items
6	Kennesaw 2250 Lewis St., Kennesaw 30144; 528-2529 5,099 sq. ft./29,670 items	15	Sweetwater Valley 2773 Sweetwater St., Austell 30001; 819-3290 3,385 sq. ft./18,093 items
7	Merchants Walk 1315 Johnson Ferry Rd., Marietta 30068; 509-2730 9,800 sq. ft./46,098 items	16	Vinings 4330 Paces Ferry Rd., Atlanta 30339; 801-5330 8,567 sq. ft./32,119 items
8	Powder Springs 4262 Marietta St., Powder Springs 30073; 439-3600 4,964 sq. ft./27,071 items	17	Hattie G. Wilson 350 Lemon St., Marietta 30060; 528-2526 1,176 sq. ft./12,929 items
9	Lewis A. Ray 4500 Oakdale Rd., Smyrna 30080; 801-5335 2,916 sq. ft./17,265 items	18	Smyrna Public Library 100 Village Green Circle, Smyrna 30080; 431-2860 28,000 sq. ft./55,000 vol.
Source: Cobb County Library			

Board of Health Services by Center, Cobb County, 2005									
Map Location	Center/Address/Phone	Child Health	Maternal Health	Family Planning	Adult Health	Nutrition	Dental	Pharmacy	Vital Records
1	**Marietta** 1650 Co. Farm Road, Marietta 30060 514-2300	•	•	•	•	•	•	•	•
2	**Acworth** 4489 Acworth Ind. Dr., NW, Acworth 30101 974-3330	•	•	•	•	•	•		
3	**Austell** 6133 Love St., Austell 30001 739-3200	•	•	•	•	•	•	•	
4	**East Cobb** 4400 Lower Roswell Rd., Marietta 30068 499-4421	•	•	•	•	•			
5	**Smyrna** 3830 South Cobb Dr., Ste. 200, Smyrna 30080 438-5105	•	•	•	•	•			
6	**Fort Hill/Roosevelt Circle** 402 Roosevelt Circle, Marietta 30060 919-0025	•	•	•	•	•			

Source: Cobb County Board of Health

Hospitals, Cobb County, 2005		
Map Location	Hospital/Address	Services
1	**Promina Cobb Hospital** 3950 Austell Rd., Austell 30001 - 732-4000 Affiliation: Promina Northwest Health System	Full Service, 24 Hour Emergency Room, Cancer Treatment, Intensive Care Unit, Pediatric Emergency Service, Physical Therapy, Surgical Services, Women's Services
2	**Promina Kennestone Hospital** 677 Church St., N.E., Marietta 30060 - 793-5000 Affiliation: Promina Northwest Health System	Full Service, 24 Hour Emergency Room, Cancer Treatment, Intensive Care Unit, Pediatric Urgent Care Service, Physical Therapy, Surgical Services
3	**Promina Windy Hill Hospital** 2540 Windy Hill Rd., S.E., Marietta 30067 - 644-1000 Affiliation: Promina Northwest Health System	Full Service, Intensive Care Unit, Surgical Services
4	**Emory Adventist Hospital** 3949 South Cobb Drive, Smyrna 30080 - 434-0710 Affiliation: None	24 Hour Emergency Room, Inpatient/Outpatient Surgery, Skilled Nursing Facility
5	**Brawner Mental Health System** 3180 Atlanta Rd., S.E., Smyrna 30080 - 436-0081 Affiliation: Behavioral Healthcare Centers of America, Inc.	Mental Health Services, Child, Adolescent & Adult Programs, Adolescent & Adult Substance Abuse, Programs
6	**Devereux Center** 1291 Stanley Rd., N.W., Kennesaw 30144 - 427-0147	Residential Psychiatric Services, Adolescent Programs
7	**Ridgeview Institute** 3995 South Cobb Dr., S.E., Smyrna 30080 - 434-4567 Affiliation: None	Adult, Child & Adolescent, Psychiatric Services, In Patient/Out Patient Adult and Adolescent Chemical Dependency, Programs, Special Women's Programs, Recovering Professionals Program
Source: Cobb County Community Development		

Cobb County Public Schools, Cobb County, 2005			
Map Location	School Name	Address	City
Elementary Schools (Grades K-5)			
1	Acworth	4496 Dixie Ave.	Acworth
2	Addison	3055 Ebenezer Rd.	Marietta
3	Argyle	2420 Spring Rd.	Smyrna
4	Austell	5600 Mulberry St.	Austell
5	Baker	2361 Baker Rd.	Acworth
6	Bells Ferry	2600 Bells Ferry Rd.	Marietta
7	Belmont Hills	605 Glendale Pl.	Smyrna
8	Big Shanty	1600 Ben King Rd.	Kennesaw
9	Birney	775 Smyrna-Powder Springs Rd.	Marietta
10	Blackwell	3470 Canton Rd.	Marietta
11	Brown	3265 Brown Rd.	Smyrna
12	Brumby	1306 Powers Ferry Rd.	Marietta
13	Bryant	6800 Factory Shoals Rd.	Mableton
14	Clarkdale	4455 Wesley Dr.	Austell
15	Clay	730 Boggs Rd.	Mableton
16	Compton	3450 New Macland Rd.	Powder Springs
17	Davis	2433 Jamerson Rd.	Marietta
18	Dowell	2121 W. Sandtown Rd.	Marietta
19	Due West	3900 Due West Rd.	Marietta
20	East Side	3850 Roswell Rd.	Marietta
21	Eastvalley	2570 Lower Roswell Rd.	Marietta
22	Fair Oaks	407 Barber Rd.	Marietta
23	Fitzhugh Lee	4400 S. Atlanta Rd.	Smyrna

Cobb County Public Schools, Cobb County, 2005 (Continued)			
Map Location	School Name	Address	City
Elementary Schools (Grades K-5)			
24	Ford	1345 Mars Hill Rd.	Acworth
24A	Frey	2865 Mars Hill Rd.	Acworth
25	Garrison Mill	4111 Wesley Chapel Rd.	Marietta
25A	Green Acres	2000 Gover Ave.	Smyrna
26	Harmony Leland	5891 Dodgen Rd.	Mableton
27	Hayes	1501 Kennesaw-Due West Rd.	Kennesaw
28	Hollydale	2901 Bayberry Dr.	Marietta
29	Keheley	1935 Kemp Rd.	Marietta
30	Kennesaw	3155 Jiles Rd.	Kennesaw
31	Kincaid	1410 Kincaid Rd.	Marietta
32	King Springs	1041 Reed Rd.	Smyrna
33	LaBelle	230 Cresson Dr.	Marietta
34	Lewis	4179 Jim Owens Rd.	Kennesaw
35	Mableton	5220 Church St.	Mableton
36	Milford	2390 Austell Rd.	Marietta
37	Mt. Bethel	1210 Johnson Ferry Rd.	Marietta
38	Mountain View	3448 Sandy Plains Rd.	Marietta
39	Murdock	2320 Murdock Rd.	Marietta
40	Nicholson	1599 Shallowford Rd.	Marietta
41	Norton Park	3041 Gray Rd.	Smyrna
42	Powder Springs	4570 Grady Grier Rd.	Powder Springs
43	Powers Ferry	403 Powers Ferry Rd.	Marietta
44	Riverside	461 S. Gordon Rd.	Mableton
45	Rocky Mount	2400 Rock Mtn. Rd.	Marietta

Cobb County Public Schools, Cobb County, 2005 (Continued)			
Map Location	School Name	Address	City
Elementary Schools (Grades K-5)			
46	Russell	3920 S. Hurt Rd.	Smyrna
47	Sedalia Park	2230 Lower Roswell Rd.	Marietta
48	Shallowford Falls	3500 Lassiter Rd.	Marietta
49	Skyview	5805 Dunn Rd.	Mableton
50	Sope Creek	3320 Paper Mill Rd.	Marietta
51	Still	870 Casteel Rd.	Powder Springs
52	Teasley	3640 Springhill Rd.	Smyrna
53	Timber Ridge	5000 Timber Ridge Rd., N.E.	Marietta
54	Tritt	4435 Post Oak Tritt Rd.	Marietta
55	Varner	4761 Gaydon Rd.	Powder Springs
55A	Vaughan	5950 Nichols Rd.	Powder Springs
Middle Schools (Grades 6-8)			
56	Awtrey	3601 Nowlin Rd.	Kennesaw
57	Daniell	2900 Scott Rd.	Marietta
58	Dickerson	855 Woodlawn Rd.	Marietta
59	Dodgen	1725 Bill Murdock Rd.	Marietta
60	East Cobb	380 Holt Rd.	Marietta
61	Floyd	4803 Floyd Rd.	Mableton
62	Garrett	5235 Powder Springs Rd.	Austell
63	Griffin	4010 King Springs Rd.	Smyrna
64	Hightower Trail	3905 Post Oak Tritt Rd.	Marietta
65	Lindley	1550 Pebblebrook Cir.	Mableton
66	Lost Mountain	700 Old Mountain Rd.	Kennesaw
67	Mabry	2700 Jims Rd.	Marietta

Cobb County Public Schools, Cobb County, 2005 (Continued)			
Map Location	School Name	Address	City
Middle Schools (Grades 6-8)			
68	McCleskey	4080 Maybreeze Rd.	Marietta
69	Nash	941 Powder Springs St.	Smyrna
70	Pine Mountain	2720 Pine Mountain Cir.	Kennesaw
71	Simpson	3340 Trickum Rd.	Marietta
72	Smitha	2025 Powder Springs Rd.	Marietta
73	Tapp	3900 Macedonia Rd.	Powder Springs
High Schools (Grades 9-12)			
74	Central Alternative	2601 Ward St.	Smyrna
75	Campbell	3295 S. Atlanta Rd.	Smyrna
76	Harrison	500 Due West Rd.	Kennesaw
77	Lassiter	2600 Shallowford Rd.	Marietta
78	McEachern	2400 Macland Rd.	Powder Springs
79	North Cobb	3400 Old Highway 41	Kennesaw
80	Oakwood	1560 Joyner Ave.	Marietta
81	Osborne	2451 Favor Rd.	Marietta
82	Pebblebrook	991 Old Alabama Rd.	Mableton
83	Pope	3001 Hembree Rd.	Marietta
84	South Cobb	1920 Clay Rd.	Austell
85	Sprayberry	2525 Sandy Plains Rd.	Marietta
86	Walton	1590 Bill Murdock Rd.	Marietta
87	Wheeler	375 Holt Rd.	Marietta

Cobb County Public Schools, Cobb County, 2005 (Continued)			
Map Location	School Name	Address	City
Special Centers			
89	Adult Education	240 Barber Rd.	Marietta
90	Hawthorne	1595 Hawthorne St.	Smyrna
Staff Educational Services Centers			
	Kennesaw	6997 Keene St.	Kennesaw
	F. T. Wills	2601 Ward St.	Smyrna
Source: Cobb County School System Support Services Division			

City of Marietta Public Schools, Cobb County, Georgia			
Map Location	School Name	Address	City
Elementary Schools (Grades K-5)			
1	A. L. Burruss	325 Manning Rd.	Marietta
2	Dunleith	120 Saine Drive	Marietta
3	Hickory Hills	500 Redwood Dr., S.E.	Marietta
4	Lockheed	1205 Merritt Rd.	Marietta
5	Park Street	105 Park St., N.E.	Marietta
6	Westside	344 Polk St., N.E.	Marietta
Middle Schools (Grades 6-8)			
7	Marietta	340 Aviation Rd., S.E.	Marietta
High Schools (Grades 9-12)			
8	Marietta	121 Winn St., N.W.	Marietta
Special Education Center (Ages 12-18)			
9	Ben T. Wilkins	350-B Lemon St.	Marietta
Source: Administrative Office, Marietta School System			

Higher Education Institutions, Cobb County, Georgia	
School	Accreditation
Kennesaw State College 1000 Chastain Road Kennesaw, GA 30144-5591	SACS, AACSM, NASM, Georgia Board of Nursing, National League of Nursing, NCATE, AACSB
Degrees Offered: **B.A.**: Art, English, French, History, International Affairs, Music, Political Science, Psychology, Spanish, Theater **B.B.A.**: Accounting, Economics, Finance, Management, Marketing, Professional Sales **B.M.**: Music, Education, Performance **B.S.**: Biology, Chemistry, Communications, Computer Science, Education (Art, Early Childhood, English, Foreign Language Education (French & Spanish), Mathematics, Middle Grades, Music, Science, Social Science), Health and Physical Education, Information Systems, Mathematics, Nursing, Political Science, Psychology, Public and Social Services **A.S.**: Nursing **Masters Degree**: Accounting, Business Admin., Education, Public Affairs, Public Admin., Nursing	
Southern Polytechnic State University 1100 South Marietta Parkway Marietta, GA 30060	Commission of Colleges of the Southern Association of Colleges and Schools, Technology Accreditation Commission of the Accreditation Board for Engineering and Technology, American Council for Construction Education, ACBSP
Degrees Offered: **A.S.**: Engineering Technology, General Studies BaArch: Architecture B.S.: Apparel Engineering Technology, Civil Engineering Technology, Computer Engineering Technology, Computer Science, Construction, Electrical Engineering Technology, Environmental Development, Industrial Distribution, Industrial Engineering Technology, Management of Technology, Manufacturing, Mathematics, Mechanical Engineering Technology, Physics, Technical and Professional Communication **M.S.**: Computer Science, Engineering Technology, Management of Technology, Technical and Professional Communication, Construction	
Life College 1269 Barclay Circle Marietta, GA 30060	American Dietetic Association, Southern Association of Colleges and Schools, Council on Chiropractic Education
Degrees Offered: **D.C.**: Chiropractic **M.S.**: Sports Health Science **B.S.**: Nutrition for the Chiropractic Sciences, Nutrition and Dietetics, Business Administration Chiropractic Technician Diploma	

Higher Education Institutions, Cobb County, Georgia	
School	Accreditation
Chattahoochee Technical Institute 980 South Cobb Drive Marietta, GA 30060	Commission on Colleges of the Southern Association of Colleges and Schools, Technology Accreditation Commission of the Accrediting Board for Engineering Technology
Degrees Offered: **A.S.**: Accounting, Automotive, Biomedical Engineering Technology, Business Studies, Computer Programming, Electromechanical Engineering Technology, Electronics Engineering Technology, Health Services, Law Enforcement, Management and Supervisory Development, Marketing Management, Public Services, Respiratory Therapy, Secretarial Science, Technical Studies ***Diploma Programs:*** Accounting, Air Conditioning Technician, Automotive Technician, Computer Programming, Cosmetology, Drafting, Electronics Technology, Industrial Technology, Industrial Maintenance, Information/Office Technician, Law Enforcement, Management and Supervisory Development, Marketing Management, Medical Assisting, Microcomputer specialist, Practical Nursing, Printing/ Graphics Technician, Residential/Commercial Wiring, Surgical Technology ***Certificate Programs***: Varies each Term	
North Metro Technical Institute 5198 Ross Road Acworth, GA 30102	Commission on Occupational Education
Degrees Offered (through a cooperating program with Floyd College): **A.A.S.**: Accounting, Automotive Technology, Automotive Technology-Ford, Asset Business and Office Technology, Drafting, Electronics Technician, Environmental Horticulture, Hotel/Restaurant/Travel Management, Information and Office Technology, Management and Supervisory Development, Marketing/Management, Microcomputer Specialist, Computer Programming ***Diploma Programs:*** Accounting, Automotive Technology, Business and Office Technology, Computer Programming, Electronics Technology, Environmental Horticulture, Hotel Restaurant and Travel Management, Industrial Maintenance, Information and Office Technology, Management and Supervisory Development, Marketing/Management, Microcomputer Specialist, Paramedic Technology ***Certificate Programs:*** Business Computer Applications, Electric Arc Welding, Emergency Medical Technology, Gas Metal Arc Welding, Industrial Programmable Control Systems, Local Area Networking, Supervisory Development, CAD Operator, Chassis Technician, Computer Publishing Specialist, Horticulture Installation Technician, Horticulture Maintenance Technician, Midrange Computer Programmer, Office Accounting, Retail Department, Travel Agency Operations, Word Processing Specialist	
Source: Cobb County Economic Development	

Fire Stations by Jurisdiction, Cobb County, 2005			
Cobb County			
Station #1 5656 Mableton Pkwy. Mableton 30126	Station #2 208 Barber Rd. Marietta 30060	Station #3 580 Terrell Mill Rd. Marietta 30067	Station #4 4301 West Atlanta Rd. Smyrna 30080
Station #5 4336 Paces Ferry Rd. Atlanta 30339	Station #6 5075 Hiram Lithia Sprgs. Rd. Powder Springs 30127	Station #7 810 Hurt Rd. Austell 30106	Station #8 2380 Cobb Pkwy. NW Kennesaw 30152
Station #9 315 Hillcrest Dr. Austell 30168	Station #10 2049 Powder Springs Rd. Marietta 30008	Station #11 4762 Lakewood Dr. Acworth 30101	Station #12 810 Brackett Rd. Marietta 30060
Station #13 920 Lost Mountain Rd. Powder Springs 30127	Station #14 3390 Sandy Plains Rd. Marietta 30066	Station #15 3892 Oak Ln. Marietta 30062	Station #16 3800 Bells Ferry Rd. Kennesaw 30144
Station #17 111 Ridgeway Rd. Marietta 30064	Station #18 1660 Mars Hill Rd. Kennesaw 30144	Station #19 1828 Powers Ferry Rd. Marietta 30067	Station #20 1298 Hilton Dr. Marietta 30067
Station #21 4400 Lower Roswell Rd. Marietta 30068	Station #22 4700 Austell Rd. Austell 30106	Station #23 3470 New Macland Rd. Powder Springs 30127	Station #24 3540 Paul Samuel Rd. Kennesaw 30144
Station #25 4431 Trickum Rd. Marietta 30066			

Fire Stations by Jurisdiction, Cobb County, 2005 (Continued)			
Marietta			
Station #1 112 Haynes St. 30060	Station #2 965 Roswell St. 30060	Station #3 114 Polk St. 30064	Station #4 228 Chestnut Hill Rd. 30064
Station #5 1160 Franklin Rd. 30067	Station #6 805 Allgood Rd. 30062		
Smyrna			
Station #1 1290 West Spring St. 30080	Station #2 642 Concord Rd. 30081	Station #3 2825 Park Dr. 30080	Station #4 South Cobb Dr. @ Lois St. 30080
Austell			
Station #1 Mulberry & Broad Sts. 30001	Station #2 Mulberry St. & Billmark Ave. 30001		
Source: Cobb County Emergency Services			

VII. Transportation

Lane Miles by Route Type and Road System, Cobb County, 2003								
	State	Route	County	Road	City	Street	Grand	Totals
System Type	Mileage	VMT	Mileage	VMT	Mileage	VMT	Mileage	VMT
Rural minor collector	0	0	1.68	1,295.80	0	0	1.68	1,295.80
Rural local road	0	0	3.59	873.2	0	0	3.59	873.2
Rural Total	*0*	*0*	*5.27*	*2,169.00*	*0*	*0*	*5.27*	*2,169.00*
Urban interstate arterial	278.82	6,282,883.23	0	0	0	0	278.82	6,282,883.23
Urban principal arterial	229.13	1,745,652.02	58.46	384,121.60	0	0	287.59	2,129,773.62
Urban minor arterial	285.36	2,174,634.31	379.18	2,525,906.42	0	0	664.54	4,700,540.73
Urban collector	4.16	16,182.50	206.72	1,083,102.19	4.95	20,885.30	215.83	1,120,169.99
Urban local road	0	0	4,087.39	3,147,958.40	649.68	504,409.60	4,737.07	3,652,368.00
Urban Total	*797.47*	*10,219,352.06*	*4,731.75*	*7,141,088.61*	*654.63*	*525,294.90*	*6,183.85*	*17,885,735.57*
Totals	**797.47**	**10,219,352.06**	**4,737.02**	**7,143,257.61**	**654.63**	**525,294.90**	**6,189.12**	**17,887,904.57**
Source: Georgia Department of Transportation: Office of Transportation Data								
NOTE: Data excludes ramps, private and public roads.								

Number of Streets and GDOT Designation, Cobb County, 2004	
Street Type	Number
County roads	6,188
City streets	1,273
Public roads	94
State roads	42
Private roads	14
Undesignated streets	42
Total	**7,611**
Source: Georgia Department of Transportation & Cobb County Department of Transportation	

Number of Streets Ranked by Functional Classification Standards, Cobb County, 2005	
Street Type	Number
Urban local road	7,461
Urban minor arterial	64
Urban collector	54
Urban principal arterial	26
Urban interstate principal arterial	4
Rural minor collector	1
Rural local road	1
Total	**7,611**
Source: Georgia Department of Transportation & Cobb County Department of Transportation	

Mileage of Streets by Urban and Rural Functional Classification, Cobb County, 2005	
Street Type - Urban Classification	Mileage Total
Urban local road	2,329.37
Urban minor arterial	213.88
Urban collector	86.51
Urban principal arterial	76.29
Urban interstate principal arterial	35.15
Urban Total	**2,741.20**
Street Type - Rural Classification	
Rural minor collector	0.61
Rural local road	1.18
Rural Total	**1.79**
Grand Total Of Mileage	**2,742.99**
Source: Georgia Department of Transportation & Cobb County Department of Transportation	

GDOT Functional Classification Standards by Number of Lanes, Cobb County, 2005		
Functional Classification	Maximum Number Of Lanes	Minimum Number Of Lanes
Urban interstate principal	15	6
Urban principal arterial	9	2
Urban minor arterial	9	2
Urban collector	7	2
Urban local road	5	1
Rural minor collector	2	2
Rural local road	2	2
Source: Georgia Department of Transportation & Cobb County Department of Transportation		

Number of Lanes by Mileage and Feet, Cobb County, 2005		
Number of Lanes	Length by Feet	Mileage
15	4,055	0.77
14	211	0.04
13	12,594	2.39
12	8,754	1.66
11	1,819	0.34
10	24,806	4.7
9	2,473	0.47
8	44,876	8.5
7	10,369	1.96
6	39,376	7.46
5	46,320	8.77
4	908,734	172.11
3	82,279	15.58
2	12,730,125	2,411.01
1	62,083	11.76
Totals	**13,978,874**	**2,647.51**
Source: Georgia Department of Transportation & Cobb County Department of Transportation		

Shared City and County Streets, Cobb County, 2005	
Municipalities	Total Streets
Acworth	7
Austell	16
Kennesaw	9
Marietta	49
Powder Springs	15
Smyrna	39
Total	**135**
Source: Cobb County Department of Transportation	

Annual Average Daily Trip Volume, Cobb County, 2002	
GDOT Functional Classification	Annual Average Number of Vehicles Per Day (2002)
Urban interstate principal arterials	196,663
Urban principal arterials	26,287
Urban minor arterials	22,056
Urban collector streets	15,992
Urban local streets	1,560
Source: Georgia Department of Transportation & Cobb County Department of Transportation	

Highest Annual Average Daily Trip Volume, Cobb County, 2004			
Rank	Arterial	Location	Annual Average Daily Trip Volume (2004)
1	Interstate 75	John F. Kennedy Interchange (I-75 @ I-285)	347,230
2	Interstate 75	Delk Road to Windy Hill Road	347,230
3	Interstate 75	South Marietta Parkway to Delk Road	287,930
4	Interstate 75	North Marietta Parkway to South Marietta Parkway	266,060
5	Interstate 75	North Marietta Parkway to Canton Road	265,620
6	Interstate 75	Canton Road Connector to I-575	256,580
7	Interstate 75	I-75 @ Cumberland Boulevard Interchange	223,530
8	Interstate 285	I-75 to Chattahoochee River (East)	214,320
9	Interstate 75	Akers Mill Road to Cumberland Boulevard	205,720
10	Interstate 285	Paces Ferry Road to South Cobb Parkway	187,270
Source: Georgia Department of Transportation			

Highest Annual Average Daily Trip Volume (non-arterial), Cobb County, 2004			
Rank	Street	Location	Annual Average Daily Trip Volume (2004)
1	Roswell Road	Marietta Parkway to Lecroy Drive	62,450
2	Johnson Ferry Road	Roswell Road to Columns Drive	58,290
3	South Marietta Parkway	Powder Springs Road to Henderson Street	53,740
4	South Cobb Drive	I-285 to Highlands Parkway	50,300
5	Alabama Road	Sandy Plains Road to York Place	49,540
6	Church Street	Church Street @ Vann Street	47,090
7	Austell Road	Anderson Mill Road to Brookwood Drive	46,310
8	Canton Road Connector	Cobb Parkway to I-75	45,990
9	Delk Road	Delk Road @ Northchase Parkway	45,950
10	Canton Road Connector	Canton Road Connector @ Church Street Extension	45,790
Source: Georgia Department of Transportation & Cobb County Department of Transportation			

Vehicle Accidents, Cobb County, 1995 – 2003			
Jurisdiction	Total Accidents	Total Injuries	Total Fatalities
Cobb	157,842	60,456	147
Acworth	1,228	375	3
Austell	928	348	2
Kennesaw	4,319	1,370	7
Marietta	39,495	14,078	67
Powder Springs	2,429	1,131	10
Smyrna	12,534	5,043	22
Unknown	8,084	2,668	10
Totals	**226,859**	**85,469**	**500**
Source: Georgia Department of Transportation & Cobb County Department of Transportation			

Pedestrian Accidents, Cobb County, 1995 - 2000			
Jurisdiction	Total Accidents	Total Injuries	Total Fatalities
Cobb	791	795	58
Acworth	4	4	0
Austell	9	7	0
Kennesaw	25	23	1
Marietta	323	320	23
Powder Springs	17	16	1
Smyrna	116	107	5
Unknown	74	69	3
Totals	**1,359**	**1,341**	**91**
Source: Georgia Department of Transportation & Cobb County Department of Transportation			

Level of Service Averages by Functional Class, Cobb County, 2005		
Functional Class	Average Volume to Capacity (V/C) Ratio	Average Level of Service
Rural		
Rural minor collector	0.69	C
Local street	0.56	C
Urban		
Interstate principal arterial	0.99	F
Urban principal arterial	0.78	D
Urban minor arterial	0.74	C
Urban collector	0.63	C
Urban local road	0.55	C
Source: Georgia Department of Transportation & Cobb County Department of Transportation		

Roadways with Level of Service D - F, Cobb County, 2005	
Location	Limits
Alabama Road	Sandy Plains Road to Fulton County Line
Austell Road	Sandtown Road to Atlanta Road
Austell Road	Callaway Road to Windy Hill Road
Austell-Powder Springs Road	Marietta Street to Clay Road
Barrett Parkway	Dallas Highway to North Cobb Parkway
Callaway Road	Austell Road to Powder Springs Road
North Cobb Parkway	Jiles Road to Barrett Parkway
Cherokee Street	Canton Road to North Marietta Parkway
Church Street	Church Street Extension to North Marietta Parkway
Holly Springs Road	Old Canton Road to Post Oak Tritt Road
Interstate 20	Douglas County Line to Chattahoochee River
Interstate 75	Cherokee County Line to Chattahoochee River
Interstate 285	City of Atlanta Line to Chattahoochee River
Interstate 575	Cherokee County Line to Interstate 75
Jiles Road	Baker Road to Cherokee Street
Johnson Ferry Road	Lower Roswell Road to Fulton County Line
Lake Acworth Drive	Lake Acworth to Cherokee Road
Lost Mountain Road	Midway Road to Macland Road
Lower Roswell Road	Old Canton Road to Indian Hills Parkway
Macland Road	Bullard Road to Old Lost Mountain Road

Roadways with LOS D through F, Cobb County, 2005 (Continued)	
Location	Limits
Old Canton Road	Clearbrook Drive to Lower Roswell Road
Papermill Road	Terrell Mill Road to Johnson Ferry Road
Polk Street	Burnt Hickory Road to North Marietta Parkway
Powder Springs Road	Macland Road to County Services Parkway
Powder Springs Road	Sandtown Road to South Marietta Parkway
Powers Ferry Road	South Marietta Parkway to Delk Road
Roswell Road	State Route 120 Loop to Sewell Mill Road
Whitlock Avenue	State Route 120 Loop to John Ward Road
Bells Ferry Road	North Cobb Parkway to Dickson Road
Burnt Hickory Road	Barrett Parkway to Whitlock Avenue
Canton Road	North Cobb Parkway to Sawyer Road
Cherokee Street	Jiles Road to Shiloh Road
Church Street	North Marietta Parkway to Church Street Extension
Church Street Extension	Church Street to Bells Ferry Road
Clay Road	Austell Road to Floyd Road
North Cobb Parkway	Jim Owens Road to McCollum Parkway
North Cobb Parkway	Bells Ferry Road to Allgood Road
Concord Road	Highview Drive to Atlanta Road
Cooper Lake Road	Nickajack Road to East-West Connector
Due West Road	Burnt Hickory Road to Acworth-Due West Road
Johnson Ferry Road	Lower Roswell Road to Fulton County Line
Floyd Road	Hurt Road to Hicks Road

Roadways with LOS D through F, Cobb County, 2005 (Continued)	
Location	Limits
Hicks Road	Concord Road to Floyd Road
Highlands Parkway	Oakdale Road to South Cobb Drive
Hurt Road	Powder Springs Road to Floyd Road
Lake Acworth Drive	North Cobb Parkway to Cherokee Road
Lost Mountain Road	Dallas Highway to Macland Road
Lower Roswell Road	South Marietta Parkway to Johnson Ferry Road
Mableton Parkway	Gordon Road to Factory Shoals Road
Macland Road	Douglas County Line to Lost Mountain Road
Macland Road	John Petree Road to Bankstone Road
Marietta Street	Old Lost Mountain Road to Austell-Powder Springs Road
Mars Hill Road	North Cobb Parkway to Old Stilesboro Road
Milford Church Road	Austell Road to Powder Springs Road
Oakdale Road	Highlands Parkway to Buckner Road
Old Canton Road	Lower Roswell Road to Indian Hills Drive
Old Highway 41	Stilesboro Road to Bells Ferry Road
Polk Street	Burnt Hickory Road to North Marietta Parkway
Powder Springs Road	Macland Road to South Marietta Parkway

Roadways with LOS D through F, Cobb County, 2005 (Continued)	
Location	Limits
Roswell Road	State Route 120 Loop to Fulton County Line
Sandy Plains Road	Piedmont Road to Shallowford Road
Sewell Mill Road	Roswell Road to Holly Springs Road
Shallowford Road	Ebenezer Road to Shallowford Road
Spring Road	Atlanta Road to South Cobb Parkway
Stilesboro Road	Due West Road to Old Highway 41
Terrell Mill Road	Powers Ferry Road to Papermill Road
Wade Green Road	Shiloh Road to Hickory Grove Road
Whitlock Avenue	State Route 120 Loop to John Ward Road
Windy Hill Road	Austell Road to South Cobb Parkway
Source: Atlanta Regional Commission	

Cobb County Transit Bus Stops, 2005		
Fixed Local Routes	Number of Outbound Bus Stops	Number of Inbound Bus Stops
10	31	32
10A	29	36
10B	41	32
10C	3	3
15	45	43
20	44	36
30	50	55
40	41	44
45	46	44
50	51	57
65	42	45
70	25	25
Express Routes	Number of Outbound Bus Stops	Number of Inbound Bus Stops
100	6	17
101	6	13
102	2	3
47	15	12
470	15	12
Source: Cobb County Department of Transportation		

Standards and Guidelines for Sidewalk Implementation, Cobb County			
Functional Classification	Definition	Examples	Cobb County Dot Guidelines
Arterial	A street or road whose primary function is to carry through traffic over relatively long distances between major areas of the county.	Mars Hill Road, Sandy Plains Road, Clay Road	Build sidewalk on both sides of corridor.
Major Collector	A street or road whose primary function is to carry through traffic over moderate distances between arterial streets and/or activity centers.	Hurt Road, Kennesaw-Due West Road, Post Oak Tritt Road	Build sidewalk one side of corridor, both sides if corridor is located in an activity center and/or dense neighborhood.
Minor Collector And Local Street	A street or road whose primary function is to carry through traffic over minor distances from local streets and subdivisions to an activity center or higher classification street.	Papermill Road, Friendship Church Road, Nickajack Road	Build sidewalk on one side of corridor.
Source: Cobb County Department of Transportation			

Bicycle Suitability Level of Difficulty Rating, Cobb County, 2003		
Suitability Factor	Level of Difficulty	Map Key
3.0 – 4.0	Best conditions for bicycling	Green
2 – 2.9	Medium conditions for bicycling	Orange
0 – 1.9	Difficult conditions for bicycling	Red
< 1	Very difficult conditions for bicycling	Red (See list)
Source: ARC 2003 Cobb County Bicycle Suitability Map		

On-Road Bicycling Facilities, Cobb County, 2005		
On-Road Bicycling Facilities	Facility Types	Limits
Atlanta Road	Multi-Use Trail and "Share the Road" Signage	South of South Cobb Drive (SR 280) to Windy Hill Road
Burnt Hickory Road	Bicycle Friendly Lane and "Share the Road" Signage	West of Barrett Parkway to Mars Hill Road (SR 176)
Columns Drive	Multi-Use bicycle and pedestrian lane	Johnson Ferry Road to Chattahoochee Recreation National Park Area
Cumberland Parkway	Multi-Use Trail	Paces Ferry Road to Cumberland Boulevard
Kennesaw Due West Road	Bicycle Friendly Lane and "Share the Road" Signage	Acworth Due West Road to Cobb Parkway (US 41)
Roswell Road	Multi-Use Trail and "Share the Road" Signage	Indian Hills Parkway and West of Johnson Ferry Road
Sandy Plains Road	Bicycle Friendly Lane and "Share the Road" Signage	Canton Road to E. Piedmont Road
Stilesboro Road	Bicycle Friendly Lane and "Share the Road" Signage	Barrett Parkway to Mars Hill Road (SR 176)
Source: Cobb County Department of Transportation		

Proposed Trail Projects, Cobb County, 2003 - 2010								
	Existing FY 2003	Existing FY 2004	Existing FY 2005	Programmed Trail Projects in 2006	Programmed Trail Projects in 2007	Proposed Trail Projects in 2008	Proposed Trail Projects in 2009	Proposed Trail Projects in 2010
Total Trail Mileage	20.8	22.47	28.01	44.58	57.22	77.65	107.98	131.75
Programmed Trail Mileage	-	-	-	16.57	12.64	-	-	-
Proposed Trail Mileage	-	-	-	-	-	20.43	30.33	23.77
Source: Cobb County Department of Transportation								

Existing Multi-use Trails, Cobb County, 2003-2005				
	Descriptions	Existing FY 2003	Existing FY 2004	Existing FY 2005
East Cobb Park Trail	This trail is an inner park trail that links East Cobb Park to Fuller's Park.	0.12	0.12	0.12
Lake Acworth Trail	The Lake Acworth Trail is proposed, with a small portion that has already been programmed. The walking trail is located along the northern shore of the lake approximately one-half mile long and includes a pedestrian bridge and nature trail. When completed, the proposed trail will be six miles long and will encircle Lake Acworth.	0.44	0.44	0.44
East Cobb Trail System	The East Cobb Trails are programmed multi-use paths covering about 20 miles along roads such as Roswell Road (SR 120), Lower Roswell Road, Johnson Ferry Road, Old Canton Road, and Sope Creek. This trail provides local access alternatives to Fullers Park, East Cobb Park and some residential areas. CCT Route 65 runs along Roswell Rd (SR 120).	0.48	0.48	0.48
City of Acworth Trails	Trail routes around Lake Acworth, and, travels along Proctor Creek in some locations to Cherokee Street.	0.62	0.62	0.62
Heritage Park Trail	This two-mile trail begins at Heritage Park and crosses the wetlands on a boardwalk. It then crosses Nickajack Creek and parallels the creek for about a mile and a half. The trail traverses an old mill site that was operational in the late 1800s and connects to the Silver Comet Trail.	1.2	1.2	1.2
Wild Horse Creek Trail	The City of Powder Springs' Wild Horse Creek Trail connects to the Silver Comet Trail at Carter Road. The 1.5-mile trail features a wetlands observation tower, a state champion red maple tree, and a couple of creek overlooks.	1.71	1.71	1.71
Lucille Creek Trail	The City of Powder Springs' Wild Horse Creek Trail connects to the Silver Comet Trail at Carter Road. The 1.5-mile trail features a wetlands observation tower, a state champion red maple tree, and a couple of creek overlooks.	0.72	0.72	1.72
Silver Comet Cumberland Connector (Mavell Road to Cumberland Boulevard)	Begins at Mavell Road trailhead and runs parallel with the East-West Connector in some locations to South Cobb Drive at Cumberland Blvd.		1.66	3.47

Existing Multi-use Trails, Cobb County, 2003-2005 (Continued)				
	Descriptions	Existing FY 2003	Existing FY 2004	Existing FY 2005
Kennesaw Mountain to Chattahoochee River Trail (Includes Spring Road and Cumberland Connector Trails)	This is an urban trail that will extend for approximately 13.5 miles upon completion. When complete, the trail will run from Kennesaw Mountain National Battlefield Park to a connection with the City of Atlanta's Trail System at the Chattahoochee River.	5.43	5.43	5.43
Silver Comet Trail	The Silver Comet Trail is part of a larger system that utilizes the railroad track bed which connected Atlanta to Birmingham. This paved pathway extends over 12.8 miles from south Cobb County to Paulding County. The eastern extension of the trail will extend to the Cumberland-Galleria area, the largest employment center in Cobb County. The Silver Comet Trail will include 10 pedestrian bridges when complete: Cooper Lake Rd; East West Connector at Heritage Park Trail; Nickajack Creek; Olley Creek; Noses Creek; Lucille Creek; Powder Springs Creek; C.H. James Parkway; Mount Wilkinson Parkway; and Cumberland Boulevard.	12.94	12.94	12.94

Programmed Trails, Cobb County, 2006 - 2007			
Trail Systems	Descriptions	2006	2007
Lake Acworth Trail	The Lake Acworth Trail is proposed, with a small portion that has already been programmed. The walking trail is located along the northern shore of the lake approximately one-half mile long and includes a pedestrian bridge and nature trail. When completed, the proposed trail will be six miles long and will encircle Lake Acworth.	0.74	
East Cobb Trail System	The East Cobb Trails are programmed multi-use paths covering about 20 miles along roads such as Roswell Road (SR 120), Lower Roswell Road, Johnson Ferry Road, Old Canton Road, and Sope Creek. This trail provides local access alternatives to Fullers Park, East Cobb Park and some residential areas. CCT Route 65 runs along Roswell Rd (SR 120).	1.13	
City of Acworth Trails	Trail routes around Lake Acworth, and, travels along Proctor Creek in some locations to Cherokee Street.	0.43	0.89
Lucille Creek Trail	The City of Powder Springs' Wild Horse Creek Trail connects to the Silver Comet Trail at Carter Road. The 1.5-mile trail features a wetlands observation tower, a state champion red maple tree, and a couple of creek overlooks. A second trail, the Lucille Creek Trail, which is west of the city, follows the Lucille Creek and intersects the Silver Comet Trail's pedestrian bridge at C.H. James Parkway. Phase I between the Silver Comet Trail and downtown is open and Phase II, north between the Silver Comet Trail and Shipp Road is near completion.	0.59	
Silver Comet Cumberland Connector (Mavell Road to Cumberland Boulevard)	Begins at Mavell Road trailhead and runs parallel with the East-West Connector in some locations to South Cobb Drive at Cumberland Blvd.	1.1	
Kennesaw Mountain to Chattahoochee River Trail (Includes Spring Road and Cumberland Connector Trails)	This is an urban trail that will extend for approximately 13.5 miles upon completion. When complete, the trail will run from Kennesaw Mountain National Battlefield Park to a connection with the City of Atlanta's Trail System at the Chattahoochee River. The project fills gaps between programmed trail projects at Tower Road, Marietta Station Walk, Atlanta Road, Smyrna Village Green and Spring Road.	1.47	1.65

Programmed Trails, Cobb County, 2006 – 2007 (Continued)			
Trail Systems	Descriptions	2006	2007
Concord Road Trail	The proposed multi-use trail will be approximately three miles and link to the Silver Comet Trail at the southernmost end. It will also provide a link to the Mountain to River Trail and connect with an existing trail on Spring Road.	0.53	
Floyd Road Trail	This two-mile trail will connect the Silver Comet Trail and Fontaine Road serving the Mableton community, providing a link to the Mable House Cultural Arts Center and Amphitheatre. The Floyd Road Trail will be served by CCT Route 30.	1.05	
Rottenwood Creek Trail (Beginning at Paces Mill Road)	This trail is programmed from the National Park Service land at the Chattahoochee River to Interstate North Parkway with the remaining segment proposed from Interstate North Parkway to Terrell Mill Road. Once completed, the trail will link to the University Trail in Marietta. The majority of the trail length is in the Cumberland-Galleria regional activity center.	1.27	
University Trail	The approximately 3 mile programmed City of Marietta University Trail branches off of the Mountain to River Trail. The trail will link to the CCT Marietta Transfer Station, Kennesaw Mountain National Battlefield Park, Marietta Square, Southern Polytechnic State University, Life University, and various parks along the trail route.	3.3	
Dallas Highway Streetscape	A 10' trail along Dallas Highway from John Ward Road at Kennesaw National Battlefield Park to Paulding County.	4.96	1.39
Interstate North Parkway Trail	This programmed multi-use pathway will extend 1.5 miles along Interstate North Parkway, connecting the Cumberland/Galleria area, the programmed Rottenwood Creek Trail, and the Chattahoochee National Recreation Area. CCT Routes 10B and 50 run along Interstate North Parkway.		1
Lewis Road Trail			1.31
Akers Mill Road Trail	This multi-use trail along Akers Mill Rd. will begin at Cumberland Blvd. The trail will link to the Rottenwood Creek Trail, Silver Comet Cumberland Connector and the Kennesaw Mountain to Chattahoochee River Trail. This trail will connect to the new Cobb Energy Centre for the Performing Arts, Cobb Galleria Complex and Cumberland Mall.		1.52
Noonday Creek Trail	This trail is programmed from N. Cobb Parkway to Bells Ferry Rd. The trail is an off-road trail system through the Town Center area and will follow portions of the Noonday Creek corridor to Bells Ferry Rd. The trail will eventually connect to the proposed Mountain to River Trail which will route users to the Chattahoochee River.		5.77

Proposed Trails, Cobb County, 2008 – 2010			
Trail Systems	Descriptions	2009	2010
East Cobb Trail System	The East Cobb Trails are programmed multi-use paths covering about 20 miles along roads such as Roswell Road (SR 120), Lower Roswell Road, Johnson Ferry Road, Old Canton Road, and Sope Creek.	15.54	
Kennesaw Mountain to Chattahoochee River Trail (Includes Spring Road and Cumberland Connector Trails)	This is an urban trail that will extend for approximately 13.5 miles upon completion. When complete, the trail will run from Kennesaw Mountain National Battlefield Park to a connection with the City of Atlanta's Trail System at the Chattahoochee River. The project fills gaps between programmed trail projects at Tower Road, Marietta Station Walk, Atlanta Road, Smyrna Village Green and Spring Road.	5.37	
Rottenwood Creek Trail (Beginning at Paces Mill Road)	This trail is programmed from the National Park Service land at the Chattahoochee River to Interstate North Parkway with the remaining segment proposed from Interstate North Parkway to Terrell Mill Road. Once completed, the trail will link to the University Trail in Marietta. The majority of the trail length is in the Cumberland-Galleria regional activity center.	3.49	
Dallas Highway Streetscape	A 10' trail along Dallas Highway from John Ward Road at Kennesaw National Battlefield Park to Paulding County.	1.22	
Akers Mill Road Trail	This multi-use trail along Akers Mill Rd. will begin at Cumberland Blvd. The trail will link to the Rottenwood Creek Trail, Silver Comet Cumberland Connector and the Kennesaw Mountain to Chattahoochee River Trail. This trail will connect to the new Cobb Energy Centre for the Performing Arts, Cobb Galleria Complex and Cumberland Mall.		
Noonday Creek Trail Chattahoochee River National Recreation Area Trails	This trail is programmed from N. Cobb Parkway to Bells Ferry Rd. The trail is an off-road trail system through the Town Center area and will follow portions of the Noonday Creek corridor to Bells Ferry Rd. The trail will eventually connect to the proposed Mountain to River Trail which will route users to the Chattahoochee River. There are five sections of the Chattahoochee River National Recreation Area located within Cobb County along the eastern boundary of the county. These include: Cochran Shoals/Sope Creek, West Palisades/Paces Mill, Johnson Ferry South, Johnson Ferry North, and Gold Branch. The National Recreation Area includes about 20 miles of trails within Cobb County. The recreational trails will connect the proposed East Cobb Trails, the proposed Wildwood Trail, the programmed Interstate North Parkway Trail, and the proposed Mountain-to-River Trail.	4.06	18.11
Cobb Parkway Trail Fontaine Road-Silver Comet Trail Connector	The Cobb Parkway Trail is a proposed one-mile multi-use pathway, which will link Cobb Galleria/I-285 and Cumberland Boulevard. This proposed trail is part of a streetscape beautification project in the Cumberland area along Cobb Parkway and will connect to the programmed Mountain-to-River Trail, commercial and office complexes, and CCT bus routes. This trail will begin at the Silver Comet Trail at the East-West Connector to Historic Downtown Mableton.	3.19	1.37

Proposed Trails, Cobb County, 2008 – 2010 (Continued)			
Trail Systems	Descriptions	2009	2010
Johnston's River Line Connector	The proposed Johnston's River Line Trail is approximately 1.5 miles and would afford visitors the opportunity to visit a series of historic embankments along the Chattahoochee River. Part of the long-range plan is to provide a parking area adjacent to Discovery Boulevard. Included in the proposal is a trail that would connect to the Nickajack Creek Trail.	1.48	
Kennesaw Mountain National Battlefield (KMNB) Park Trails	There are numerous recreation trails within KMNB Park. The most popular trail is the paved road to the top of the mountain. This trail winds over a mile from the base of the mountain near the Visitors Center to a parking lot near the top of the mountain. The park lists more than 17 miles of trails.		
Kennesaw Trail	The proposed multi-use trail is approximately 2 miles and will begin at Pine Mountain Rd and Main St in downtown Kennesaw. This trail will link to the Civil War Museum in downtown Kennesaw, and will connect the Mountain to River Trail and Noonday Creek Trail systems.	2.1	
Laurel Creek Connector Trail	The proposed Laurel Creek Connector will link the Nickajack Trail with the Silver Comet Cumberland Connector.	0.67	
Nickajack Creek Trail	The proposed Nickajack Creek Trail will be approximately 5.2 miles. It will connect with Heritage Park Trail in the north and end at the proposed Johnston's River Line Trail. It will run parallel to the Norfolk Southern rail line.	5.98	
Noonday Creek Trail - Cherokee Connector	This 4-mile trail is proposed from Bells Ferry Road to the Cherokee County line and will follow the Noonday Creek corridor.		
Noses Creek Trail	The proposed trail is located in the City of Powder Springs, and is approximately 1.5 miles. The proposed scenic trail will follow Noses Creek and will link Wild Horse Creek Trail to Macedonia Road. When constructed, the trail will provide additional local access to the Silver Comet Trail from the adjoining communities of Powder Springs.		1.05
Powder Springs Creek Trail	The proposed trail is located in the City of Powder Springs, and is approximately 1 mile. The proposed scenic trail will follow Powder Springs Creek and will link Lucille Creek Trail to Lewis Road. When constructed, the trail will provide additional local access to the Silver Comet Trail from the adjoining communities of Powder Springs.	0.97	
Proctor Creek Trail	The Proctor Creek Trail is approximately a 5 mile proposed multi-use trail that will link the Lake Acworth Trail to the City of Kennesaw. The trail will link to Kennesaw State University and the Acworth Sports Complex/ Kenworth Park.	5.22	
Silver Comet Trail-Atlanta Connector	This trail is proposed to link to the Silver Comet Trail from the Mavell Trailhead to the Chattahoochee River and the City of Atlanta trail system.		3.24

Proposed Trails, Cobb County, 2008 – 2010 (Continued)			
Trail Systems	Descriptions	2009	2010
Silver Comet Trail - Historic Mableton Connector	This proposed multi-use trail will begin at the Silver Comet Trail at the East-West Connector and traverse into Historic Mableton. The trail will begin at the proposed Fontaine Road trailhead, and will link Heritage Park, Thompson Park, South Cobb Regional Library (under construction), Mable House Cultural Arts Center, and the proposed CCT Park & Ride lot. The Park & Ride lot will service CCT Route 30.		
Smyrna- Atlanta Road Trail	This trail is nearly three miles long, with its location proposed between Concord Road/Spring Road and Paces Ferry Road. The link would connect the Mountain-to-River and Concord Road Trails in the City of Smyrna, with the Silver Comet Cumberland Connector.	2.62	
Spring Road Trail	This two-mile trail is a vital link that connects the Silver Comet, Kennesaw Mountain to Chattahoochee River, and the Concord Road trails. The connector will link to many destinations including Cumberland/Galleria area, Chattahoochee River, and National Park Service lands.		
West Cobb Trail	The West Cobb Trail is a proposed multi-use pathway extending approximately 4.5 miles and paralleling Barrett Parkway from Dallas Highway (SR 120) to Cobb Parkway (US 41). When constructed, this trail will provide local access to Kennesaw Mountain National Battlefield Park, Noonday Creek Trail, multiple residential subdivisions, and to the CCT transit system.	4.46	
Wildwood Trail Powder Springs Creek Trail	This trail is proposed and will connect the National Park Systems' Cochran Shoals Trail, Rottenwood Creek Trail, and other segments of the County's trail system from Wildwood, a mixed-use development which includes residential, commercial, and office centers. The Wildwood Development is located at Windy Hill and Powers Ferry Road, adjacent to the National Park Service land on the Chattahoochee River. The proposed trail is located in the City of Powder Springs, and is approximately 1 mile. The proposed scenic trail will follow Powder Springs Creek and will link Lucille Creek Trail to Lewis Road. When constructed, the trail will provide additional local access to the Silver Comet Trail from the adjoining communities of Powder Springs.	0.97	0.65
Wildwood Trail	This trail is proposed and will connect the National Park Systems' Cochran Shoals Trail, Rottenwood Creek Trail, and other segments of the County's trail system from Wildwood, a mixed-use development which includes residential, commercial, and office centers. The Wildwood Development is located at Windy Hill and Powers Ferry Road, adjacent to the National Park Service land on the Chattahoochee River.		0.65
Source: Cobb County Department of Transportation			