

# REGIONAL REVIEW FINDING

Atlanta Regional Commission • 229 Peachtree Street NE | Suite 100 | Atlanta, Georgia 30303 • ph: 404.463.3100 fax: 404.463.3205 • atlantaregional.org

DATE: April 24, 2019

ARC REVIEW CODE: R1904081

TO: Mayor Jack Longino, City of College Park  
ATTN TO: Maurice Ungaro, Senior Planner  
FROM: Douglas R. Hooker, Executive Director, ARC  
RE: Development of Regional Impact (DRI) Review



Digital signature  
Original on file

The Atlanta Regional Commission (ARC) has completed a regional review of the following Development of Regional Impact (DRI). ARC reviewed the DRI with regard to its relationship to regional plans, goals and policies – and impacts it may have on the activities, plans, goals and policies of other local jurisdictions as well as state, federal and other agencies. This final report does not address whether the DRI is or is not in the best interest of the host local government.

**Name of Proposal:** College Park Hotel Mixed-Use (DRI 2896)

**Submitting Local Government:** City of College Park

**Review Type:** DRI

**Date Opened:** April 8, 2019

**Date Closed:** April 23, 2019

**Description:** This DRI is on approximately 13 acres in the City of College Park, bounded by Roosevelt Highway (US 29/SR 14), Hospitality Way, the ATL SkyTrain line, and Rental Car Center Parkway – on the opposite side of I-85 from Hartsfield-Jackson Atlanta International Airport. The proposed mixed-use development will include an 800-room hotel and conference center (approximately 575,000 sq. ft.) in three buildings, 470,000 sq. ft. of office in three buildings, and 10,000 sq. ft. of retail space. Site access is proposed via five driveways: two on Hospitality Way and three on Roosevelt Hwy (US 29/SR 14). Also proposed is a covered walkway to the planned ATL West Deck, which will include a new pedestrian access facility to connect to the existing ATL SkyTrain Gateway Station. The estimated full buildout year is 2024. An initial phase (hotel) of the development is currently under construction, and the local trigger for this DRI is a land disturbance permit for additional development.

**Comments:** According to the ARC Unified Growth Policy Map (UGPM), part of The Atlanta Region's Plan, this DRI is located in a Regional Employment Corridor. ARC's Regional Development Guide (RDG) details recommended policies for areas on the UGPM. General information and policy recommendations for Regional Employment Corridors are listed at the bottom of these comments.

This DRI appears to manifest certain aspects of regional policy, including many of those at the bottom of this narrative. The development plan contemplates an infill, mixed-use development consisting primarily of hotel and office uses along with supporting retail, offering the potential to activate an underutilized site in the airport area. The site is adjacent to the planned ATL West Deck, which will directly connect via a new pedestrian facility to the existing ATL SkyTrain Gateway Station near the Georgia International Convention Center (GICC) to the north. SkyTrain access will connect users to the Airport and the Airport MARTA station in one direction, as well as the Consolidated Rental Car Center (ConRAC) in the other. The DRI is also served by four MARTA bus routes within ¼ mile of the site, three of which run on Roosevelt Highway (US 29/SR 14). In addition, the site is intended to connect to a proposed 10-foot bicycle/pedestrian trail (FS-280) starting at Convention Center Concourse near the SkyTrain station/GICC and ending in downtown College Park. Finally, the project also features pedestrian-focused streetscaping on internal roadways as well as site frontages. Many of these characteristics will collectively offer the potential to support the use of alternative transportation modes for site access, thereby reducing single-occupancy vehicle trips.

To capitalize on this potential, care should be taken to ensure that the development, as constructed, promotes an interconnected, functional, clearly marked and comfortable pedestrian experience on all streets, paths and parking areas. This is especially important in terms of creating a strong pedestrian connection between the DRI site and the planned pedestrian bridge or other facility that will take users from the ATL West Deck to the Gateway SkyTrain station. For this connection, the site plan shows a covered walkway extending from the ATL West Deck to the rear of Building B (hotel). It is not totally clear if this walkway is at ground level or elevated, or if terminates inside the hotel or continues in some form to the other side of the hotel. ARC recommends that the applicant team and all relevant planning partners work to connect the walkway through to the other side of the hotel, in some way, to reach Road A and the rest of the development; this would help create clear, functional pedestrian circulation for all site users. ARC also recommends a clear pedestrian route from the north/northwest corner of the site (near the terminus of Hospitality Way) into the interior of the site – given that the surface parking lot between Driveways A and E could act as a potential barrier to this movement. This is important for site users choosing to walk at street/ground level to the SkyTrain station. These recommendations are made in view of the fact that the applicant utilized alternative mode trip reductions of 30% for the hotel use and 15% for the office use in the SRTA/GRTA-required DRI traffic study, based in large part on nearly direct access to the SkyTrain.

The development team is also encouraged to ensure that end-of-trip facilities (bicycle racks, etc.) are provided for residents, workers and visitors at key locations throughout the site. The project can further support The Atlanta Region's Plan in general by incorporating other aspects of regional policy, including green infrastructure and/or low-impact design, e.g., rain gardens, vegetated swales, etc., in parking areas and site driveways, and as part of any improvements to site frontages.

The intensity of this proposed project generally aligns with the RDG's recommended parameters regarding density and building height in Regional Employment Corridors. The land use mix is also generally consistent with the RDG. City leadership and staff, along with other planning partners and the development team, should collaborate to ensure maximum sensitivity to nearby local governments, neighborhoods, land uses, structures and natural resources, many of which are outside the City of College Park's jurisdiction.

This DRI is located in the College Park Livable Centers Initiative (LCI) study area. ARC considers the College Park LCI area to be in good standing, with a major update having been completed in 2017. ARC's assessment is also that this DRI is generally consistent with the principles of the LCI program and the recommendations of the College Park LCI plan. The LCI plan contemplates this specific DRI site for hotel use, which is a core component of the proposed DRI plan. The DRI site is also within a broader LCI plan area (Sector 3) that is designated for mixed-use including office, hotel and retail, all of which are part of this DRI's plan of development. This mix of uses is also configured on a new internal street system breaking the site into smaller blocks. The applicant team should ensure that the DRI, as constructed, continues to reflect and support the LCI plan. Likewise, the City and its planning partners should ultimately incorporate the key attributes and impacts of this DRI into the LCI plan and any future updates thereto.

Additional ARC staff comments related to transportation and water resources, along with external comments received from contacted parties during the review period, are attached to this report. External comments were submitted by GDOT (Aviation, Intermodal, Planning) and the City of Atlanta Department of Public Works.

GDOT Aviation staff comments note that – while it does not appear to impact Hartsfield-Jackson Atlanta International Airport or its FAA approach/departure surfaces or Runway Protection Zones – the DRI is in proximity to a navigation facility and may impact the assurance of navigation signal reception. Therefore the applicant will need to file an FAA Form 7460-1 at least 120 days before construction.

City of Atlanta Department of Public Works comments include the recommendation to align Driveway A with the existing driveway on north/east side of Hospitality Way as this may minimize conflicts between left-turning vehicles exiting these driveways. ARC supports this recommendation. Note that relocating Driveway A would impact the location and configuration of the surface parking lot between Driveways A and E.

Further to the above, Regional Employment Corridors, along with the Region Core (roughly Downtown, Midtown and Buckhead), form the densest part of the Atlanta region. Connected with transit, this area of the region is typically the most walkable, and redevelopment is the main driver of its growth. The Region Core and Regional Employment Corridors together contain 26 percent of the 10-county region's jobs and eight percent of the region's population on approximately 2.25 percent of the region's land area. Regional policy recommendations for Regional Employment Corridors include:

- Continue to invest in the LCI program to assist local governments in center planning and infrastructure.
- Prioritize preservation of existing transit, increase frequency and availability of transit options.
- Encourage compact infill development, redevelopment and adaptive reuse.
- Create a range of housing options to accommodate all sectors of the workforce.
- Encourage active ground floor, pedestrian scale design, and pedestrian amenities in new development and the redevelopment of existing sites.

#### THE FOLLOWING LOCAL GOVERNMENTS AND AGENCIES RECEIVED NOTICE OF THIS REVIEW:

ARC COMMUNITY DEVELOPMENT  
ARC RESEARCH & ANALYTICS  
GEORGIA DEPARTMENT OF NATURAL RESOURCES  
GEORGIA ENVIRONMENTAL FINANCE AUTHORITY  
H-JAIA / CITY OF ATLANTA DEPT. OF AVIATION  
CITY OF COLLEGE PARK  
CITY OF SOUTH FULTON

ARC TRANSPORTATION ACCESS & MOBILITY  
ARC AGING & INDEPENDENCE SERVICES  
GEORGIA DEPARTMENT OF TRANSPORTATION  
GEORGIA SOIL & WATER CONSERVATION COMMISSION  
METROPOLITAN ATLANTA RAPID TRANSIT AUTHORITY  
CITY OF EAST POINT  
CITY OF UNION CITY

ARC NATURAL RESOURCES  
GEORGIA DEPARTMENT OF COMMUNITY AFFAIRS  
SRTA/GEORGIA REGIONAL TRANSPORTATION AUTHORITY  
AEROTROPOLIS ATLANTA CIDS  
CITY OF ATLANTA  
CITY OF HAPEVILLE  
CLAYTON COUNTY

If you have any questions regarding this review, please contact Andrew Smith at (470) 378-1645 or [asmith@atlantaregional.org](mailto:asmith@atlantaregional.org). This finding will be published to the ARC review website located at <http://atlantaregional.org/plan-reviews>.



## Developments of Regional Impact

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### DRI #2896

#### DEVELOPMENT OF REGIONAL IMPACT Initial DRI Information

This form is to be completed by the city or county government to provide basic project information that will allow the RDC to determine if the project appears to meet or exceed applicable DRI thresholds. Refer to both the [Rules for the DRI Process](#) and the [DRI Tiers and Thresholds](#) for more information.

#### Local Government Information

Submitting Local Government: College Park  
 Individual completing form: Maurice Ungaro  
 Telephone: 4046847031  
 E-mail: mungaro@tcfatl.com

\*Note: The local government representative completing this form is responsible for the accuracy of the information contained herein. If a project is to be located in more than one jurisdiction and, in total, the project meets or exceeds a DRI threshold, the local government in which the largest portion of the project is to be located is responsible for initiating the DRI review process.

#### Proposed Project Information

Name of Proposed Project: College Park Hotel Mixed-Use  
 Location (Street Address, GPS Coordinates, or Legal Land Lot Description): (33.641202, -84.457289) - northwest side of Roosevelt Highway approximately between Lesley Drive and  
 Brief Description of Project: The College Park Hotel Mixed-Use development will include hotel, conference center, office space, and retail and will be located next to the Hartsfield-Jackson Atlanta International Airport. The development will be easily accessible through multiple modes of transportation, including a proposed direct/covered pedestrian connection to the ATL SkyTrain stop adjacent to the development.

#### Development Type:

- |  |   |   |
|--|---|---|
| <input type="radio"/> (not selected)                       | <input type="radio"/> Hotels                                | <input type="radio"/> Wastewater Treatment Facilities |
| <input type="radio"/> Office                               | <input checked="" type="radio"/> Mixed Use                  | <input type="radio"/> Petroleum Storage Facilities    |
| <input type="radio"/> Commercial                           | <input type="radio"/> Airports                              | <input type="radio"/> Water Supply Intakes/Reservoirs |
| <input type="radio"/> Wholesale & Distribution             | <input type="radio"/> Attractions & Recreational Facilities | <input type="radio"/> Intermodal Terminals            |
| <input type="radio"/> Hospitals and Health Care Facilities | <input type="radio"/> Post-Secondary Schools                | <input type="radio"/> Truck Stops                     |
| <input type="radio"/> Housing                              | <input type="radio"/> Waste Handling Facilities             | <input type="radio"/> Any other development types     |
| <input type="radio"/> Industrial                           | <input type="radio"/> Quarries, Asphalt & Cement Plants     |   |

If other development type, describe:

Project Size (# of units, floor area, etc.): 750-room Hotel and Conference Center, 440,000 SF Office, 10,000 SF Retail

Developer: Choice Gateway

Mailing Address: 56 Perimeter Center East

Address 2: Suite 450

City: Atlanta State: GA Zip: 30346

Telephone: 7706704165

Email: VPUSA2005@gmail.com

Is property owner different from developer/applicant? ☐ (not selected) ☒ Yes ☐ No

If yes, property owner: n/a

Is the proposed project entirely located within your local government's jurisdiction? ☐ (not selected) ☒ Yes ☐ No

If no, in what additional jurisdictions is the project located?

n/a

Is the current proposal a continuation or expansion of a previous DRI?

☐ (not selected)

☐ Yes

☒ No

If yes, provide the following information:

Project Name:

Project ID:

The initial action being requested of the local government for this project:

☐ Rezoning

☐ Variance

☐ Sewer

☐ Water

☒ Permit

☐ Other

Is this project a phase or part of a larger overall project?

☐ (not selected)

☐ Yes

☒ No

If yes, what percent of the overall project does this project/phase represent?

100%

Estimated Project Completion Dates:

This project/phase: 2024

Overall project: 2024

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## Developments of Regional Impact

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### DRI #2896

#### DEVELOPMENT OF REGIONAL IMPACT Additional DRI Information

This form is to be completed by the city or county government to provide information needed by the RDC for its review of the proposed DRI. Refer to both the [Rules for the DRI Process](#) and the [DRI Tiers and Thresholds](#) for more information.

#### Local Government Information

Submitting Local Government: College Park  
Individual completing form: Maurice Ungaro  
Telephone: 4046847031  
Email: mungaro@tcfatl.com

#### Project Information

Name of Proposed Project: College Park Hotel Mixed-Use  
DRI ID Number: 2896  
Developer/Applicant: Choice Gateway  
Telephone: 7706704165  
Email(s): VPUSA2005@gmail.com

#### Additional Information Requested

Has the RDC identified any additional information required in order to proceed with the official regional review process? (If no, proceed to Economic Impacts.)  
☐ (not selected) ☒ Yes ☐ No

If yes, has that additional information been provided to your RDC and, if applicable, GRTA?  
☒ (not selected) ☐ Yes ☐ No

If no, the official review process can not start until this additional information is provided.

#### Economic Development

Estimated Value at Build-Out: \$350,000,000

Estimated annual local tax revenues (i.e., property tax, sales tax) likely to be generated by the proposed development: \$6,000,000

Is the regional work force sufficient to fill the demand created by the proposed project?  
☐ (not selected) ☒ Yes ☐ No

Will this development displace any existing uses?  
☐ (not selected) ☐ Yes ☒ No

If yes, please describe (including number of units, square feet, etc):

#### Water Supply

Name of water supply provider for this site: City of College Park Water & Sewer

What is the estimated water supply demand to be generated by the project, measured in Millions of Gallons Per Day (MGD)?

0.18 MGD

Is sufficient water supply capacity available to serve the proposed project?

☐ (not selected) ☒ Yes ☐ No

If no, describe any plans to expand the existing water supply capacity:

Is a water line extension required to serve this project?

☐ (not selected) ☐ Yes ☒ No

If yes, how much additional line (in miles) will be required?

### Wastewater Disposal

Name of wastewater treatment provider for this site:

City of College Park Water &amp; Sewer

What is the estimated sewage flow to be generated by the project, measured in Millions of Gallons Per Day (MGD)?

0.15 MGD

Is sufficient wastewater treatment capacity available to serve this proposed project?

☐ (not selected) ☒ Yes ☐ No

If no, describe any plans to expand existing wastewater treatment capacity:

Is a sewer line extension required to serve this project?

☐ (not selected) ☐ Yes ☒ No

If yes, how much additional line (in miles) will be required?

### Land Transportation

How much traffic volume is expected to be generated by the proposed development, in peak hour vehicle trips per day? (If only an alternative measure of volume is available, please provide.)

9,244 Net New Daily; 743 AM Peak hr; 874 PM Peak hr

Has a traffic study been performed to determine whether or not transportation or access improvements will be needed to serve this project?

☐ (not selected) ☒ Yes ☐ No

Are transportation improvements needed to serve this project?

☐ (not selected) ☒ Yes ☐ No

If yes, please describe below: Please see traffic study performed by Kimley-Horn

### Solid Waste Disposal

How much solid waste is the project expected to generate annually (in tons)?

1702 Tons

Is sufficient landfill capacity available to serve this proposed project?

☐ (not selected) ☒ Yes ☐ No

If no, describe any plans to expand existing landfill capacity:

Will any hazardous waste be generated by the development?

☐ (not selected) ☐ Yes ☒ No

If yes, please explain:

### Stormwater Management

What percentage of the site is projected to be impervious surface once the proposed development has been constructed?

90%

Describe any measures proposed (such as buffers, detention or retention ponds, pervious parking areas) to mitigate the project's impacts on stormwater management: Stormwater detention, water quality and channel protection in accordance with the GA Stormwater Management Manual will be provided. This will be handled through underground and at-grade devices.

Environmental Quality

Is the development located within, or likely to affect any of the following:

- 1. Water supply watersheds? (not selected) Yes No
- 2. Significant groundwater recharge areas? (not selected) Yes No
- 3. Wetlands? (not selected) Yes No
- 4. Protected mountains? (not selected) Yes No
- 5. Protected river corridors? (not selected) Yes No
- 6. Floodplains? (not selected) Yes No
- 7. Historic resources? (not selected) Yes No
- 8. Other environmentally sensitive resources? (not selected) Yes No

If you answered yes to any question above, describe how the identified resource(s) may be affected:

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## Andrew Smith

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**From:** Finch, Ashley M <AFinch@dot.ga.gov>  
**Sent:** Friday, April 12, 2019 3:51 PM  
**To:** Andrew Smith  
**Cc:** Mertz, Kaycee  
**Subject:** RE: ARC DRI Review Notification - College Park Hotel Mixed-Use (DRI 2896)

Andrew,

Below are the GDOT Intermodal Rail DRI Review comments. Let me know if you have any questions.

### **GDOT Office of Intermodal Rail Division DRI Review College Park Hotel Mixed-Use (DRI 2896)**

GDOT Intermodal has reviewed this DRI with respect to freight railroads. Adjacent to the property is a Class 1 freight railroad operated by CSX. The railroads and FRA report approximately 11 trains per day at this location on average.

There are four rail crossings near or within this project footprint, which are listed below.

Public crossings in the vicinity of the project:

1. Crossing ID: 050340X
  - a. Location: Lesley Dr.
  - b. Operator: CSX
  - c. Railroad Mile Post: 0009.470
  - d. Grade: At grade
  - e. Quiet Zone: No
2. Crossing ID: 050345G
  - a. Location: West Point Ave.
  - b. Operator: CSX
  - c. Railroad Mile Post: 0009.320
  - d. Grade: At grade
  - e. Quiet Zone: No
3. Crossing ID: 050341E
  - a. Location: Wickersham Dr.
  - b. Operator: CSX
  - c. Railroad Mile Post: 0009.960
  - d. Grade: At grade
  - e. Quiet Zone: No
4. Crossing ID: 050344A
  - a. Location: West Point Ave.
  - b. Operator: CSX
  - c. Railroad Mile Post: 0009.320
  - d. Grade: At grade
  - e. Quiet Zone: No

For more specifics about operations of this railroad, please contact CSX at 904-359-3200.

Further information about crossings and freight rail in this area can be found at <https://fragis.fra.dot.gov/GISFRASafety/>

Thanks,

Ashley

**Ashley Finch**

*Rail Planner*



GDOT Intermodal Division  
600 West Peachtree Street  
Atlanta, GA 30308  
(404)631-1229

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**From:** Andrew Smith [mailto:ASmith@atlantaregional.org]

**Sent:** Monday, April 08, 2019 9:22 PM

**To:** Kassa, Habte <hkassa@dot.ga.gov>; Fowler, Matthew <mfowler@dot.ga.gov>; Matthews, Timothy W <TMatthews@dot.ga.gov>; Garth Lynch <glynch@HNTB.com>; Wayne Mote (wmote@HNTB.com) <wmote@HNTB.com>; Peevy, Phillip M. <PPeevy@dot.ga.gov>; Robinson, Charles A. <chrobinson@dot.ga.gov>; Delgadillo Canizares, Marlene V. <mcanizares@dot.ga.gov>; McLoyd, Johnathan G <JoMcLoyd@dot.ga.gov>; Comer, Carol <ccomer@dot.ga.gov>; Mertz, Kaycee <kmertz@dot.ga.gov>; Finch, Ashley M <AFinch@dot.ga.gov>; Hood, Alan C. <achood@dot.ga.gov>; Zahul, Kathy <kzahul@dot.ga.gov>; Hatch, Justin A <juhatch@dot.ga.gov>; DeNard, Paul <pdenard@dot.ga.gov>; Regis, Edlin <eregis@dot.ga.gov>; Woods, Chris N. <cwoods@dot.ga.gov>; Johnson, Lankston <lajohnson@dot.ga.gov>; Boone, Eric <eboone@dot.ga.gov>; Wilson, Megan R <MWilson@dot.ga.gov>; Rogers, Noble A <NRogers@dot.ga.gov>; Annie Gillespie <agillespie@srta.ga.gov>; Emily Estes <eestes@srta.ga.gov>; Renaud Marshall <rmarshall@srta.ga.gov>; Parker Martin <PMartin@srta.ga.gov>; 'DRI@grta.org' <DRI@grta.org>; 'Jon West' <jon.west@dca.ga.gov>; chuck.mueller@dnr.state.ga.us; nongame.review@dnr.ga.gov; kclark@gefa.ga.gov; gaswcc.swcd@gaswcc.ga.gov; Greg Floyd (gfloyd@itsmarta.com) <gfloyd@itsmarta.com>; Sidifall, Janide <jsidifall@AtlantaGa.Gov>; Forte, Monique B. <MBForte@AtlantaGa.Gov>; dpdcd-jdowdy@atlantaga.gov; Morgan, Jason <JMorgan@AtlantaGa.Gov>; Washington, James <JWashington@AtlantaGa.Gov>; AWalter@AtlantaGa.Gov; Kedir, Nursef <nkedir@AtlantaGa.Gov>; Smoot-Madison, Betty <bsmoot-madison@AtlantaGa.Gov>; kmholmes@atlantaga.gov; Jessica Lavandier (jlavandier@atlantaga.gov) <jlavandier@atlantaga.gov>; colteanu@atlantaga.gov; nathanbrown@AtlantaGa.Gov; ksmith@eastpointcity.org; vashington@eastpointcity.org; Angela Blatch <ablatch@EastPointCity.org>; jreeves@eastpointcity.org; Adrienne Senter <asenter@hapeville.org>; Shayla Reed <Shayla.Reed@cityofsouthfultonga.gov>; Richard.Hathcock@cityofsouthfultonga.gov; Keedra Jackson <Keedra.Jackson@cityofsouthfultonga.gov>; Ellis Still <estill@unioncityga.org>; Giavani Smith <gsmith@unioncityga.org>; kajohnson@unioncityga.org; Madolyn Spann <Madolyn.Spann@claytoncountyga.gov>; Dominique Lockhart <Dominique.Lockhart@claytoncountyga.gov>; Patrick Ejike (patrick.ejike@co.clayton.ga.us) <patrick.ejike@co.clayton.ga.us>; Brecca Johnson <brecca.johnson@claytoncountyga.gov>; Lee Kelley <Lee.Kelley@claytoncountyga.gov>; Kirsten Mote <kmote@aerocids.com>; sreecy@aerocids.com; david.pino@atl.com; Nissalke, Tom <Tom.Nissalke@atl.com>; Smith, Lynn <Lynn.Smith@atl.com>; cityplanner1@collegeparkga.com; mungaro@tcfatl.com; William Moore <wmoore@collegeparkga.com>; aclement@tcfatl.com; vpusa2005@gmail.com; RMacPherson@prime-eng.com; bstein@consultdrb.com; 'John.Walker@kimley-horn.com' <John.Walker@kimley-horn.com>; 'Rob.Ross@kimley-horn.com' <Rob.Ross@kimley-horn.com>; Eisenman, Ana <ana.eisenman@kimley-horn.com>

**Cc:** Community Development <CommunityDevelopment@atlantaregional.org>; Mike Alexander <MAlexander@atlantaregional.org>; David Haynes <DHaynes@atlantaregional.org>; Marquitrice Mangham <MMangham@atlantaregional.org>; Andrew Spiliotis <ASpiliotis@atlantaregional.org>; Jim Santo <JSanto@atlantaregional.org>; Mike Carnathan <MCarnathan@atlantaregional.org>; Jim Skinner <JSkinner@atlantaregional.org>; Wei Wang <WWang@atlantaregional.org>; Katie Perumbeti

## Andrew Smith

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**From:** McLoyd, Johnathan G <JoMcLoyd@dot.ga.gov>  
**Sent:** Monday, April 15, 2019 9:11 AM  
**To:** Andrew Smith  
**Cc:** Peevy, Phillip M.; Robinson, Charles A.; DeNard, Paul  
**Subject:** RE: ARC DRI Review Notification - College Park Hotel Mixed-Use (DRI 2896)

Good Morning Andrew,

GDOT Planning has reviewed the College Park Hotel Mixed-Used (DRI 2896) Preliminary report and show no additional GDOT projects, other than those already mentioned in the report.

For further information that may be needed concerning this review, please contact Johnathan G. McLoyd at 404-631-1774 or [jomcloyd@dot.ga.gov](mailto:jomcloyd@dot.ga.gov).

### Johnathan G. McLoyd

*Transportation Planner Associate*



Office of Planning  
One Georgia Center  
600 West Peachtree Street, 5th Floor  
Atlanta, GA, 30308  
404.631.1774 office

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**From:** Peevy, Phillip M. <PPeevy@dot.ga.gov>  
**Sent:** Tuesday, April 09, 2019 7:50 AM  
**To:** McLoyd, Johnathan G <JoMcLoyd@dot.ga.gov>  
**Subject:** FW: ARC DRI Review Notification - College Park Hotel Mixed-Use (DRI 2896)

### Phillip M. Peevy

*Atlanta Branch Chief*



Office of Planning  
One Georgia Center  
600 West Peachtree Street, 5<sup>th</sup> Floor  
Atlanta, GA 30308  
404.631.1783 office  
404.859.6754 cell

## Andrew Smith

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**From:** Hood, Alan C. <achood@dot.ga.gov>  
**Sent:** Thursday, April 18, 2019 3:43 PM  
**To:** Andrew Smith  
**Cc:** Brian, Steve; Comer, Carol; Edmisten, Colette; Robinson, Joseph; Van Prooyen, Chaim  
**Subject:** RE: ARC DRI Review Notification - College Park Hotel Mixed-Use (DRI 2896)  
**Attachments:** ARC Preliminary Report - College Park Hotel Mixed-Use DRI 2896.pdf

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

Andrew,

The proposed development, consisting of an 800-room hotel and conference center complex (approximately 575,000 sq. ft.) in three buildings, 470,000 sq. ft. of office in three buildings, and 10,000 sq. ft. of retail space, is on approximately 13 acres in the City of College Park, bounded by Roosevelt Highway (US 29/SR 14), Hospitality Way, the ATL SkyTrain line, and Rental Car Center Parkway – on the opposite side of I-85 from Hartsfield-Jackson Atlanta International Airport. It is located approximately 1 mile west of the Hartsfield-Jackson Atlanta International Airport (ATL) and is located below or outside any FAA approach or departure surfaces, and is outside the RPZ for each runway, and does not appear to impact the airport.

However the proposed structures are in proximity to a navigation facility and may impact the assurance of navigation signal reception, so an FAA Form 7460-1 must be submitted to the Federal Aviation Administration according to the FAA's Notice Criteria Tool found here (<https://oeaaa.faa.gov/oeaaa/external/gisTools/gisAction.jsp?action=showNoNoticeRequiredToolForm> ). That submission may be done online at <https://oeaaa.faa.gov>. The FAA must be in receipt of the notification, no later than 120 days prior to construction. The FAA will evaluate the potential impact of the project on protected airspace associated with the airports and advise the proponent if any action is necessary.

I have copied Chaim Van Prooyen with Hartsfield-Jackson Atlanta International Airport (ATL) on this email.

Thank you for the opportunity to comment on the proposed development.

## Alan Hood

*Airport Safety Data Program Manager*



*Aviation Programs*  
600 West Peachtree Street NW  
Atlanta, GA, 30308  
404.660.3394 cell

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**From:** Andrew Smith <ASmith@atlantaregional.org>  
**Sent:** Monday, April 8, 2019 9:22 PM



## **CITY OF ATLANTA**

**KEISHA LANCE BOTTOMS**

**MAYOR**

**55 TRINITY AVE., SW, ATLANTA, GEORGIA 30303-0324  
SUITE 4700, CITY HALL - SOUTH  
OFFICE: (404) 330-6240**

**DEPARTMENT OF PUBLIC WORKS**

**JAMES A. JACKSON, JR.,  
Commissioner**

April 16, 2019

Douglas R. Hooker, Executive Director  
Atlanta Regional Commission  
229 Peachtree Street NE, Suite 100  
Atlanta, GA 30303

Re: DRI 2896 – College Park Hotel Mixed-Use

Dear Director Hooker,

Attached to this letter you will find the City of Atlanta Department of Public Works' comments as it relates to this DRI. We look forward to continued engagement regarding this project.

Sincerely,

Betty Smoot-Madison  
Asset Management Director

## **DPW Comments Re: DRI 2896 – College Park Mixed-Use**

- Georgia Department of Transportation encroachment permits are required for all work within the public right-of-way on Roosevelt Highway (S.R. 14) (U.S. 29).
- Any impacts/improvements to City of Atlanta right-of-way must be reviewed and approved by the City of Atlanta Department of Public Works. Full construction plans required using GDOT plan format and layout. Plans must include signing and markings plans, signal plans, and street lighting plans.
- Consider aligning Driveway “A” with the existing driveway on east side of Hospitality Way/Leslie Drive. This may minimize conflicts between left-turning vehicles exiting either driveways.
- Utilize City of Atlanta construction standards for any public right-of-way within COA limits (if applicable).
- Provide trip generation per each access point.

**COLLEGE PARK HOTEL (MIXED USE) DRI**  
**City of College Park**  
**Natural Resources Group Review Comments**  
**April 3, 2019**

**Watershed Protection and Stream Buffers**

The property site is in the Camp Creek watershed, which is within the Chattahoochee River watershed. The property is not within the 2000-foot Chattahoochee River Corridor of the Metropolitan River Protection Act. Camp Creek enters the Chattahoochee downstream of the portion of the river that serves as a water supply source in the Atlanta Region.

Neither the USGS coverage for the project area nor the project site plan show any perennial streams on or near the project property. Any unmapped streams on the property may be subject to the requirements of the City of College Park's Stream Buffer ordinance and the State 25-foot Sediment and Erosion Control Buffer. Any unmapped waters of the state on the property may also be subject to the requirements of the State 25-foot buffer.

**Storm Water/Water Quality**

The project should adequately address the impacts of the proposed development on stormwater runoff and downstream water quality. During construction, the project should conform to the relevant state and federal erosion and sedimentation control requirements. After construction, as with all development, water quality will be impacted due to polluted stormwater runoff. The amount of pollutants that will be produced after construction of the proposed development are dependent on the type and intensity of the use and the impervious coverage, which will affect the design of stormwater controls for the project.

In order to address post-construction stormwater runoff quality, the project should implement stormwater management controls (structural and/or nonstructural) as found in the Georgia Stormwater Management Manual ([www.georgiastormwater.com](http://www.georgiastormwater.com)) and meet the stormwater management quantity and quality criteria outlined in the Manual. Where possible, the project should utilize the stormwater better site design concepts included in the Manual.

We also suggest the following additional measures to help reduce stormwater reduction and provide for its reuse:

- Use green spaces and tree planting beds as stormwater controls. These can be designed to provide maximum aesthetic value while also providing for water quality treatment and run-off reduction, potentially reducing the need for larger stormwater facilities and helping to minimize the negative effects of stormwater runoff on streams and water quality.
- Use pervious concrete or other pervious materials in the parking/storage areas. With the proper substrate, such materials can provide a large storage capacity, which will further help to reduce stormwater runoff and can help filter pollutants before reaching streams.
- Include rainwater capture in the project design to provide for landscape irrigation during dry periods.

## Development of Regional Impact Assessment of Consistency with the Regional Transportation Plan

### DRI INFORMATION

**DRI Number** #2896  
**DRI Title** College Park Hotel  
**County** Fulton County  
**City (if applicable)** College Park  
**Address / Location** Northwest of Roosevelt Hwy and southwest of Lesley Drive/Hospitality Way

**Proposed Development Type:**

13.3 acre mixed use development consisting of 800 room hotel, 470,000 sf of office,  
10000 of retail

**Review Process** ☒ EXPEDITED  
☐ NON-EXPEDITED

### REVIEW INFORMATION

**Prepared by** ARC Transportation Access and Mobility Division  
**Staff Lead** Marquitrice Mangham  
**Copied** [Click here to enter text.](#)  
**Date** April 4, 2019

### TRAFFIC STUDY

**Prepared by** Kimley Horn  
**Date** April 2019



## **REGIONAL TRANSPORTATION PLAN PROJECTS**

- 01. Did the traffic analysis incorporate all projects contained in the current version of the fiscally constrained RTP which are within the study area or along major transportation corridors connecting the study area with adjacent jurisdictions?**

☒ YES *(provide the regional plan referenced and the page number of the traffic study where relevant projects are identified)*

The traffic analysis includes a list of programmed projects in Table 10 on page 24 and in the appendix.

☐ NO *(provide comments below)*

## **REGIONAL NETWORKS**

- 02. Will the development site be directly served by any roadways identified as Regional Thoroughfares?**

A Regional Thoroughfare is a major transportation corridor that serves multiple ways of traveling, including walking, bicycling, driving, and riding transit. It connects people and goods to important places in metropolitan Atlanta. A Regional Thoroughfare's operations should be managed through application of special traffic control strategies and suitable land development guidelines in order to maintain travel efficiency, reliability, and safety for all users. In light of the special function that Regional Thoroughfares serve in supporting cross-regional and interjurisdictional mobility and access, the network receives priority consideration for infrastructure investment in the Metro Atlanta region. Any access points between the development and a Regional Thoroughfare, combined with the development's on-site circulation patterns, must be designed with the goal of preserving the highest possible level of capacity and safety for all users of the roadway.

☐ NO

☒ YES *(identify the roadways and existing/proposed access points)*

Site access is provided by three access points on Roosevelt Highway ( US 29/SR14).

**03. Will the development site be directly served by any roadways identified as Regional Truck Routes?**

A Regional Truck Route is a freeway, state route or other roadway which serves as a critical link for the movement of goods to, from and within the Region by connecting airports, intermodal/multimodal facilities, distribution and warehousing centers and manufacturing clusters with the rest of the state and nation. These facilities often serve a key mobility and access function for other users as well, including drivers, bicyclists, pedestrians and transit users. A Regional Truck Route's operations should be managed through application of special traffic control strategies and suitable land development guidelines in order to maintain travel efficiency, reliability, and safety for all users. In light of the special function that Regional Truck Routes serve in supporting cross-regional and interjurisdictional mobility and access, the network receives priority consideration for infrastructure investment in the Metro Atlanta region. Any access points between the development and a Regional Truck Route, combined with the development's on-site circulation patterns, must be designed with the goal of preserving the highest possible level of capacity and safety for all users of the roadway.

☐ NO

☒ YES (*identify the roadways and existing/proposed access points*)

Site access is provided by three access points on Roosevelt Highway ( US 29/SR14).

**04. If the development site is within one mile of an existing rail service, provide information on accessibility conditions.**

*Access between major developments and transit services provide options for people who cannot or prefer not to drive, expand economic opportunities by better connecting people and jobs, and can help reduce congestion. If a transit service is available nearby, but walking or bicycling between the development site and the nearest station is a challenge, the applicable local government(s) is encouraged to make the route a funding priority for future walking and bicycling infrastructure improvements.*

☐ NOT APPLICABLE (*nearest station more than one mile away*)

☒ RAIL SERVICE WITHIN ONE MILE (*provide additional information below*)

Operator / Rail Line      Atlanta Airport

Nearest Station      ATI Skytrain

Distance\*      ☐ Within or adjacent to the development site (0.10 mile or less)

☒ 0.10 to 0.50 mile

☐ 0.50 to 1.00 mile

Walking Access\*      ☒ Sidewalks and crosswalks provide sufficient connectivity

☐ Sidewalk and crosswalk network is incomplete

☐ Not applicable (*accessing the site by walking is not consistent with the type of development proposed*)

[Click here to provide comments.](#)

Bicycling Access\*

- ☐ Dedicated paths, lanes or cycle tracks provide sufficient connectivity
- ☒ Low volume and/or low speed streets provide connectivity
- ☐ Route follows high volume and/or high speed streets
- ☐ Not applicable (*accessing the site by bicycling is not consistent with the type of development proposed*)

Transit Connectivity

- ☒ Fixed route transit agency bus service available to rail station
- ☐ Private shuttle or circulator available to rail station
- ☐ No services available to rail station
- ☐ Not applicable (*accessing the site by transit is not consistent with the type of development proposed*)

[Click here to provide comments.](#)

*\* Following the most direct feasible walking or bicycling route to the nearest point on the development site*

**05. If there is currently no rail transit service within one mile of the development site, is nearby rail service planned in the fiscally constrained RTP?**

*Access between major developments and transit services provide options for people who cannot or prefer not to drive, expand economic opportunities by better connecting people and jobs, and can help reduce traffic congestion. If a transit agency operates within the jurisdiction and expansion plans are being considered in the general vicinity of the development site, the agency should give consideration to how the site can be best served during the evaluation of alignments and station locations. Proactive negotiations with the development team and local government(s) are encouraged to determine whether right-of-way within the site should be identified and protected for potential future service. If direct service to the site is not feasible or cost effective, the transit agency and local government(s) are encouraged to ensure good walking and bicycling access accessibility is provided between the development and the future rail line. These improvements should be considered fundamental components of the overall transit expansion project, with improvements completed concurrent with or prior to the transit service being brought online.*

- ☒ NOT APPLICABLE (rail service already exists)
- ☐ NOT APPLICABLE (accessing the site by transit is not consistent with the type of development proposed)
- ☐ NO (no plans exist to provide rail service in the general vicinity)
- ☐ YES (provide additional information on the timeframe of the expansion project below)
  - ☐ CST planned within TIP period
  - ☐ CST planned within first portion of long range period
  - ☐ CST planned near end of plan horizon

[Click here to provide comments.](#)

**06. If the development site is within one mile of fixed route bus services (including any privately operated shuttles or circulators open to the general public), provide information on walking and bicycling accessibility conditions.**

*Access between major developments and transit services provide options for people who cannot or prefer not to drive, expand economic opportunities by better connecting people and jobs, and can help reduce congestion. If a transit service is available nearby, but walking or bicycling between the development site and the nearest station is a challenge, the applicable local government(s) is encouraged to make the connection a funding priority for future walking and bicycling infrastructure improvements.*

☐ NOT APPLICABLE (nearest bus, shuttle or circulator stop more than one mile away)

☒ SERVICE WITHIN ONE MILE (provide additional information below)

Operator(s) MARTA

Bus Route(s) 82, 180, 189, 195

Distance\* ☒ Within or adjacent to the development site (0.10 mile or less)

☐ 0.10 to 0.50 mile

☐ 0.50 to 1.00 mile

Walking Access\* ☐ Sidewalks and crosswalks provide sufficient connectivity

☐ Sidewalk and crosswalk network is incomplete

☐ Not applicable (accessing the site by walking is not consistent with the type of development proposed)

[Click here to provide comments.](#)

Bicycling Access\* ☐ Dedicated paths, lanes or cycle tracks provide sufficient connectivity

☒ Low volume and/or low speed streets provide sufficient connectivity

☐ Route uses high volume and/or high speed streets

☐ Not applicable (accessing the site by bicycling is not consistent with the type of development proposed)

\* Following the most direct feasible walking or bicycling route to the nearest point on the development site

**07. Does a transit agency which provides rail and/or fixed route bus service operate anywhere within the jurisdiction in which the development site is located?**

*Access between major developments and transit services provide options for people who cannot or prefer not to drive, expand economic opportunities by better connecting people and jobs, and can help reduce traffic congestion. If a transit agency operates within the jurisdiction and a comprehensive operations plan update is undertaken, the agency should give consideration to serving the site during the evaluation of future routes, bus stops and transfer facilities. If the nature of the development is amenable to access by transit, walking or bicycling, but direct service to the site is not feasible or cost effective, the transit agency and local government(s) should ensure good walking and bicycling access accessibility is provided between the development and any routes within a one mile radius. The applicable local government(s) is encouraged to make these connections a funding priority for future walking and bicycling infrastructure improvements.*

☐ NO

☒ YES

**MARTA & ATL Skytrain**

**08. If the development site is within one mile of an existing multi-use path or trail, provide information on accessibility conditions.**

*Access between major developments and walking/bicycling facilities provide options for people who cannot or prefer not to drive, expand economic opportunities by better connecting people and jobs, and can help reduce traffic congestion. If connectivity with a regionally significant path or trail is available nearby, but walking or bicycling between the development site and those facilities is a challenge, the applicable local government(s) is encouraged to make the route a funding priority for future walking and bicycling infrastructure improvements.*

☒ NOT APPLICABLE (nearest path or trail more than one mile away)

☐ YES (provide additional information below)

Name of facility

[Click here to provide name of facility.](#)

Distance

☐ Within or adjacent to development site (0.10 mile or less)

☐ 0.15 to 0.50 mile

☐ 0.50 to 1.00 mile

Walking Access\*

☐ Sidewalks and crosswalks provide connectivity

☐ Sidewalk and crosswalk network is incomplete

☐ Not applicable (accessing the site by walking is not consistent with the type of development proposed)

Bicycling Access\*

☐ Dedicated lanes or cycle tracks provide connectivity

☐ Low volume and/or low speed streets provide connectivity

☐ Route uses high volume and/or high speed streets

☐ Not applicable (accessing the site by bicycling is not consistent with the type of development proposed)

\* Following the most direct feasible walking or bicycling route to the nearest point on the development site

## **OTHER TRANSPORTATION DESIGN CONSIDERATIONS**

### **09. Does the site plan provide for the construction of publicly accessible local road or drive aisle connections with adjacent parcels?**

*The ability for drivers and bus routes to move between developments without using the adjacent arterial or collector roadway networks can save time and reduce congestion. Such opportunities should be considered and proactively incorporated into development site plans whenever possible.*

- ☒ YES (connections to adjacent parcels are planned as part of the development)
- ☐ YES (stub outs will make future connections possible when adjacent parcels redevelop)
- ☐ NO (the site plan precludes future connections with adjacent parcels when they redevelop)
- ☐ OTHER ( Please explain)

Access to adjacent parcels are accessible by local roads.

### **10. Does the site plan enable pedestrians and bicyclists to move between destinations within the development site safely and conveniently?**

*The ability for walkers and bicyclists to move within the site safely and conveniently reduces reliance on vehicular trips, which has congestion reduction and health benefits. Development site plans should incorporate well designed and direct sidewalk connections between all key destinations. To the extent practical, bicycle lanes or multiuse paths are encouraged for large acreage sites and where high volumes of bicyclists and pedestrians are possible.*

- ☒ YES (sidewalks provided on all key walking routes and both sides of roads whenever practical and bicyclists should have no major issues navigating the street network)
- ☐ PARTIAL (some walking and bicycling facilities are provided, but connections are not comprehensive and/or direct)
- ☐ NO (walking and bicycling facilities within the site are limited or nonexistent)
- ☐ NOT APPLICABLE (the nature of the development does not lend itself to internal walking and bicycling trips)
- ☐ OTHER ( Please explain)

The development proposes sidewalks internal to the site connecting pedestrians to uses within the development. The hotels also propose a connecting breezeway.

**11. Does the site plan provide the ability to construct publicly accessible bicycling and walking connections with adjacent parcels which may be redeveloped in the future?**

*The ability for walkers and bicyclists to move between developments safely and conveniently reduces reliance on vehicular trips, which has congestion reduction and health benefits. Such opportunities should be considered and proactively incorporated into development site plans whenever possible.*

- ☒ YES (connections to adjacent parcels are planned as part of the development)
- ☐ YES (stub outs will make future connections possible when adjacent parcels redevelop)
- ☐ NO (the development site plan does not enable walking or bicycling to/from adjacent parcels)
- ☐ NO (the site plan precludes future connections with adjacent parcels when they redevelop)
- ☐ NOT APPLICABLE (adjacent parcels are not likely to develop or redevelop in the near future)
- ☐ NOT APPLICABLE (the nature of the development or adjacent parcels does not lend itself to interparcel walking and bicycling trips)

The development proposes sidewalks internal to the site connecting pedestrians to uses within the development.

**12. Does the site plan effectively manage truck movements and separate them, to the extent possible, from the flow of pedestrians, bicyclists and motorists both within the site and on the surrounding road network?**

*The ability for delivery and service vehicles to efficiently enter and exit major developments is often key to their economic success. So is the ability of visitors and customers being able to move around safely and pleasantly within the site. To the extent practical, truck movements should be segregated by minimizing the number of conflict points with publicly accessible internal roadways, sidewalks, paths and other facilities.*

- ☐ YES (truck routes to serve destinations within the site are clearly delineated, provide ample space for queuing and turning around, and are separated from other users to the extent practical)
- ☐ PARTIAL (while one or more truck routes are also used by motorists and/or interface with primary walking and bicycling routes, the site plan mitigates the potential for conflict adequately)
- ☐ NO (one or more truck routes serving the site conflict directly with routes likely to be used heavily by pedestrians, bicyclists and/or motorists)
- ☒ NOT APPLICABLE (the nature of the development will not generate a wide variety of users and/or very low truck volumes, so the potential for conflict is negligible)

**RECOMMENDATIONS**



**13. Do the transportation network recommendations outlined in the traffic study appear to be feasible from a constructability standpoint?**

☐ UNKNOWN *(additional study is necessary)*

☒ YES *(based on information made available through the review process; does not represent a thorough engineering / financial analysis)*

☐ NO *(see comments below)*

[Click here to enter text.](#)

**14. Is ARC aware of any issues with the development proposal which may result in it being opposed by one or more local governments, agencies or stakeholder groups?**

☒ NO *(based on information shared with ARC staff prior to or during the review process; does not reflect the outcome of an extensive stakeholder engagement process)*

☐ YES *(see comments below)*

[Click here to enter text.](#)

**15. ARC offers the following additional comments for consideration by the development team and/or the applicable local government(s):**

None

<b>DRI NUMBER:</b>	2896
<b>PROJECT NAME:</b>	COLLEGE PARK HOTEL (MIXED USE)
<b>OVERALL SITE AREA:</b>	13.3 ac
<b>CURRENT ZONING:</b>	HOSPITALITY CAMPUS/ BUSINESS PARK
<b>PROPOSED ZONING:</b>	HOSPITALITY CAMPUS/ BUSINESS PARK
<b>CURRENT ADDRESS:</b>	2105 ROOSEVELT HWY ATLANTA, GA 30337
<b>OWNER:</b>	CHOICE GATEWAY, LLC

<b>BUILDING A:</b>	
<b>HOTEL:</b>	<b>225 KEYS</b>
<b>BUILDING:</b>	<b>120,000 SQ. FT.</b>
<b>BUILDING B:</b>	
<b>HOTEL &amp; CONF. CENTER:</b>	<b>350 KEYS</b>
<b>BUILDING:</b>	<b>310,000 SQ. FT.</b>
<b>PARKING:</b>	<b>87,900 SQ. FT.</b>
<b>BUILDING C:</b>	
<b>HOTEL &amp; CONF. CENTER:</b>	<b>225 KEYS</b>
<b>BUILDING:</b>	<b>145,000 SQ. FT.</b>
<b>BUILDING D:</b>	
<b>OFFICE:</b>	<b>150,000 SQ. FT.</b>
<b>RETAIL:</b>	<b>10,000 SQ. FT.</b>
<b>BUILDING E:</b>	
<b>OFFICE:</b>	<b>160,000 SQ. FT.</b>
<b>BUILDING F:</b>	
<b>OFFICE:</b>	<b>160,000 SQ. FT.</b>
<b>PARKING DECK A:</b>	
<b>GARAGE:</b>	<b>240,000 SQ. FT.</b>
<b>HEIGHT:</b>	<b>8 STORIES (600 SP)</b>
<b>PARKING DECK B:</b>	
<b>GARAGE:</b>	<b>240,000 SQ. FT.</b>
<b>HEIGHT:</b>	<b>8 STORIES (600 SP)</b>

**PROVIDED:**            **BLDG A = 50 SP**  
                              **BLDG B = 240 SP**  
                              **DECK A = 600 SP**  
                              **DECK B = 600 SP**

**TOTAL PROV:**        **1490 SP**

**MINIMUM REQ'D:**   **1375 SP**

**FAR =  $\frac{1,055,000 \text{ S.F.}}{579,348 \text{ S.F.}}$  = 1.82 FOR ALL BUILDINGS**

PROPOSED LAND USES AND DENSITIES	
LAND USES	DENSITIES
HOTEL/CONFERENCE	800 ROOMS (575,000 SQ. FT.)
OFFICE	470,000 SQ. FT.
RETAIL	10,000 SQ. FT.

**APPLICANT:** CHOICE GATEWAY  
CONTACT: VILAS PATEL  
PHONE: (770) 670-4165

**CIVIL ENGINEER/  
SITE PLANNER :** PRIME ENGINEERING, INC.  
3140 NORTHSIDE AVENUE NW  
300 NORTHCREEK, STE 200  
ATLANTA, GA 30327  
CONTACT: ROB MACPHERSON  
PHONE: (404) 425-7100

**TRAFFIC ENGINEER:** KIMLEY-HORN & ASSOCIATES, INC.  
THE BILTMORE  
817 W. PEACHTREE STREET  
SUITE 601  
ATLANTA, GA 30308  
CONTACT: ANA EISENMAN  
PHONE: (404) 201-6155

- 1) THE ENTIRE PARCEL LIES WITHIN THE JURISDICTION OF THE CITY OF COLLEGE PARK.
- 2) NO JURISDICTIONAL WATERS OF THE US EXIST ON-SITE.
- 3) THERE ARE NO PROPOSED RESIDENTIAL UNITS ON-SITE.
- 4) BUILDING FOOTPRINTS, ALLEY AND STREET LOCATIONS, OPEN SPACE LOCATIONS, SIDEWALK DESIGN AND LOCATIONS AND PARKING LOCATIONS ON THIS CONCEPTUAL SITE PLAN ARE FOR ILLUSTRATIVE PURPOSES. THEIR SHAPES, LOCATIONS AND AMOUNTS MAY VARY AS ALLOWED FOR BY DISTRICT REGULATIONS.

**PRELIMINARY**

[illegible]