

REGIONAL REVIEW NOTIFICATION

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

DATE: May 15, 2020

ARC REVIEW CODE: R2005151

TO: Mayor Bianca Motley Broom
ATTN TO: Michelle Alexander, City Planner
FROM: Douglas R. Hooker, Executive Director
RE: Development of Regional Impact Review



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Original on file

The Atlanta Regional Commission (ARC) has completed a preliminary 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 preliminary report does not address whether the DRI is or is not in the best interest of the local government.

Name of Proposal: College Park "Airport City" (DRI #3063, aka Six West)

Review Type: DRI

Submitting Local Government: City of College Park

Date Opened: May 15, 2020

Deadline for Comments: May 30, 2020

Date to Close: June 2, 2020

Description: A Development of Regional Impact (DRI) review of a master-planned, mixed-use project proposed for a 320-acre site in the City of College Park, approximately bordered by Camp Creek Parkway to the south, Victoria and McDonald streets to the east, Brady Recreation Center Park to the north, and College Park Municipal Golf Course to the west. The proposed development plan includes 638,000 SF of retail/commercial space, 2.4 million SF of office, 65 detached single-family homes, 697 multifamily units of varying types, four hotels with 1200 rooms total, and a variety of other sports/recreational uses. Additional space is provided for incremental development, with up to 1.27 million SF for mixed commercial, 635,000 SF for office, and 23 single-family parcels. The local trigger for this review is a proposed rezoning for the entire site to PD-C, as defined by the Airport City Master Plan completed in June 2019. The estimated opening year is 2025 and the full build-out year is 2040.

PRELIMINARY COMMENTS: According to the ARC Unified Growth Policy Map (UGPM), part of The Atlanta Region's Plan, this DRI is in the Maturing Neighborhoods area, but adjacent to and designed to interact with a Regional Employment Corridor directly to the south (Georgia International Conference Center and Gateway Center amenities). ARC's Regional Development Guide (RDG) details recommended policies for areas and places on the UGPM. General information and policy recommendations for both Maturing Neighborhoods and Regional Employment Corridors are listed at the bottom of these comments.

This DRI appears to manifest many aspects of regional policy, including many of those at the bottom of this narrative. In the course of preparing these comments, ARC staff compared the proposed site plan to both

the 2017 College Park Livable Centers Initiative (LCI) plan completed in 2017 and the supplemental Airport City Master Plan completed in 2019, upon which this project is based.

The plan contemplates a major mixed-use, infill redevelopment with a variety of housing types, office and retail/restaurant uses, recreational facilities, with pedestrian-oriented infrastructure and amenities throughout the site. Some of the retail is intended to attract customers regionally, while other portions are intended to be locally serving. The mix of uses offers the potential for site residents to work and shop on-site or in the same district, and for workers and visitors to arrive via an alternative transportation mode or park once and conduct multiple trips on foot, 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 bike/pedestrian experience on all streets, paths, entrances, and parking areas. The development team is also encouraged to ensure that end-of-trip facilities are provided for residents, workers and visitors at key locations, e.g., scooter and bicycle storage racks throughout the site, lockers/showers in office spaces, etc. These recommendations are made given that the applicant estimated a significant number of vehicle trips to be eliminated (37% AM and 35% PM) from a combination of alternative mode share and internal capture across all uses in the GRTA-required DRI traffic study.

The applicant team should ensure that project driveways and intersections and any associated improvements (e.g., new turn lanes, traffic signals, etc.) are designed and implemented in full coordination with the City of College Park and Georgia Department of Transportation to safely and efficiently accommodate the DRI's projected automobile traffic. Internal streets and driveways should be designed to minimize driving speeds and prioritize safety and comfort of pedestrians throughout the site, through the use of reduced lane widths, shorter curb radii, raised crossings, bulb-outs, and other design features. This project is notable for its potential to restore and expand the street grid in the area, and future street connections should be preserved in the site plan. Because the site can expect a mix of local residents, workers, and visitors, the attention to safety and driving speeds will be critical. Additional comments from ARC's Transportation Access and Mobility Group will be attached with the final report.

An exciting element of this DRI is the intention to design for a significant portion of the total footprint to be developed incrementally by various partners, which could bring a more organic and varied building typology and mix of uses than would be seen with a mixed-use development built at one time. A risk is that if market conditions delay development, then the eastern portions of Phase 1 (sections E1-E4 in the site plan) could leave a gap in development between historic downtown College Park (and MARTA rail) and the larger, more intense uses farther to the west (A1-A2, B, C, D2-D4, I1-I4, K, L). There is the potential for these undeveloped blocks to act as both a visual and comfort barrier for visitors coming from the east. Sidewalks, streetscapes, lighting, and clear wayfinding on John Wesley Avenue, Columbia Avenue, and Harvard Avenue between Conley Street and Roosevelt Highway should be an immediate priority.

It's also not completely clear from the proposed site plan what the primary pedestrian route between downtown/MARTA and the center of the project is supposed to be. The 2019 Airport City plan defines John Wesley Avenue as a secondary retail corridor and it ends directly at the existing crosswalk to the MARTA station. However, the current site plan shows multiple parking decks lining the street, which makes for a

poor pedestrian environment with blank walls and curb cuts. It may be worth considering whether pedestrians should be directed to Columbia Avenue instead, to take advantage of visual impact of the proposed canopy and draw them into the primary retail corridor.

The City of College Park should also consider long-term improvements to the pedestrian crossing over the freight tracks to the MARTA station, which is not ADA-compliant and potentially unsafe. While the site is fortunate to have a high-frequency and capacity MARTA rail station near the eastern end of the project, it is otherwise not well-served by other transit routes, other than the current bus route #82 on Camp Creek Parkway and route #172 along Princeton Drive. If fully built out, the DRI has potential to justify altering of existing bus routes to serve the interior of the site. Use of circulator shuttles to serve the various hotels and recreational amenities could be considered. Pedestrian access to the south across Camp Creek Parkway will be improved with the addition of a pedestrian bridge from the center of the DRI south to Georgia International Conference Center and Gateway Center Arena). Wayfinding, lighting, landscaping, and security should be considered on both ends and along the bridge to ensure it's comfortable and attractive to use.

Phase 2 of the project generally declines in density and transitions into a more traditional neighborhood footprint. Again, it will be important to build a robust pedestrian and bike network with ample wayfinding to encourage alternative mode travel between these sections and the core of the DRI.

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 best practices throughout the site in general, in parking areas, on site driveways, in stormwater detention facilities, and as part of any improvements to site frontages. Additional comments from ARC's Natural Resources Group are attached.

The intensity of this proposed project is within the RDG's recommended parameters for density and building height for the Maturing Neighborhoods area of the region. However, it will still be critical for City leadership and staff, along with the applicant team, to collaborate to the greatest extent possible to ensure maximum sensitivity and mitigate potential impacts to nearby neighborhoods, natural resources and land uses.

Further to the above, Maturing Neighborhoods were primarily developed prior to 1970. These areas are typically adjacent to the Region Core and Regional Employment Corridors. These three areas, combined, represent a significant percentage of the region's jobs and population. General policy recommendations for Maturing Neighborhoods include:

- Improve safety and quality of transit options by providing alternatives for end-of-trip facilities (such as bicycle racks) and sidewalks and/ or shelters adjacent to bus stops
- Identify and remedy incidents of "food deserts" within neighborhoods, particularly in traditionally underserved neighborhoods and schools
- Promote mixed use where locally appropriate, specifically in areas served by existing or planned transit
- Develop policies and establish design standards to ensure new and infill development is compatible with existing neighborhoods

Because this site is directly adjacent to a Regional Employment Corridor, additional recommendations follow:

- 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
MARTA
CITY OF EAST POINT
CLAYTON COUNTY
AEROTROPOLIS CIDS

ARC TRANSPORTATION ACCESS & MOBILITY
ARC AGING & HEALTH RESOURCES
GEORGIA DEPARTMENT OF TRANSPORTATION
FULTON COUNTY
HARTSFIELD-JACKSON ATLANTA INTERNATIONAL AIRPORT
CITY OF HAPEVILLE

ARC NATURAL RESOURCES
GEORGIA DEPARTMENT OF COMMUNITY AFFAIRS
GRTA/SRTA
CITY OF ATLANTA
CITY OF UNION CITY
AEROTROPOLIS ALLIANCE

If you have any questions regarding this review, please contact Greg Giuffrida at (470) 378-1531 or ggiuffrida@atlantaregional.org. This finding will be published to the ARC review website located at <http://atlantaregional.org/plan-reviews>.



DEVELOPMENT OF REGIONAL IMPACT REQUEST FOR COMMENTS

Instructions: The project described below has been submitted to this Regional Commission for review as a Development of Regional Impact (DRI). A DRI is a development of sufficient scale or importance that it is likely to generate impacts beyond the jurisdiction in which the project is located, for example in adjoining cities or neighboring counties. We would like to consider your comments on this proposed development in our DRI review process. Therefore, please review the information about the project included in this packet and offer your comments in the space provided. The completed form should be returned to ARC on or before the specified return deadline.

Preliminary Findings of the RDC: **College Park "Airport City" (DRI #3063)** *See the Preliminary Report.*

Comments from affected party (attach additional sheets as needed):

Individual Completing Form:

Local Government:

Department:

Telephone: ()

Signature:

Date:

Please email comments to:

Greg Giuffrida
Atlanta Regional Commission
ggiuffrida@atlantaregional.org
Ph. (470) 378-1531

Return Date: May 30, 2020

ARC STAFF NOTICE OF REGIONAL REVIEW AND COMMENT FORM

DATE: May 15, 2020

ARC REVIEW CODE: R2005151

TO: ARC Group Managers

FROM: Greg Giuffrida, 470-378-1531

Reviewing staff by Jurisdiction:

Community Development: Giuffrida, Greg

Natural Resources: Santo, Jim

Aging and Health Resources: Perumbeti, Katie

Transportation Access and Mobility: Mangham, Marquitrice

Research and Analytics: Skinner, Jim

Name of Proposal: College Park "Airport City" (DRI #3063)

Review Type: Development of Regional Impact

Description: A Development of Regional Impact (DRI) review of a master-planned, mixed-use project proposed for a 320-acre site in the City of College Park, approximately bordered by Camp Creek Parkway to the south, Victoria and McDonald streets to the east, Brady Recreation Center Park to the north, and College Park Municipal Golf Course to the west. The proposed development plan includes 638,000 SF of retail/commercial space, 2.4 million SF of office, 65 detached single-family homes, 697 multifamily units of varying types, four hotels with 1200 rooms total, and a variety of other sports/recreational uses. Additional space is provided for incremental development, with up to 1.27 million SF for mixed commercial, 635,000 SF for office, and 23 single-family parcels. The local trigger for this review is a proposed rezoning for the entire site to PD-C, as defined by the Airport City Master Plan completed in June 2019. The estimated opening year is 2025 and the full build-out year is 2040.

Submitting Local Government: City of College Park

Date Opened: May 15, 2020

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Response:

- 1) ☐ Proposal is CONSISTENT with the following regional development guide listed in the comment section.
- 2) ☐ While neither specifically consistent nor inconsistent, the proposal relates to the following regional development guide listed in the comment section.
- 3) ☐ While neither specifically consistent nor inconsistent, the proposal relates to the following regional development guide listed in the comment section.
- 4) ☐ The proposal is INCONSISTENT with the following regional development guide listed in the comment section.
- 5) ☐ The proposal does NOT relate to any development guide for which this division is responsible.
- 6) ☐ Staff wishes to confer with the applicant for the reasons listed in the comment section.

COMMENTS:

[illegible]



Developments of Regional Impact

[DRI Home](#)[Tier Map](#)[Apply](#)[View Submissions](#)[Login](#)

DRI #3063

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: Michelle M. Alexander

Telephone: 4047671537

E-mail: malexander@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 "Airport City"

Location (Street Address, GPS Coordinates, or Legal Land Lot Description): Boundaried by McDonald Avenue, Princeton Avenue and Camp Creek Parkway

Brief Description of Project: Approximately 311 acre master planned, mixed-use development initiated by City of College Park and BIDA. To be developed as a public-private partnership with hotel, retail, Class-A office, outdoor parks, recreation, residential and enhancement of existing city golf course, with connectivity to MARTA and

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.): 3 million SF office, 548,000 SF commercial, 450 d.u., 1.27 incremental mixed use

Developer: BIDA with public/private partnerships

Mailing Address: 3667 Main Street

Address 2: City Hall

City: College Park State: Ge Zip: 30337

Telephone: 4047671537

Email: Artiejones@collegeparkga.com

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

If yes, property owner: BIDA is the owner and Mr. Jones is the exec staff member

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?

Is the current proposal a continuation or expansion of a previous DRI? ☐ (not selected) ☐ Yes ☒ No

If yes, provide the following Project Name:

information: 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? Pursuing DRI for entire site, but anticipate phased development

Estimated Project Completion Dates: This project/phase: phase 1 - 2024
Overall project: 2030

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Developments of Regional Impact

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DRI #3063

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: Michelle M. Alexander
Telephone: 404.767.1537/404.345
Email: malexander@tcfatl.com

Project Information

Name of Proposed Project: College Park "Airport City"
DRI ID Number: 3063
Developer/Applicant: City of College Park/BIDA with public/private partnerships
Telephone: 4047671537
Email(s): Artiejones@collegeparkga.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: \$1.9 Billion

Estimated annual local tax revenues (i.e., property tax, sales tax) likely to be generated by the proposed development: \$32.8 Million

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)? .79 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:

No extension required, however, a new ater tank will probably be added to the system to increase capacity for fire related service.

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 & Sewer/Fulton County Water Services Division

What is the estimated sewage flow to be generated by the project, measured in Millions of Gallons Per Day (MGD)? .66 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.) AM Peak 7,105; Reduced 4,476/ PM Peak Total 9,855; Reduced 6,406

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: See Section 6.0 of the Traffic Study

Solid Waste Disposal

How much solid waste is the project expected to generate annually (in tons)? 7,000

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 will be provided. This will be handled through in-place regional detention structures, stormwater retention pond treepod bioretion filters and green infrastructure. Some of this is already in place and operational.

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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[DRI Site Map](#) | [Contact](#)

COLLEGE PARK AIRPORT CITY DRI
City of College Park
Natural Resources Group Review Comments
May 14, 2020

While ARC and the Metropolitan North Georgia Water Planning District have no regulatory or review authority over this project, the Natural Resources Group has identified County and State regulations that could apply to this property. Other regulations may also apply that we have not identified.

Watershed Protection

The property 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.

Stream Buffers

Both the project conceptual site plan and the USGS coverage for the project area show Camp Creek along the northern and northwestern portions of the project property, as well as an unnamed stream and two unnamed tributaries to it running along the southern and southwestern portion of the property to where it meets Camp Creek at the western edge of the project property. The site plan is at a scale that is too large to show details such as stream buffers, but these streams, as well as any unmapped streams on the property may be subject to the requirements of the City of College Park's Stream Buffer ordinance as well as 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.

Stormwater/Water Quality

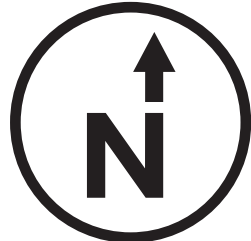
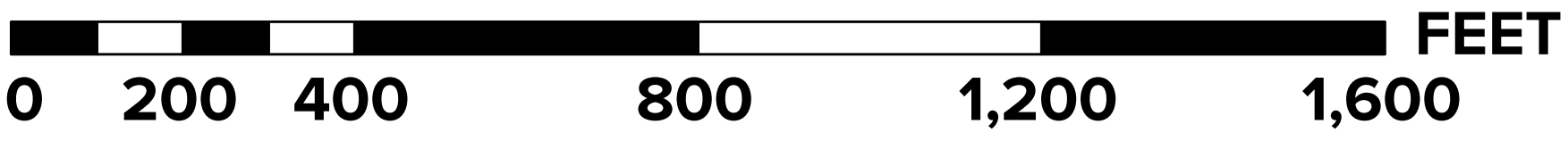
The project should adequately address the impacts of the proposed development on stormwater runoff and downstream water quality.

During the planning phase, the stormwater management system (system) should meet the requirements of the local jurisdiction's post-construction (or post-development) stormwater management ordinance. The system should be designed to prevent increased flood damage, streambank channel erosion, habitat degradation and water quality degradation, and enhance and promote the public health, safety and general welfare. The system design should also be in accordance with the applicable sections of the Georgia Stormwater Management Manual (www.georgiastormwater.com) such as design standards, calculations, formulas, and methods. Where possible, the project should use stormwater best site design practices included in the Georgia Stormwater Management Manual, Volume 2, Section 2.3.

During construction, the project should conform to the relevant state and federal erosion and sedimentation control requirements.

AIRPORT CITY MASTER PLAN

Master Plan Concept



LEGEND

PROPOSED AEROTROPOLIS GREENWAY TRAILS

PARKING SURFACE/DECK

STREETS

BIKE LANES

MULTI-USE PATHWAYS

GREENSPACES

EXISTING PARKS

MARTA RAIL LINES

RAILROADS

RIVERS & STREAMS

MARTA TRANSIT STATION

PHASE I

STUDY AREA

AREA AND LAND USE

A - 2 STORY RETAIL OUTLET/COMMERCIAL DEVELOPMENT: 448,000 SF TOTAL
A1: 224,000 SF FAR: 0.8
A2: 224,000 SF FAR: 0.8

B - 1 STORY RETAIL BIG BOX: 100,000 SF FAR: 0.8

C - 2 STORY RETAIL MALL: 90,000 SF FAR: 0.8

D - 10 TO 12 STORY "CLASS A" OFFICES: 2.4 MILLION SF TOTAL
D1: 600,000 SF FAR: 2.2
D2: 600,000 SF FAR: 2.4
D3: 600,000 SF FAR: 2.5
D4: 600,000 SF FAR: 2.8

E - PARCELS FOR INCREMENTAL 1 TO 2 STORY COMMERCIAL DEVELOPMENT (RETAIL, OFFICE, RESTAURANT): 1.27 MILLION TOTAL
E1: 140,000 FAR: 1.0
E2: 190,000 FAR: 1.0
E3: 185,000 FAR: 1.0
E4: 190,000 FAR: 1.0
E5: 195,000 FAR: 1.0
E6: 190,000 FAR: 1.0
E7: 180,000 FAR: 1.0

F - PARCELS FOR INCREMENTAL 1 TO 2 STORY OFFICE DEVELOPMENT: 635,000 SF TOTAL
F1: 290,000 FAR: 1.0
F2: 345,000 FAR: 1.0

G - PARCELS FOR INCREMENTAL RESIDENTIAL DEVELOPMENT: 23 SINGLE FAMILY DETACHED; 6-7 UNITS/ACRE

H - RESIDENTIAL DEVELOPMENT WITH SINGLE FAMILY UNITS, MULTI FAMILY UNITS, AND TOWNHOMES
65 SINGLE FAMILY DETACHED; 6-7 UNITS/ACRE
177 MULTI-FAMILY (LOWRISE); 14-16 UNITS/ACRE
260 MULTI-FAMILY (MIDRISE); 28 UNITS/ACRE

I - HOTEL WITH MIXED USE - RETAIL, OFFICE, RESTAURANTS: 1200 ROOMS TOTAL
I1: 150,000 SF; 140 KEYS; 5 STORY FAR: 1.8
I2: 180,000 SF; 130 KEYS; 6 STORY FAR: 2.1
I3: 180,000 SF; 120 KEYS; 6 STORY FAR: 2.0
I4: 300,000 SF; 290 KEYS; 6 STORY FAR: 1.6
ADDITIONAL HOTEL MIXED: 520 KEYS

J - GARDEN STYLE RESIDENTIAL: 260 MULTI-FAMILY; 11-12 UNITS/ACRE

K - GOLF CLUB AND EVENT LODGING: 85,000 SF; FAR: 0.18

L - EXPERIENTIAL GOLF VENUE: 60,000 SF; FAR: 0.25

M - INTERNATIONAL EXPERIENTIAL VENUE (ESPORTS): 180,000 SF; FAR: 0.6

N - CULTURAL ARTS CENTER: 50,000 SF; FAR: 0.4

Proposed preserved open space and dedicated park space
College Park Municipal Golf Course (redesigned): 99 acres
Stormwater Park: 5.68 acres
Sports Fields: 6.85 acres
Public Park 1: 2.3 acres
Public Park 2: 3 acres

PHASE 1

A - 2 STORY RETAIL OUTLET/COMMERCIAL DEVELOPMENT: 448,000 SF TOTAL
A1: 224,000 SF FAR: 0.8
A2: 224,000 SF FAR: 0.8

B - 1 STORY RETAIL BIG BOX: 100,000 SF FAR: 0.8

C - 2 STORY RETAIL MALL: 90,000 SF FAR: 0.8

D - 10 TO 12 STORY "CLASS A" OFFICES: 1.2 MILLION SF TOTAL
D2: 600,000 SF FAR: 2.4
D4: 600,000 SF FAR: 2.8

E - PARCELS FOR INCREMENTAL 1 TO 2 STORY COMMERCIAL DEVELOPMENT (RETAIL, OFFICE, RESTAURANT): 705,000 SF TOTAL
E1: 140,000 SF FAR: 1.0
E2: 190,000 SF FAR: 1.0
E3: 185,000 SF FAR: 1.0
E4: 190,000 SF FAR: 1.0

H - RESIDENTIAL DEVELOPMENT WITH SINGLE FAMILY UNITS, MULTI FAMILY UNITS, AND TOWNHOMES
65 SINGLE FAMILY DETACHED; 6-7 UNITS/ACRE
177 MULTI-FAMILY (LOWRISE); 14-16 UNITS/ACRE
260 MULTI-FAMILY (MIDRISE); 28 UNITS/ACRE

I - HOTEL WITH MIXED USE - RETAIL, OFFICE, RESTAURANTS
680 ROOMS
I1: 150,000 SF; 140 KEYS; 5 STORY FAR: 1.8
I2: 180,000 SF; 130 KEYS; 6 STORY FAR: 2.1
I3: 180,000 SF; 120 KEYS; 6 STORY FAR: 2.0
I4: 300,000 SF; 290 KEYS; 6 STORY FAR: 1.6

K - GOLF CLUB AND EVENT LODGING: 85,000 SF; FAR: 0.18

L - EXPERIMENTAL GOLF VENUE: 60,000 SF; FAR: 0.25

M - INTERNATIONAL EXPERIENTIAL VENUE (ESPORTS): 180,000 SF; FAR: 0.6

N - CULTURAL ARTS CENTER: 50,000 SF; FAR: 0.4

COLLEGE PARK MARTA STATION

College Park MARTA Station

EXISTING MARTA STATION CONNECTIVITY

TO AIRPORT