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Acknowledgements

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City of College Park Elected Officials and Staff

Elected Officials

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Cynthia L. Jones, Councilwoman (Ward II)
Tracey Wyatt, Councilman (Ward III)
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Planning Commission

Board of Zoning Appeals

The City of College Park Comprehensive Plan 2005-2025



Submitted to the City
of College Park by:

The Collaborative Firm, LLC

Real Estate Development, Strategic Planning & Governmental Services

IN COORDINATION WITH:



*Robert and
Company*

GRICE
& ASSOCIATES

Chapter 1 - Executive Summary

Planning for future growth and development of a community is imperative to achieve a place that people are proud to call home. Community's without a vision, and guiding goals and policies face an uncertain future. If used properly, the Comprehensive Plan will maintain and enhance the horizons for the City of College Park, which can become a City of beautiful buildings and homes with a safe and secure atmosphere for all Citizens. Encouraging an environment that embraces a high quality ambience will allow the City of College Park to grow and be fruitful in the near and far future.

This Comprehensive Plan is an essential study, which also assists the City of College Park in analyzing its current available land and to forecast its future growth. Once completed, this plan should be used as a policy document by the local government for approximately ten years. The plan is vital because it provides a strategic *long-term* vision for the city's future. This pro-active plan, when used properly, will direct the development, redevelopment, and growth initiatives for the City of College Park for the next decade.

According to the Georgia State Department of Community Affairs, there are nine essential elements to be reviewed when updating a Comprehensive Plan. These elements include an inventory, assessment and analysis of: Population, Housing, Economic Development, Natural, Historic, and Cultural Resources, Community Facilities, Transportation, Intergovernmental Coordination, Land Use, and Plan Implementation.

In addition, the Solid Waste Management Plan Update was also included as part of this plan update.



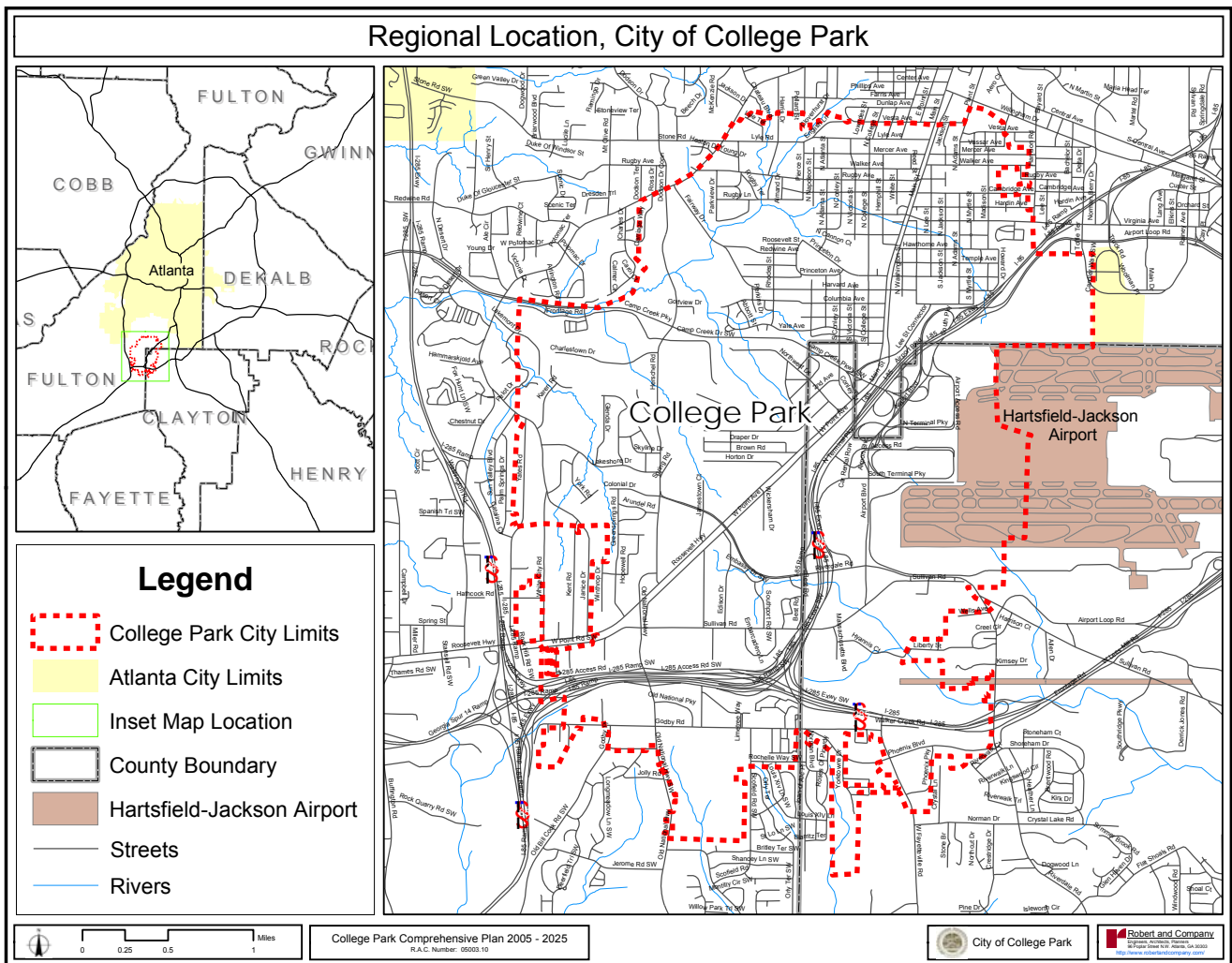
During the twenty-year time period, the City of College Park has the opportunity to expand its horizons and reach out to its citizens. The Comprehensive Plan is the fundamental preparation guide that will be used by public and private agencies, planning commission, city council, and other governmental entities, which aides in precise and correct decision-making processes for the implementation of sustainable development, which include economic development, environmental protection, and quality of life initiatives. The plan defines the city's goals, which will be attained through specific objectives and policies that comprise an integral element of the city's overall success to follow a *smart growth* initiative.

The Comprehensive Plan for the City of College Park has been prepared by The Collaborative Firm, LLC in coordination with Robert & Company, Grice & Associates and C.E.R.M.

1.1 Location Analysis

The City of College Park is directly located southwest of the State’s urban hub, the City of Atlanta. Neighboring jurisdictions include the City of East Point, Unincorporated Fulton County, and the City of Hapeville, which are all included within the Atlanta Metropolitan Area. The City of College Park is situated in Fulton and Clayton County. According to the United States Census Bureau, Fulton is the largest county in the state—population wise with 814,438 persons. Neighboring counties include Carroll, Clayton, Cobb, Coweta, Cherokee, Dekalb, Douglas, Fayette, Forsyth, and Gwinnett. College Park is situated within a superior transportation infrastructure. Major interstates I-85 and I-285, as well as the Metro Atlanta Rapid Transportation Authority (MARTA) System and Railroad system provide superior transportation methods. Furthermore, the Hartsfield-Jackson International Airport, the busiest within the United States, is located within the city’s border.

Map 1.1



1.2 City of College Park Vision Statement

The City of College Park's Vision Statement is an essential aspect of the Comprehensive Plan because it illustrates what the community desires to become over the next twenty years, and how they want to reach their goals. The vision statement or community vision embodies the support of the city's goals, objectives, and implementation process. This vision statement for the City of College Park is as follows:

In 2025...

College Park will continue to be a thriving, self-sufficient community composed of culturally diverse residents and businesses. A design that unifies the people and establishes a strong sense of place will be emphasized throughout the City of College Park and trees shall continue to line the streets as a result of years of preservation and improvement efforts. Transportation options remain plentiful, including a well-maintained grid street system, tree-canopied sidewalks for pedestrians, and a range of transit options including bus, train and light rail (such as the "people mover" from the Hartsfield-Jackson International Airport to the Georgia International Convention Center).

Redevelopment efforts will revitalize commercial corridors along areas such as, but not limited to: Old National Highway, Main Street, Virginia Avenue, and Jamestown. The City of College Park will be viewed as one of the safest communities within the Metro-Atlanta Area. Small businesses will flourish and create niche markets for surrounding neighborhoods. Larger businesses will be retained, expanded and attracted to provide employment centers as well as community and regional shopping. More residents of College Park will work and enjoy recreation within the city limits instead of commuting to other areas for jobs and other options.

College Park youth services will provide both educational and recreational opportunities for all children. These youth services will teach both teamwork and leadership in team working environments, thus, providing future assets to offer the city. Senior Citizens will have better opportunities for interaction as well as education and recreation. Green space and recreational programs will be further enhanced and well maintained for all College Park citizens.

Overall, the City of College Park will preserve its unique identity while enhancing the sense of place that makes it a desirable place to live, work, and play. The City of College Park will be a community that promotes progress by striving for balanced growth and development that is representative of an increasingly diverse population. The city will protect and enhance its neighborhoods, environmental features, cultural and historic resources, public services, facilities and infrastructure, and economic climate of opportunity and growth in order to realize long term prosperity and enhanced quality of life.

1.3 Public Participation

A foundational information piece for the development of the College Park Comprehensive Plan Update was based on the public participation and public visioning component. There were several phases involved in the public participation component including efforts to:

Inform - *The public was provided with an overview of the Comprehensive Plan Update process, and components of the plan were explained. This was the first meeting held November 1, 2004.*



Community Tools Used: PowerPoint presentation and Fact Sheet.

Consult - *The public was requested to provide feedback on analysis information provided by the consulting team. Based on the feedback from the public, the consulting team listed and addressed the concerns from each of the public workshops. In addition to concerns, visioning and initiatives for future development types were formulated based on Visioning Statement Surveys, Visual Preference Surveys, and Mapping Work Sessions.*

Community Tools Used: PowerPoint presentation, Surveys, Public Comments, Focus Groups, and Fact Sheets.

Involve - *The public was involved directly with the consulting team throughout the process in order to ensure that all of their concerns were consistently understood, and used in the preparation of the plan.*

Community Tools Used: Workshops, Comment Cards.

Public Hearing Kick-off Meeting
November 1, 2004, 6:00 PM
City Hall / Regular Council Meeting

On November 1, 2004, a hearing was held to inform the public on the purpose of the Comprehensive Plan update and the solid waste management plan update. The planning process, schedule, and public participation programs were reviewed in a PowerPoint presentation at this meeting. A summary hand-out and fact sheet were also distributed.

Steering Committee Meetings -

The elected officials for the City of College Park appointed a steering committee to provide leadership and direction for the Comprehensive Plan by using their knowledge of the area and representing their community interests. This committee directed the goals, objectives, and vision for the City. The overall goal for this committee was to ensure that residents continue to enjoy a high quality of life. Monthly steering committee meetings to reach these goals were held.

Each Steering Committee meeting focused on a specific topic and gave directives for the public workshops. Steering Committee Meetings were held:

Steering Committee Meetings:

- December 15, 2004
- January 27, 2005
- February 17, 2005
- March 17, 2005
- April 21, 2005
- May 29, 2005



The Steering Committee included the following representatives:

Walter Bellamy
John Boothby
Elaine Carroll
DeAsha Crum
Paul Dorn
Richard L. Harvey, Sr.
Inga Kennedy
Al Lane
Noel Mayeske
Wesley Meadows
Marjorie Dudley Morrow
Jane Randolph
Mike Simpson
Walt Sneed

Public Workshops - *Public Workshops were held to inform, consult and involve the public. These workshops were strategically placed throughout the city to ensure all geographic areas.*

Public Workshop Number One

January 27, 2005, 7:00 PM

Hugh C. Conley Recreation Center

70 people in attendance

- PowerPoint Presentation “What is a Comprehensive Plan and College Park Comprehensive Plan Timeline”
- Demographic Projections Overview
- Visual Preference Survey conducted via a PowerPoint Presentation
- Vision Statement Handout to be completed prior to leaving



Public Workshop Number Two

March 28, 2005

Camp Truitt Educational Center

61 people in attendance

- Comprehensive Plan Overview
- Eight Break Out Groups to discuss and answer questions while making notations on a Land Use map and a Transportation map the following topics: Housing, Economic Development, Community Facilities
- Break Out Group Presentations
- Demographics Update handout
- “What is a Comprehensive Plan” Handout



Public Workshop Number Three

May 23, 2005, 7:00 PM

Piccadilly Restaurant

25 people in attendance

- Comprehensive Plan Overview
- Land Use PowerPoint Presentation including:
 - Existing Land Use Map Conditions
 - Past Studies Overview
 - Public Workshop Results
 - Land Use Map Recommendations
- Transportation Map Overview
 - Existing Conditions
 - Public Workshop Results
 - Transportation Recommendations
- Future Land Use Map and Demographic Handout



Public Hearings - *The public was involved directly with the consulting team throughout the process in order to ensure that all of the public concerns were consistently understood, and used in the preparation of the plan. The public hearings to explain the process and present the findings are identified below.*

Planning Commission Future Land Use Map / Draft Plan Presentation

May 31, 2005, 5:30 PM

City Hall / Planning Commission Meeting

Comprehensive Plan Draft Plan Presentation and Open House Forum to Public

June 16, 2005, 6:00 PM

City Hall / Public Open House

Comprehensive Plan Draft Plan Presentation

June 16, 2005, 7:00 PM

City Hall / Elected Officials Work Session

Adopt a resolution to submit the draft to ARC

July 18, 2005, 7:30 PM

City Hall / Regular Council Meeting

See Appendices A for more information.

1.4 Population

An inventory and analysis of population provides an important first step in formulating a Comprehensive Plan. The population chapter forms the foundation of subsequent elements of the Comprehensive Plan by identifying opportunities and constraints to future growth. Population trends form the basis of forecasts for future public service needs and infrastructure improvements. Forecasts of population change influence the coordination, location, and timing of government facilities and services. The demographic characteristics of a community also help local governments meet the unique needs of their constituents. The rate of population growth helps to determine the need for additional housing, employment, and public sector services. As part of the Atlanta metropolitan area, population trends in College Park are influenced by regional settlement patterns and economic conditions. Likewise, demographic trends in the Tri-Cities area, South Fulton County, and Clayton County will have an effect on future settlement patterns in the City of College Park. Therefore it is important to analyze local population in the context of larger county and state growth trends.

Table 1.1

Projected Population 2000 – 2025, City of College Park

	2000	2005	2010	2015	2020	2025	% Change 2000 - 2025
Population	20,382	20,242	20,144	20,786	21,411	22,271	9.3%

Source: Robert and Company, Based on ARC projections for Tri-Cities area.

Table 1.2

Households by Type 1990 - 2000, City of College Park

	1990	%	2000	%
Family Households	4,845	60.1%	4,602	58.9%
Nonfamily Households	3,220	39.9%	3,208	41.1%
Total Households	8,065	100.0%	7,810	100.0%

Source: US Census Bureau

With a projected increase in average household size and only modest population growth predicted for the city, the total number of households is predicted to decline slightly over the period of study. Using these assumptions, the City of College Park will lose 59 households between 2000 and 2025.

An unique fact regarding population and household size is that as the average household size within Fulton County and the state of Georgia is decreasing, the average household size within the City of College Park; however, is projected to increase. This fact illustrates that smart growth is evident within the City of College Park.

1.5 Housing

The housing element first provides an inventory of the existing stock of housing in a community along with an assessment of its condition, occupancy status, and affordability. As a durable good, the existing stock of housing forms a lasting base for conditions in a given community. In most cases new construction, renovation, and demolition account for only marginal additions or subtractions in the overall supply of housing. After the examination of current housing conditions, a determination is made as to the adequacy of the housing stock in serving existing and future population as well as economic development goals. Next, a set of goals are formulated in order to improve any housing conditions which may be lacking and meet the needs of future population expansion. Finally, an implementation program is formulated achieve the housing goals set forth.



Projected housing needs for the City of College Park are listed in Table 3.19. Although modest population gains are projected for the City of College Park, the general trend toward larger household sizes in the city leaves a slight decline in the number of future households. Therefore, there is also a slight decline in the number of housing units needed to accommodate the city’s population growth. However, because of the anticipated loss of some older apartment complexes located in the flight path of the new runway at Hartsfield-Jackson Airport, there will likely be a future shift in housing type within College Park. With the loss of some apartment complexes and the planned construction of new single family housing underway, the percentage of single family residential units is projected to increase. Therefore, the allocation of land for future residential development is of continued importance.

Table 1.3

Future Housing Needs 2000 - 2025, City of College Park

	2000	2005	2010	2015	2020	2025
Housing Needs	8,449	8,227	8,006	8,110	8,205	8,385
Households	7,810	7,605	7,400	7,497	7,585	7,751

Source: Georgia Department of Community Affairs.

Additional single-family housing is also needed to balance out the city’s disproportionately high number of renters. With just under 80% of the city’s stock as rental housing, College Park has one of the highest proportions of renters of any community in the Atlanta Metropolitan Area. Furthermore, the City of College Park is in need of more high-end housing. As an area with excellent transportation access and close proximity to one of Atlanta’s largest employment centers, College Park could benefit from additional housing geared toward professionals working near the airport.

1.6 Economic Development



The economic development chapter is intended to integrate economic strategies into the Comprehensive Planning process. It includes an inventory of the local government’s economic base, characteristics of the labor force, and an examination of economic development opportunities and resources. The economic base section focuses on businesses and jobs located in College Park, whereas the labor force section examines the workers living in College

Park. After identifying a community’s economic needs, the land necessary to support economic development can be determined. Likewise, the community facilities and services necessary to support economic development efforts can be identified and coordinated.

Economic base analysis identifies the unique economic specializations of a local community. It includes an analysis of historic, current, and projected employment and earnings by economic sector. By comparing the proportion of employment in each sector with those at county and state levels, local economic specializations can be identified. “Basic” sectors are those that produce and export goods and services beyond the needs of the local community. The Economic Census provides much of the data for municipal level economic development planning. Data from the most recent Economic Census conducted in 2002 has not been released at this time. For more current local business information, private data sources such as Claritas have been used as a supplement to the Economic Census. Where municipal level data is unavailable, Fulton County and Clayton County has been used as substitute reference areas.

Projected employment figures are unavailable for the City of College Park. However, the Atlanta Regional Commission (ARC) does provide small area projections for employment by census tract. Unfortunately, census tracts do not coincide perfectly with municipal boundaries. Therefore, to obtain an approximation of projected employment change in College Park, a recalculation of ARC figures was performed based on the area of each census tract falling within the city limits. According to these figures, the City of College Park will gain 6,848 jobs between 2000 and 2030, for a 25% overall increase in employment. (Table 4.5) Because a portion of the census tract containing Hartsfield-Jackson airport falls within College Park, the dominant employment category at present and in the projected future is the Transportation, Communication, and Utilities sector. Employment in this sector is projected to increase from 13,859 in 2000 to 15,669 in 2030. Wholesale trade activities are also projected to grow as distribution and warehousing activities associated with the airport increase in importance. Finance, Insurance, and Real Estate employment is projected to double between 2000 and 2030 as the City’s hospitality industry continues to develop. Following the national trend toward increased Service employment, the Services sector is projected to increase by 3,179 jobs (55%) between 2000 and 2030.

**Table 1.4
Projected Employment by Sector 2000 – 2030, City of College Park**

	2000	%	2010	%	2020	%	2030	%
Construction	507	1.9%	412	1.4%	376	1.2%	393	1.2%
Manufacturing	679	2.5%	711	2.4%	786	2.4%	891	2.6%
Transport, Communication, Utilities	13,859	50.8%	14,588	49.7%	15,339	47.8%	15,669	45.9%
Wholesale	1,129	4.1%	1,623	5.5%	1,783	5.5%	1,662	4.9%
Retail	2,247	8.2%	2,026	6.9%	2,227	6.9%	2,452	7.2%
Finance, Insurance, and Real Estate	532	2.0%	743	2.5%	946	2.9%	1,123	3.3%
Services	5,769	21.2%	6,690	22.8%	7,924	24.7%	8,948	26.2%
Government	2,535	9.3%	2,531	8.6%	2,741	8.5%	2,967	8.7%
TOTAL	27,258	100.0%	29,324	100.0%	32,121	100.0%	34,104	100.0%

Source: Atlanta Regional Commission, Area-weighted recalculation of census tract employment totals by Robert and Company

Whereas the economic base section focuses on jobs and businesses located inside the city, this section, labor force analysis, focuses on workers residing in College Park. As shown in the subsequent section on commuting patterns, many of these residents work outside of College Park. Nevertheless, a careful analysis of the labor force in the city and its surrounding county provides essential information for crafting economic development strategies. By examining both the jobs located in College Park (Economic Base) and the workers living in the city (Labor Force), economic development strategies can attempt to match industries with the skills of local workers.

1.7 Natural, Historic, and Cultural Resources

This chapter is devoted to an inventory and analysis of the natural, environmentally sensitive, historic, archeological, and cultural resources in the City of College Park. This chapter also includes an assessment of the current and future needs for protection and management of these resources, as well as goals, policies, and strategies for preservation.

Currently, within the city boundary of College Park 867 structures are listed on the National Register of Historic Places through the States Historic Preservation Division. This National Register list includes an array of different types of structures such as, homes, monuments/statues, businesses, schools, churches, parks, a cemetery, government building, and rail way station; more specifically, the Historic Main Street Business District.

1.8 Community Facilities and Services

The purpose of the Community Facilities and Services Chapter is to assist College Park in coordinating the planning of public facilities and services in order to make the most efficient use of existing infrastructure as well as future investments and expenditures for capital improvements and long-term operation and maintenance costs.

A new Public Safety Complex will be completed by November 2005. This facility will be 60,000 square feet and will hold the Police Department, Fire Department, Emergency Medical Services, Court System, and Jail. Furthermore, College Park has recreational facilities for the enjoyment of its citizens including both active and passive parks. The Recreation department is a coordination unit of the City and includes six parks, six recreation facilities and a golf course. The department serves all sectors of the population from youth to seniors. Approximately 280 acres are owned by the City for recreational/open space. This includes the Golf Course, which is owned by the City and leased to a private contractor to operate and maintain. The lease is renewed on a yearly basis. The airport purchased two City parks, Southside Park, and the International Convention Center Park, when the Fifth Runway at Atlanta Hartsfield-Jackson International Airport was built to alleviate the



time delays for the airplanes. College Park also participated in the Governor’s Greenspace Program and purchased 8.5 acres.

Table 1.5

Parks and Available Activities

Facility	Athletic Fields	Fitness Trail	Picnic Areas	Play Grounds	Tennis Courts
Barrett Park	X	X	X	X	X
Brady Center	X		X	X	
Brannon Park	X		X	X	
Hugh C. Conley	X				X
Richard D. Zupp Park	X		X	X	X
Jamestown Park	X	X	X	X	X

1.9 Transportation

The transportation element provides an inventory of the local transportation network; an assessment of the adequacy for serving current and future population and economic needs; and the articulation of community goals and an associated implementation program that provides the desired level of transportation facilities and services throughout the planning period.



College Park’s roadway network is difficult to inventory for several other reasons, as well. College Park is unlike most other cities of a similar size due to three significant factors: the prevalence of City of Atlanta-owned land within the City of College Park, the dominating presence of Atlanta Hartsfield-Jackson Airport, and the presence of a complicated major interstate interchange.

A significant portion of College Park’s roadway network is devoted to its two Interstate Freeways: Interstates 85 and 285. Although the direct path of the two Freeways within the City of College Park is roughly 6.9 miles, it consists of 14.9 miles of Freeway, and 19.3 miles of associated ramps, interchanges and access roads, for a total of 34.2 miles, or nearly 36% of the city of College Park’s total Roadway Inventory of 95.74 miles.

1.10 Intergovernmental Coordination

The purpose of this element is to inventory the existing intergovernmental coordination mechanisms and processes between the City of College Park, surrounding municipalities, and Fulton County. This element will address the adequacy and suitability of existing coordination mechanisms to serve the current and future needs of the city as well as articulate goals and formulate strategies for the effective implementation of policies and objectives that involve more than one governmental entity.

Some of the services provided to College Park residents are contracted out through Fulton County, Clayton County, the City of Atlanta and private contractors. Fulton County has a total of ten municipalities. The Fulton County Government hosted a meeting with each chief administrator for the ten municipalities within the County to discuss the Service Delivery Strategy (SDS). The SDS is a State mandated agreement between all local governments within a county whose purpose is to promote effectiveness, cost efficiency, and funding equity.

1.11 Land Use

The Comprehensive Plan's land use chapter provides local governments with an inventory of existing land use patterns and trends, and serves as a guide or roadmap for future patterns of growth. Land use patterns impact a community's transportation flow, energy consumption, property taxes, and uses for adjacent lands and potential for growth.

Used primarily as a general and long-range policy guide for decisions regarding future land development, cities rely on the land use section when considering development proposals and the location of public facilities. It also serves as the foundation for zoning and subdivision regulations, as well as Capital Improvement Programs, which implement the previously established goals and policies.

1.12 Solid Waste Management

The Georgia Comprehensive Solid Waste Management Act was passed in 1990 by the Georgia General Assembly to institute a Comprehensive Solid Waste Management program for the State of Georgia. This act requires that each city and county in Georgia develop its own or be included in a Comprehensive Solid Waste Management Plan. Additionally, the Federal Government mandated a 25% national reduction in the volume of solid waste. The City of College Park adopted the federal goal using Fiscal Year (FY) 1992 as its benchmark, with the goal of reaching target levels by FY 1996 (Georgia Department of Community Affairs).

1.13 Plan Implementation

Comprehensive plans document the desires and wishes of a community for its future growth. An essential component of a comprehensive plan is its implementation, which details how the community’s goals and objectives will be carried out. Often, a community achieves its vision for the future through the incremental day-to-day decisions of its municipal leaders and staff. Therefore, it is extremely important to develop regulatory ordinances that will actually realize the policies, goals and objectives of the comprehensive plan.

In order to achieve the goals set out in a comprehensive plan, there are many tools that a jurisdiction can utilize.

1. Capital improvement programs will ensure public facilities have been provided to meet future growth demands. A CIP will enable a municipality to target its financial resources to areas where growth is planned. It should reflect both existing deficiencies a community has, as well as anticipated capacities.
2. Regulations, such as subdivision, sign or zoning ordinances, should be adopted to establish community standards and ensure compliance with the comprehensive plan. Land use regulations will set forth the design characteristics that will allow the community to develop according to its vision.
3. The persuasion, leadership and coordination of the city’s decision makers should be utilized to help realize the land use goals established in the plan. If a plan does not have the support of its council, then its goals and objectives will not be realized. Leaders should utilize the future land use objectives in making its decisions, from passing a budget that funds CIP projects to relying on the future land use map when making a decision on a rezoning case.
4. It’s essential to treat the Comprehensive Plan as a living document. The plan should be updated at least every five years with a Short Term Work Program and every ten years with a plan update. Major and minor amendments should be made as needed.

This chapter will detail the means through which the city of College Park will implement its Comprehensive Plan. It will detail the work program the city will undertake to carry out the goals and objectives of the community. It will further establish a CIP for funding capital projects over the course of the plan. The plan will also set forth the regulatory ordinances that are needed to achieve the city’s vision.

Chapter 2 - Population

An inventory and analysis of population provides an important first step in formulating a Comprehensive Plan. The population chapter forms the foundation of subsequent elements of the comprehensive plan by identifying opportunities and constraints to future growth. Population trends form the basis of forecasts for future public service needs and infrastructure improvements. Forecasts of population change influence the coordination, location, and timing of government facilities and services. The demographic characteristics of a community also help local governments meet the unique needs of their constituents. The rate of population growth helps to determine the need for additional housing, employment, and public sector services. As part of the Atlanta Metropolitan Area, population trends in College Park are influenced by regional settlement patterns and economic conditions. Likewise, demographic trends in the Tri-Cities Area, South Fulton County, and Clayton County will have an effect on future settlement patterns in the City of College Park. Therefore it is important to analyze local population in the context of larger county and state growth trends.

2.1 Total Population

2.1.1 Historic Population Change

The population of College Park has suffered from the negative impacts of airport noise and construction since the mid 1980s. The population of College Park increased considerably (51%) from 18,203 in 1970 to its peak of 27,480 in 1985. However, the city experienced substantial population decline between 1985 and 1990. This decrease is primarily due to land acquisition by the City of Atlanta’s Airport Development and Acquisition Program (ADAP). In the late 1980s, 600 acres of residential land was acquired, resulting in the displacement of 2,000 residents. Thus, between 1980 and 1990, the population of College Park declined –17.8%. (Table 2.1) After the population decline of the 1980s, the city’s population stabilized in the 1990s. In contrast, the surrounding counties of Fulton and Clayton both experienced robust population growth in the 1990s.

**Table 2.1
Population Change 1980 – 2000; College Park, Surrounding Counties, and State**

Jurisdiction	1980	% Change 80-90	1990	% Change 90-00	2000	% Change 80-00
City of College Park	24,632	-17.8%	20,236	0.7%	20,382	-17.3%
Clayton County	150,357	21.1%	182,052	29.9%	236,517	57.3%
Fulton County	589,904	10.0%	648,951	25.7%	816,006	38.3%
State of Georgia	5,457,566	18.7%	6,478,216	26.4%	8,186,453	50.0%

Source: US Census Bureau

2.1.2 Projected Future Population

Several important factors must be taken into account when formulating population projections for the City of College Park. First, the Airport Development and Acquisition Program, which bought out a significant number of residences in the 1980s affects the long-term accuracy of many population projection techniques. Because the airport-sponsored property buyout was a unique historic event, it may be inappropriate to use past population losses as the basis for future projections. Next, recent building activity must be taken into account when formulating future population projections. Several large housing developments are planned for areas that had been previously bought out following airport construction. New construction standards for sound attenuation allow for residential development in areas previously cleared by the airport. Another factor affecting College Park’s future population prospects is the construction of the fifth runway at Hartsfield-Jackson Atlanta International Airport. Increased airport noise from the fifth runway will likely lead to some land use change in areas of College Park south of Sullivan Road. While many of the areas surrounding the flight path of the fifth runway are industrial or commercial, there are some multi-family residential areas that are likely to be converted to non-residential uses. (See Map 2.1, Projected Noise Contours 2008) Finally, the growth of surrounding areas should form a component of any future population projections for the City of College Park. Many areas surrounding College Park in both Fulton County and Clayton County have experienced robust growth over the previous decades. Congestion and continued growth throughout the Atlanta Metropolitan region have spurred redevelopment in many older inner ring communities that enjoy access to employment centers and urban amenities.

Because of the complex combination of factors affecting the population of College Park, future population projections were generated based the city’s share of a larger surrounding reference area. Because the City of College Park lies partially in both Clayton County and Fulton County, it is inappropriate to use either county as the larger reference area for population projections. Therefore, Atlanta Regional Commission (ARC) projections for the Tri-Cities area were used as the basis for future College Park population projections. A “Linear Share” model of population growth was generated using recent population totals for the Tri-Cities area and ARC sub-area future projections. According to this model, College Park’s proportion of the overall Tri-Cities population will decline gradually from 30.4% in 2005 to 29.2% in 2025. The population of College Park is expected to decline slightly between 2005 and 2010 due to residential losses caused by the noise impacts of the fifth runway. However, the city’s population is expected to rebound in the second half of the planning period for a net gain of 9.3% between 2000 and 2025.

Table 2.2

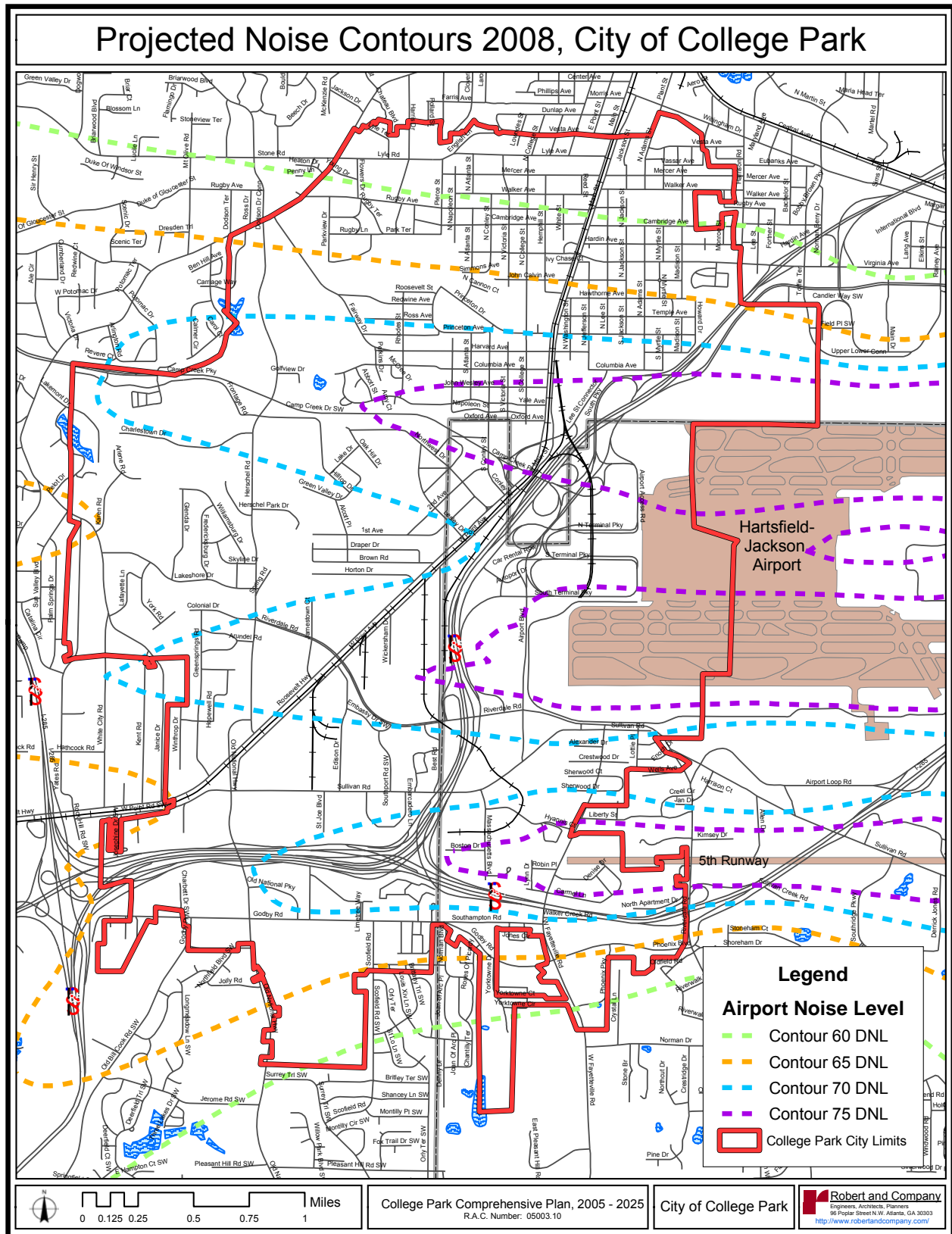
Projected Population 2000 – 2025, City of College Park

	2000	2005	2010	2015	2020	2025	% Change 2000 - 2025
Population	20,382	20,242	20,144	20,786	21,411	22,271	9.3%

Source: Robert and Company, Based on ARC projections for Tri-Cities area.

Map 2.1

Projected Noise Contours 2008, City of College Park



2.1.3 Functional Population

The functional population is a measure of the daytime population of a city. The functional population is the resident population, minus those residents who are in the labor force, plus employment inside the city. Depending on the jobs-housing balance of a community, the daytime population may vary substantially from the residential population. Large employment centers, tourism venues, and transportation hubs often experience a high daytime population relative to their residential population. Large daytime populations may necessitate infrastructure and services beyond the needs of the residential population. On the other hand, some bedroom communities with ample housing and few local jobs may empty out during the day as residents commute to work.

In the case of College Park, the city has a greater daytime population relative to its permanent residential population. With local employment in 2005 at 16,826 jobs, the city’s functional population is 37% larger than its residential population. (Table 2.3) In large part this is due to the presence of commercial and industrial areas of the city that have employment but little surrounding residential activity. Employment associated with Hartsfield-Jackson Airport, such as the Georgia International Convention Center, is expected to continue to grow. With short-term population losses due to the noise impacts of the fifth runway and subsequent conversion of residential areas to commercial and industrial uses, the city’s functional population is likely to rise relative to its residential population.

One factor affecting actual daytime population that is not captured by the functional population formula is hotel visitors. With the presence of numerous hotels associated with the airport and convention center, College Park’s actual daytime population is even greater than the functional population formula.

Functional Population = (City Residents – Working Residents + Employees Working in College Park)

Table 2.3

Functional Population, City of College Park

Functional Population	Residents	Working Residents	Local Employment
27,889	20,382	9,319	16,826

Source: US Census Bureau Population Data, Claritas Employment Data.

2.2 Households

A household is defined as a person or group of persons occupying a housing unit. Housing units can include single-family homes, apartments, or even single rooms occupied as an individual unit. The number of households and average household size are important because they reflect the city’s need for housing. On the other hand, the population residing within group quarters is not included in the household population. Group quarters include populations living in correctional facilities, nursing homes, mental care hospitals, juvenile institutions, college dormitories, military barracks, and homeless shelters.

While the group quarters population can have a significant impact on the composition of many localities, this is not a factor for the City of College Park. Group quarter’s populations currently have little to no impact on College Park’s population. (Table 2.4) However, a new 116 unit senior housing complex is currently being constructed off Virginia Avenue adjacent to the College Park Cemetery. Depending on the level of care within the senior housing community, some of the new residents may be classified as living within group quarters.

Table 2.4

Household and Group Quarters Population 1990 - 2000, City of College Park

	1990	%	2000	%
Household Population	20,331	99.4%	20,216	99.2%
Group Quarters Population	126	0.6%	166	0.8%
TOTAL Population	20,457	100.0%	20,382	100.0%

Source: US Census Bureau

Households in College Park are split between family households (58.9%) defined by the presence of two or more related individuals, and non-family (41.1%) households. This distribution represents a slight shift from 1990 when there was 60.1% family households compared to 39.9% non-family households. (Table 2.5)

Table 2.5

Households by Type 1990 - 2000, City of College Park

	1990	%	2000	%
Family Households	4,845	60.1%	4,602	58.9%
Nonfamily Households	3,220	39.9%	3,208	41.1%
Total Households	8,065	100.0%	7,810	100.0%

Source: US Census Bureau

Comparisons of household sizes in the city from the 1990 and 2000 Censuses confirm the shift from family to non-family households. (Table 2.6) In 1990 58.5% of households were one or two persons, while in 2000 this had dropped slightly to 58.1%. Counter to the trend towards smaller households, the average household size in College Park has grown over the past two decades (Table 2.7). This trend towards large households is also expected to continue during the planning period, growing from 2.59 in 2000 to 2.85 by 2025. With an increase in average household size, there may be a greater future demand for larger housing units within the city.

Table 2.6

Household Size Distribution 1990 - 2000, City of College Park

Household Size	1990	%	2000	%
1-person household	2,497	31.0%	2,350	30.1%
2-person household	2,217	27.5%	2,190	28.0%
3-person household	1,489	18.5%	1,394	17.8%
4-person household	1,008	12.5%	947	12.1%
5-person household	485	6.0%	502	6.4%
6-person household	217	2.7%	214	2.7%
7-or-more person household	152	1.9%	213	2.7%
Total Households	8,065	100.0%	7,810	100.0%

Source: US Census Bureau

Table 2.7

Average Household Size 1980 – 2000, City of College Park

	1980	1985	1990	1995	2000
Persons per household	2.38	2.45	2.52	2.56	2.59

Source: US Census Bureau

Table 2.8

Projected Average Household Size 2000 – 2025, City of College Park

Category	2000	2005	2010	2015	2020	2025
Persons per household	2.59	2.64	2.7	2.75	2.8	2.85

Source: Georgia Department of Community Affairs

With a projected increase in average household size and only modest population growth predicted for the city, the total number of households is predicted to decline slightly over the period of study. (Table 2.9) Using these assumptions, the City of College Park will lose 59 households between 2000 and 2025.

Table 2.9

Projected Households 2000 – 2025, City of College Park

	2000	2005	2010	2015	2020	2025
Households	7,810	7,605	7,400	7,497	7,585	7,751

Source: Georgia Department of Community Affairs

2.3 Age Distribution

The age distribution of a given population has numerous implications for planning. The government services required by children are quite different from those needed by elderly populations. Obviously, large populations of children under 18 will require greater investments in schools, whereas elderly populations require more medical care. Age also has effects on the demand for housing and the type of housing needed. For example, different stages of the life cycle can help predict the demand for owner-occupied vs. rental housing. Also, age distribution affects the size of the workforce and the need for employment opportunities.

The age distribution of the city’s population has not changed significantly. One notable shift is the 2.7% decline in the percentage of 60 to 85 year-olds between 1990 and 2000 (Table 2.10). This may be indicative of individuals moving upon reaching retirement age. Additionally, there was a drop of 2.9% in the percentage of 25 to 39 year-olds. This drop combined with the 2.4% increase in children aged five to fourteen may show that parents in the city tend to be older.

As of the year 2000, the median age in College Park was 27.4 years old as compared to 32.9 years old in the Atlanta Metro Area. This relatively young populace reflects the high proportion of renters in the City of College Park. There is also a substantial difference in median age between racial groups, with whites having a median age of 47 as compared to 26.2 for African Americans.

Table 2.10

Historic Population by Age Cohort 1990 – 2000, City of College Park

Age Group	1990	%	2000	%
0-4	1,944	9.5%	1,812	8.9%
5-9	1,580	7.7%	1,908	9.4%
10-14	1,452	7.1%	1,599	7.8%
15-19	1,540	7.5%	1,482	7.3%
20-24	2,300	11.2%	2,290	11.2%
25-29	2,524	12.3%	2,224	10.9%
30-34	2,140	10.5%	1,907	9.4%
35-39	1,813	8.9%	1,730	8.5%
40-44	1,419	6.9%	1,406	6.9%
45-49	813	4.0%	1,233	6.0%
50-54	611	3.0%	931	4.6%
55-59	433	2.1%	532	2.6%
60-64	428	2.1%	340	1.7%
65-69	498	2.4%	269	1.3%
70-74	350	1.7%	201	1.0%
75-79	273	1.3%	251	1.2%
80-84	215	1.1%	140	0.7%
85+	124	0.6%	127	0.6%
TOTAL	20,457	100.0%	20,382	100.0%

Source: US Census Bureau

The Georgia Department of Community Affairs provides a projected age distribution for the City of College Park for the time period of 2000 – 2025. (Table 2.11) According to the projected age distribution, the number of children aged 0-13 will increase from 26.1% of the total population in 2000 to 35.7% in 2025. The projected age distribution also predicts a very substantial increase in the number of working age persons. According to the DCA projections, the number of persons aged 35-54 will increase from 26.0% in 2000 to 44.9% in 2025. Finally, the projected age distribution forecasts a substantial decrease in the number of seniors aged 55 and over from 9.1% in 2000 to 0.0% in 2025. On the other hand, this model of change in age distribution is based on past change and does not account for the ongoing construction of a senior housing facility off Virginia Avenue. Once this facility is constructed, the trend toward fewer elderly residents will likely be reversed.

Table 2.11

Projected Age Distribution 2000 – 2025, City of College Park

	2000	2005	2010	2015	2020	2025
0 – 4 Years Old	8.9%	9.3%	9.8%	10.3%	10.9%	11.3%
5 – 13 Years Old	17.2%	18.4%	19.8%	21.4%	23.0%	24.4%
14 – 17 Years Old	4.1%	3.5%	2.8%	2.0%	1.0%	0.0%
18 – 20 Years Old	5.3%	5.4%	5.5%	5.6%	5.8%	5.8%
21 – 24 Years Old	9.1%	8.4%	7.6%	6.7%	5.6%	4.4%
25 – 34 Years Old	20.3%	18.6%	16.7%	14.6%	12.2%	9.3%
35 – 44 Years Old	15.4%	17.3%	19.5%	21.9%	24.6%	27.0%
45 – 54 Years Old	10.6%	11.8%	13.2%	14.7%	16.4%	17.9%
55 – 64 Years Old	4.3%	3.3%	2.2%	1.0%	0.0%	0.0%
65 and over	4.8%	3.9%	2.9%	1.7%	0.4%	0.0%
Total	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

Source: Georgia Department of Community Affairs

2.4 Racial and Ethnic Composition

In the past two decades College Park has undergone a significant change in racial composition. In 1980 the city was split nearly evenly between white and African American populations; since then the white population has declined while the African American population has steadily increased. In 2000 the city was split 12.4% white, 81.8% African American (Table 2.12). Adding to the decline of the city’s white population has been an increase in residents of other races .9% in 1980 compared to 5.8% in 2000. The incidence of individuals with Hispanic ethnicity has also increased, growing from 1.2% in 1980 to 6.9% in 2000. Persons of Hispanic Origin are grouped separately from racial categories because Hispanic origin is an ethnicity as opposed to a race. For example, persons of Hispanic origin may be white, black, or some other race.

Table 2.12

Racial and Ethnic Composition 1980 – 2000, City of College Park

Category	1980	%	1990	%	2000	%
White alone	12,383	50.3%	4,310	21.1%	2,525	12.4%
Black or African American alone	11,886	48.3%	15,231	74.5%	16,674	81.8%
American Indian and Alaska Native alone	34	0.1%	47	0.2%	34	0.2%
Asian or Pacific Islander	119	0.5%	663	3.2%	126	0.6%
Other race	210	0.9%	206	1.0%	1,023	5.0%
Total	24,632	100.0%	20,457	100.0%	20,382	100.0%
<hr/>						
Persons of Hispanic origin	287	1.2%	405	2.0%	1,398	6.9%

Source: US Census Bureau

2.5 Educational Attainment

Educational attainment figures for the City of College Park for the years 1980 – 2000 are displayed in Table 2.13 and Chart 2.1. Following the demographic changes that have taken place in College Park, there have been some corresponding changes in educational attainment. First, the proportion of persons with very low educational attainment (less than 9th grade) declined substantially from 14.8% in 1980 to 6.3% in 2000. The percentage of persons with a bachelor’s degree increased from 9.4% in 1980 to 12.4% in 2000.

Table 2.13

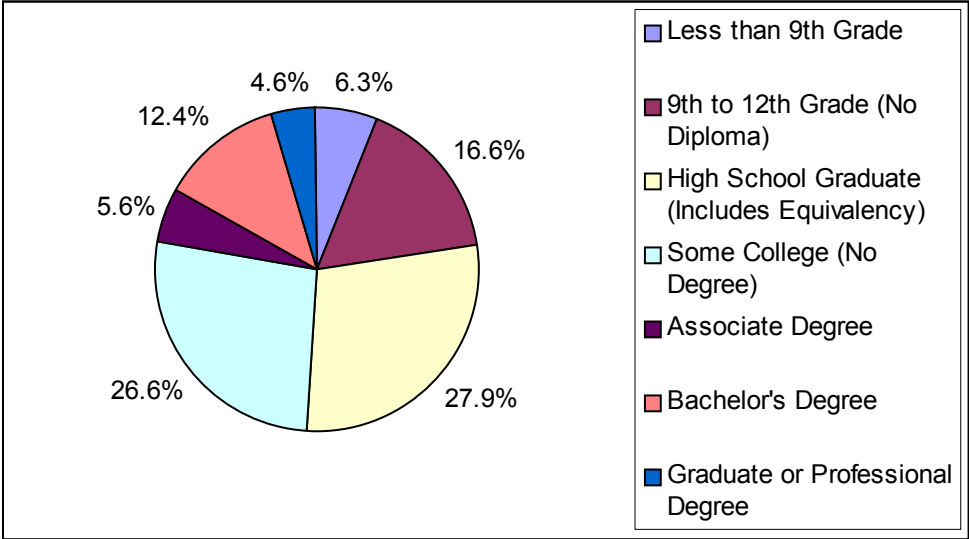
Educational Attainment 1980 – 2000, City of College Park

	1980	%	1990	%	2000	%
Less than 9th Grade	2,072	14.8%	1,053	9.2%	705	6.3%
9th to 12th Grade (No Diploma)	2,355	16.9%	1,815	15.8%	1,859	16.6%
High School Graduate (Includes Equivalency)	4,686	33.6%	3,182	27.7%	3,134	27.9%
Some College (No Degree)	2,725	19.5%	2,804	24.4%	2,990	26.6%
Associate Degree	NA	NA	650	5.7%	628	5.6%
Bachelor’s Degree	1,318	9.4%	1,453	12.7%	1,390	12.4%
Graduate or Professional Degree	800	5.7%	514	4.5%	514	4.6%
Total population 25 and over	13,956	100.0%	11,471	100.0%	11,220	100.0%

Source: Georgia Department of Community Affairs

Chart 2.1

Educational Attainment 2000, City of College Park



Source: Georgia Department of Community Affairs

Despite the city’s gains in educational attainment over the previous two decades, College Park does not compare favorably with surrounding counties and the Atlanta Metro Region. (Table 2.14) The percentage of College Park population with a bachelor’s degree or greater (17.1%) is just over half that of the Atlanta Metro Area (32.0%). Furthermore, the proportion of the city’s adults without a high school diploma (22.9%) is substantially higher than the Atlanta Metro average (16.0%).

Table 2.14

Educational Attainment, College Park and Surrounding Areas

	College Park	Clayton County	DeKalb County	Fayette County	Fulton County	Henry County	Metro Atlanta	Georgia
Less than 9th Grade	6.2%	6.4%	5.6%	2.2%	5.1%	4.1%	5.4%	7.6%
9th to 12th Grade (No Diploma)	16.7%	13.5%	9.3%	5.4%	10.9%	11.7%	10.6%	13.8%
High School Graduate (Includes Equivalency)	28.0%	31.9%	20.3%	24.0%	19.4%	34.3%	24.4%	28.7%
Some College (No Degree)	26.4%	25.5%	22.4%	25.0%	18.5%	23.7%	21.8%	20.4%
Associate Degree	5.6%	6.0%	6.0%	7.2%	4.7%	6.7%	5.7%	5.2%
Bachelor's Degree	12.6%	12.2%	22.7%	23.9%	26.7%	13.5%	21.6%	16.0%
Graduate or Professional Degree	4.6%	4.4%	13.6%	12.3%	14.7%	6.0%	10.4%	8.3%
Total population 25 and over	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

Source: US Census Bureau

Because College Park lies within two counties, educational statistics are provided for both Clayton County and Fulton County school systems (Tables 2.15 and 2.16). There are serious disparities between the educational indicators in Clayton and Fulton Counties. The graduation rate in 2004 in Clayton County was only 58.6% as compared to 72.9% in Fulton County. Students in Clayton County were particularly deficient in science skills, with a pass rate of only 58% on the science component of the High School Graduation Test. Finally, the average SAT scores in Clayton County (901) are 155 points lower than their comparable Fulton County scores (1,056).

Table 2.15

Educational Statistics 2002 - 2004, Clayton County

Category	2002	2003	2004
Graduation Rate	62.5%	60.3%	58.6%
Average Total SAT Score	904	897	901
High School Graduation Test – Verbal Pass Rate	95%	95%	94%
High School Graduation Test – Math Pass Rate	90%	90%	90%
High School Graduation Test – Social Studies Pass Rate	82%	80%	80%
High School Graduation Test – Science Pass Rate	66%	61%	58%

Source: Georgia Department of Education

Table 2.16

Education Statistics 2002 - 2004, Fulton County

Category	2002	2003	2004
Graduation Rate	76.8%	74.0%	72.9%
Average Total SAT Score	1,039	1,049	1,056
High School Graduation Test – Verbal Pass Rate	96%	95%	95%
High School Graduation Test – Math Pass Rate	93%	92%	94%
High School Graduation Test – Social Studies Pass Rate	90%	88%	88%
High School Graduation Test – Science Pass Rate	78%	77%	73%

Source: Georgia Department of Education

2.6 Income

The distribution of College Park households by income category is displayed in Table 2.17 and Chart 2.2. In the year 2000, just under half of the households in College Park (48.3%) earned less than \$30,000 per year. In contrast, 67.5% of the households earned less than \$30,000 in 1990. While the percentage of households in all income categories below \$30,000 declined between 1990 and 2000, the percentage of households in each income bracket above \$40,000 increased. As of 2000, the majority of households in College Park earned over \$30,000 per year. While some of these gains can be attributed to general income inflation, the city may be undergoing the early stages of gentrification.

Table 2.17

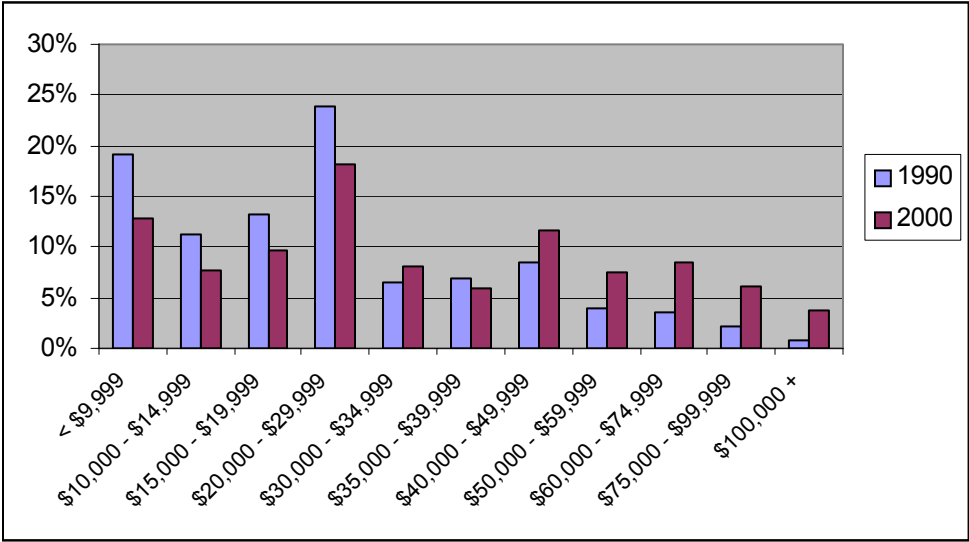
Household Income Distribution 1990 – 2000, City of College Park

Category	1990	%	2000	%
Income less than \$9,999	1,538	19.2%	996	12.8%
Income \$10,000 - \$14,999	894	11.2%	604	7.8%
Income \$15,000 - \$19,999	1,053	13.2%	746	9.6%
Income \$20,000 - \$29,999	1,916	23.9%	1,412	18.1%
Income \$30,000 - \$34,999	519	6.5%	629	8.1%
Income \$35,000 - \$39,999	558	7.0%	467	6.0%
Income \$40,000 - \$49,999	684	8.5%	904	11.6%
Income \$50,000 - \$59,999	316	3.9%	591	7.6%
Income \$60,000 - \$74,999	290	3.6%	666	8.6%
Income \$75,000 - \$99,999	173	2.2%	479	6.2%
Income \$100,000 or more	63	0.8%	286	3.7%
TOTAL Households	8,004	100.0%	7,780	100.0%

Source: US Census Bureau

Chart 2.2

Household Income Distribution 1990 – 2000, City of College Park



Median household income in both 1989 and 1999 for the City of College Park, surrounding counties, the Atlanta Metro, and the State of Georgia are listed in Table 2.18. The median of a given population is the value for which an equal number of cases fall above and below. The *metric system* is the preferred method for median measurements of household income because of the positive skew of most distributions. Instead of the typical bell-shaped distribution curve, most income distributions have a small number of cases that fall high above the remaining population (positive skew). In other words, the presence of a few households with very high income distorts the average income as a measure of central tendency. The median household income in

College Park rose from \$22,194 in 1989 to \$30,846 in 1999. When adjusted for inflation, this change represents a 3.3% increase in income over the previous decade. However, despite the city’s gains in household income in the 1990s, College Park still lags behind surrounding counties, the Atlanta Metro Area, and the State of Georgia. Incomes in the Atlanta Metro increased at over double the rate (+6.8%) of those in College Park (+3.3%). Likewise, the median income of the Atlanta Metro Area (\$51,948) was 68.4% higher than the median household income in College Park (\$30,846).

Table 2.18
Median Household Income 1989 – 1999, College Park and Surrounding Areas

Geography	Median Household Income in 1989	Median Household Income in 1989 (Inflation Adjusted to 1999 \$)	Median Household Income in 1999	% Change In Inflation Adjusted Median Household Income 1989-1999
College Park	\$ 22,194	\$ 29,819	\$ 30,846	3.3%
Clayton County	\$ 33,472	\$ 44,971	\$ 42,697	-5.3%
DeKalb County	\$ 35,721	\$ 47,993	\$ 49,117	2.3%
Fayette County	\$ 50,167	\$ 67,402	\$ 71,227	5.4%
Fulton County	\$ 29,978	\$ 40,277	\$ 47,321	14.9%
Henry County	\$ 37,550	\$ 50,450	\$ 57,309	12.0%
Metro Atlanta	\$ 36,051	\$ 48,436	\$ 51,948	6.8%
Georgia	\$ 29,021	\$ 38,991	\$ 42,433	8.1%

Source: US Census Bureau

Another important measure of earnings is per capita income, which equals the total income of all residents divided by the total population. (Table 2.19) Per capita income helps to account for the effects of household size on income. For example, a community with moderate household incomes but very large household sizes would actually have a low per capita income. In the City of College Park, per capita income rose from \$10,370 in 1989 to \$14,371 in 1999. After adjusting for inflation, this change represents a 3.1% increase in the per capita income of College Park. In contrast, per capita incomes across the Atlanta Metro Area rose three times faster (+9.3%) than those in College Park (+3.1%). In addition, the per capita income of the Atlanta Metro Area (\$25,033) was 74.2% higher than that of College Park (\$14,371) in 1999.

Table 2.19

Per Capita Income 1989 – 1999, College Park and Surrounding Areas

Geography	Per Capita Income in 1989	Per Capita Income in 1989 (Inflation Adjusted to 1999 \$)	Per Capita Income in 1999	% Change in Inflation Adjusted Per Capita Income 1989-1999
College Park	\$ 10,370	\$ 13,933	\$ 14,371	3.1%
Clayton County	\$ 13,577	\$ 18,241	\$ 18,079	-0.9%
DeKalb County	\$ 17,115	\$ 22,995	\$ 23,968	4.1%
Fayette County	\$ 19,025	\$ 25,561	\$ 29,464	13.2%
Fulton County	\$ 18,452	\$ 24,791	\$ 30,003	17.4%
Henry County	\$ 14,167	\$ 19,034	\$ 22,945	17.0%
Metro Atlanta	\$ 16,897	\$ 22,702	\$ 25,033	9.3%
Georgia	\$ 13,631	\$ 18,314	\$ 21,154	13.4%

Source: US Census Bureau

2.7 Poverty Status

Poverty status is determined through a comparison of income and family size and the number of children present. A nationwide cost of living estimate is generated for each of family size and number of children. In 1999, the weighted average household income threshold for three person families was \$13,290. Poverty status was determined for all populations, except institutionalized people, people in military group quarters, and unrelated individuals under 15 years old. A comparison of poverty status by age group in College Park, Clayton County, and Fulton County is provided in Table 2.20. As of 1999, approximately one in five residents of College Park was below the poverty level (19.2%). In contrast, 15.7% of Fulton County residents and only 10.1% of Clayton County residents were below the poverty level. The City of College Park also had a relatively high percentage of children under 17 classified as below the poverty level (7.1%) as compared with Fulton County (5.7%) and Clayton County (4.1%).

Table 2.20

Poverty Status by Age Group, College Park, Clayton County, and Fulton County

	City of College Park		Clayton County		Fulton County	
Total (population with poverty status determined)	20,488	% of Population	232,742	% of Population	789,793	% of Population
Total persons with income in 1999 below poverty level:	3,932	19.2%	23,493	10.1%	124,241	15.7%
Under 5 years	535	2.6%	2,943	1.3%	13,492	1.7%
5 years	63	0.3%	507	0.2%	2652	0.3%
6 to 11 years	526	2.6%	3,272	1.4%	16,612	2.1%
12 to 17 years	335	1.6%	2,781	1.2%	12,236	1.5%
18 to 64 years	2,306	11.3%	12,813	5.5%	68,930	8.7%
65 to 74 years	68	0.3%	677	0.3%	4968	0.6%
75 years and over	99	0.5%	500	0.2%	5351	0.7%

Source: US Census Bureau

2.8 Assessment

The growth of the Hartsfield-Jackson Atlanta International Airport has had profound effects on the population and development of College Park. In the late 1980s, the Airport Development and Acquisition Program (ADAP) purchased large sections of residential land that were impacted by airport noise. As a result, 2,000 residents were displaced by the airport buyout and many more converted their homes to rental properties. In sum, the City of College Park lost 17.8% of its population between the census years of 1980 and 1990. In the following decade, the city’s population stabilized at just over 20,000 residents. Concurrent with the population loss of the 1980s, College Park has emerged as an employment center and hospitality district. Because of employment and hotels associated with Hartsfield-Jackson Airport and the Georgia International Convention Center, College Park has a daytime population or “functional population” that far exceeds its residential base.

For the coming decade, a slight further decline in the city’s population is expected due to noise impacts from the construction of the fifth runway. However, despite historic residential losses, a modest increase in population is projected for the second half of the planning period (2015 – 2025). Several factors have influenced this projected rebound in population. First and foremost, the robust growth of many communities surrounding College Park is a strong indicator of increased demand for housing in the airport area. Both Fulton and Clayton Counties have experienced vigorous growth in the past decade. Even airport area communities affected by noise and construction, such as Forest Park, experienced population increases in the 1990s. Next, renewed housing construction is expected to have an impact on the future population of College Park. Building permits have been denied for several large residential projects, including some in areas formerly purchased and cleared by the airport.

There are also some indicators that College Park is poised to undergo a wave of redevelopment and gentrification that could help renew population growth. First, the establishment of a large historic district in 1996 has encouraged renovation and rehabilitation of older homes in the northern portion of College Park. Likewise, the formation of the Historic College Park Neighborhood Association (HCPNA) has encouraged neighborhood stability through civic involvement and political influence. For example, the HCPNA was instrumental in blocking the northward expansion of Hartsfield-Jackson Airport in the late 1990s. Next, the emergence of urban amenities such as restaurants, bars, and salons on Main Street has added to the appeal of the area as an up-and-coming in town neighborhood.

On the city's south side, there are several planning studies that have been carried out to encourage redevelopment. An ARC funded Livable Centers Initiative (LCI) study was conducted to encourage redevelopment of aging strip commercial complexes along the Old National Highway corridor. Another LCI study was carried out to encourage redevelopment of portions of Northwest Clayton likely to be affected by the construction of the fifth runway at Hartsfield-Jackson Airport. South Fulton Revitalization Incorporated has financed a study of US 29 called the Roosevelt Highway Corridor Enhancement Plan. Thus, with several recent redevelopment plans, the framework for renewal of South College Park is already in place.

Chapter 3 - Housing

The housing element first provides an inventory of the existing stock of housing in a community along with an assessment of its condition, occupancy status, and affordability. As a durable good, the existing stock of housing forms a lasting base for conditions in a given community. In most cases, new construction, renovation, and demolition account for only marginal additions or subtractions in the overall supply of housing. After the examination of current housing conditions, a determination is made as to the adequacy of the housing stock in serving existing and future population as well as economic development goals. Next, a set of goals are formulated in order to improve any housing conditions which may be lacking and meet the needs of future population expansion. Finally, an implementation program is formulated to achieve the housing goals set forth.



3.1 Housing by Type



The distribution of housing units by type in College Park is listed in Table 3.1 for the census years of 1990 and 2000. While the total number of housing units has declined – 14.9% between 1990 and 2000, there has not been a significant shift in the proportion of housing unit types. The most noteworthy change in housing type has been the addition of over 500 units of multi-family residential in complexes of 50 or more units. The City of College Park does have an inordinate percentage of its housing stock in multi-family dwellings. As of the year 2000, 72.2% of the city’s housing units were multi-family residential (including duplexes). In comparison, multi-family housing made up only 23.7% of the Atlanta Metro Area housing stock. Even in heavily urbanized locations such as the City of Atlanta, apartments make up only 52.8% of the housing stock.

Table 3.1

Types of Housing Units 1990 – 2000, City of College Park

Housing Units	1990	%	2000	%
Single-Family (detached)	2,337	23.5%	2,126	25.2%
Single-Family (attached)	192	1.9%	173	2.0%
Duplex	496	5.0%	412	4.9%
Multi-Family 3 to 9 Units	3,255	32.8%	2,908	34.4%
Multi-Family 10 to 19 Units	2,360	23.8%	1,472	17.4%
Multi-Family 20 to 49 Units	796	8.0%	356	4.2%
Multi-Family 50 or more Units	426	4.3%	956	11.3%
Mobile Home or Trailer	0	0.0%	46	0.5%
All Other	66	0.7%	0	0.0%
TOTAL Housing Units	9,928	100.0%	8,449	100.0%

Source: Georgia Department of Community Affairs

3.2 Age and Condition of Housing Units

The age of housing stock often reflects the state of housing within a community. Older units are often in need of repair and rehabilitation. Furthermore, units built before 1979 are of concern because they are suspect for lead-based paint contamination. Lead-based paint was banned in 1979 due to its potential toxicity and harmful effects on the development of children. The age of housing units in College Park, surrounding counties, and Georgia in the years 1990 and 2000 are listed in Tables 3.2 and 3.3. The



vast majority of housing in College Park (81.1%) was constructed prior to 1979. Therefore, the majority of housing in College Park is at-risk for lead-based paint contamination. In comparison, only 59.5% of housing Units in Fulton County and 50.1% of housing units in Georgia were built prior to 1980. While the advanced age of housing in College Park reflects the historic status of the community, it is also a sign that very little infill development and investment has occurred in the city within the previous two decades. In fact, only 4.3% of the housing stock in College Park was constructed between 1991 and 2000. In comparison, the surrounding counties of Clayton and Fulton as well as the State of Georgia each had approximately one quarter of their housing stock built in the 1990s.

Table 3.2

Age of Housing Units 1990; College Park and Surrounding Areas

Year Structure Built	College Park	%	Clayton County	%	Fulton County	%	Georgia	%
Built 1989 to March 1990	114	1.1%	2,896	4.0%	8,901	3.0%	92,438	3.5%
Built 1985 to 1988	129	1.3%	12,712	17.7%	32,297	10.9%	405,556	15.4%
Built 1980 to 1984	295	3.0%	8,060	11.2%	27,724	9.3%	349,315	13.2%
Built 1970 to 1979	3,799	38.3%	23,589	32.8%	56,804	19.1%	646,094	24.5%
Built 1960 to 1969	3,071	30.9%	16,896	23.5%	61,508	20.7%	453,853	17.2%
Built 1950 to 1959	833	8.4%	5,636	7.8%	46,207	15.5%	309,335	11.7%
Built 1940 to 1949	811	8.2%	1,442	2.0%	28,699	9.6%	168,889	6.4%
Built 1939 or earlier	876	8.8%	695	1.0%	35,363	11.9%	212,938	8.1%
TOTAL	9,928	100.0%	71,926	100.0%	297,503	100.0%	2,638,418	100.0%
Median Year Structure Built	1968	N/A	1975	N/A	1966	N/A	1973	N/A

Source: US Census Bureau

Table 3.3

Age of Housing Units 2000; College Park and Surrounding Areas

Year Structure Built	College Park	%	Clayton County	%	Fulton County	%	Georgia	%
Built 1999 to March 2000	22	0.3%	3,273	3.8%	9519	2.7%	130,695	4.0%
Built 1995 to 1998	91	1.1%	8,428	9.7%	35497	10.2%	413,557	12.6%
Built 1990 to 1994	250	3.0%	8,961	10.4%	33119	9.5%	370,878	11.3%
Built 1980 to 1989	1237	14.6%	20,825	24.1%	63177	18.1%	721,174	22.0%
Built 1970 to 1979	2710	32.1%	23,160	26.8%	55608	16.0%	608,926	18.6%
Built 1960 to 1969	2185	25.9%	15,180	17.6%	56928	16.3%	416,047	12.7%
Built 1950 to 1959	891	10.5%	4,438	5.1%	41579	11.9%	283,424	8.6%
Built 1940 to 1949	561	6.6%	1,360	1.6%	22048	6.3%	144,064	4.4%
Built 1939 or earlier	502	5.9%	836	1.0%	31157	8.9%	192,972	5.9%
Total	8,449	100.0%	86,461	100.0%	348632	100.0%	3,281,737	100.0%
Median Year Structure Built	1970	N/A	1979	N/A	1974	N/A	1980	N/A

Source: US Census Bureau

Another indicator of housing condition is the presence or absence of complete plumbing and kitchen facilities. The City of College Park does not have a high proportion of housing units lacking complete facilities as compared to Fulton County and the State of Georgia.

Table 3.4
Plumbing and Kitchen Facilities 1990 – 2000, College Park and Surrounding Areas

Housing Unit Characteristic	City of College Park	Clayton County	Fulton County	Georgia
2000				
Lacking Complete Plumbing Facilities	0.7%	0.4%	0.8%	0.9%
Lacking Complete Kitchen Facilities	0.0%	0.4%	1.0%	1.0%
1990				
Lacking Complete Plumbing Facilities	0.4%	2.3%	0.6%	1.1%
Lacking Complete Kitchen Facilities	0.1%	2.0%	0.6%	0.9%

Source: US Census Bureau

3.3 Occupancy Characteristics

The tenure status of a housing unit refers to the owner or renter occupancy of the dwelling. Tables 3.5 and 3.6 show the breakdown of owner and renter-occupied housing by unit type for the years 1990 and 2000 respectively. The City of College Park displayed a disproportionately high number of renter-occupied housing units in both 1990 (78.1%) and 2000 (79.6%). In comparison, Fulton County had 44.2% renters, Clayton County had 37.5% renters, and the Atlanta Metro Area had only 33.6% renters in the year 2000. Much of this high proportion of renters can be attributed to the large number of multi-family housing units in the city. In addition, almost one third of the single-family detached housing in College Park was also renter-occupied. After the disinvestment that followed the Airport’s buyout program and the subsequent demographic changes that have swept the city, many homeowners have apparently become absentee landlords.

Table 3.5
Tenure by Housing Type 1990, City of College Park

Type of Unit	Owner-Occupied		Renter-Occupied	
	Units	% of total	Units	%
One family, detached	1,591	20.1%	480	6.1%
One family, attached	36	0.5%	121	1.5%
Multiple family	106	1.3%	5,519	69.7%
Mobile Home or other	5	0.1%	61	0.8%
Total	1,738	21.9%	6,181	78.1%

Source: US Census Bureau

Table 3.6

Tenure by Housing Type 2000, City of College Park

Type of Unit	Owner-Occupied		Renter-Occupied	
	Units	% of total	Units	% of total
One family, detached	1,457	18.6%	483	6.1%
One family, attached	24	0.3%	139	1.8%
Multiple family	119	1.5%	5,586	71.1%
Mobile Home or other	0	0.0%	46	0.6%
Total	1,600	20.4%	6,254	79.6%

Source: US Census Bureau

Another important measure of the quality and strength of a city’s housing stock is its vacancy status. The balance of vacant and occupied housing units also reflects the strength of the housing market in College Park as compared to the regional housing market. Table 3.7 lists the percentages of vacant and occupied housing units in College Park and surrounding areas for the years 1990 and 2000. As of the year 2000, the City of College Park maintained a relatively tight housing market with only 7.0% vacancy as compared to 7.9% in Fulton County and 8.4% in the State of Georgia. The vacancy rate in College Park has improved substantially since 1990, when the city’s housing was 20.2% vacant. Vacancy rates in College Park by housing type are comparable to surrounding counties and the state. (Table 3.8)

Table 3.7

Occupied and Vacant Housing Units 1990 – 2000, College Park and Surrounding Areas

Jurisdiction	Occupied Housing Units	%	Vacant Housing Units	%
2000				
City of College Park	7,854	93.0%	595	7.0%
Clayton County	82,243	95.1%	4,218	4.9%
Fulton County	321,242	92.1%	27,390	7.9%
Georgia	3,006,369	91.6%	275,368	8.4%
1990				
City of College Park	7,919	79.8%	2,009	20.2%
Clayton County	65,523	91.1%	6,403	8.9%
Fulton County	257,140	86.4%	40,363	13.6%
Georgia	2,366,615	89.7%	271,803	10.3%

Source: US Census Bureau

Table 3.8

Vacancy Rates by Occupancy Type 2000, College Park and Surrounding Areas

Jurisdiction	Vacant Units for Sale Only	Owner Vacancy Rate	Vacant Units for Rent Only	Rental Vacancy Rate	Other Vacant Units for Sale or Rent	Vacant Units for Seasonal, Recreational, or Occasional Use	Total Vacant Units
City of College Park	57	3.4%	446	6.7%	73	19	595
Clayton County	901	1.8%	2,238	6.5%	359	302	4,218
Fulton County	5,438	3.2%	12,668	7.6%	6,868	2,416	27,390
Georgia	46,425	2.2%	90,320	8.5%	23,327	57,847	275,368

Source: US Census Bureau

3.4 Housing Cost

The distribution of value among owner occupied housing units in College Park and surrounding areas is listed in Table 3.9. Just over half of the owner occupied housing in College Park is valued at under \$100,000, with a median value of \$97,400. The median housing value of College Park (\$97,400) is comparable to Clayton County (\$92,700), but lower than Fulton County (\$175,800) and the State of Georgia (\$111,200). The median housing value in College Park increased 32.5% between 1990 and 2000. This increase in value is just above the rate of inflation over the same time period (31.8%).

Table 3.9

Value of Owner-Occupied Housing Units 2000, College Park and Surrounding Areas

Range of Value	City of College Park		Clayton County		Fulton County		Georgia %
	Units	%	Units	%	Units	%	
Less than \$50,000	94	6.4%	1,099	2.4%	6271	4.3%	9.5%
\$50,000 to \$99,999	641	43.8%	26,340	58.3%	34067	23.2%	34.2%
\$100,000 to \$149,999	460	31.5%	13,074	28.9%	20905	14.2%	25.8%
\$150,000 to \$199,999	178	12.2%	3,093	6.8%	19338	13.2%	13.3%
\$200,000 to \$299,999	64	4.4%	1,037	2.3%	26840	18.3%	10.2%
\$300,000 or greater	25	1.7%	518	1.1%	39362	26.8%	7.0%
Total	1,462	100.0%	45,161	100.0%	146783	100.0%	100.0%
Median Value (\$)	\$ 97,400		\$ 92,700		\$ 175,800		\$ 111,200

Source: US Census Bureau

Another measure of housing cost for the rental side is gross rent. (Table 3.10) Because gross rent includes typical renter costs, it eliminates the reporting discrepancy caused by some landlords including utilities along with rent. The median gross rent in College Park (\$651) is lower than both of the surrounding counties of Clayton (\$699) and Fulton (\$709). Fully 60% of the rental units in College Park have a gross rent between \$500 and \$749. Rents in College Park have increased 36.2% between 1990 and 2000, which again is above the rate of inflation for the same time period (31.8%).

Table 3.10

Gross Rent 2000, College Park and Surrounding Areas

Gross Rent	City of College Park		Clayton County		Fulton County		Georgia	
	Units	%	Units	%	Units	%	Units	%
Less than \$250	259	4.20%	821	2.60%	15302	10.16%	84,279	9.30%
\$250 to \$499	885	14.36%	2,557	8.00%	23,103	15.34%	231,100	25.50%
\$500 to \$749	3,707	60.13%	16,686	52.50%	44,179	29.34%	301,088	33.20%
\$750 to \$999	1,154	18.72%	10,151	31.90%	41,361	27.47%	200,611	22.10%
\$1000 or more	160	2.60%	1,562	4.90%	26,623	17.68%	88,835	9.80%
Total Units With Cash Rent	6,165	100.00%	31,777	100.00%	150,568	100.00%	905,913	100.00%
Median Gross Rent (\$)	\$ 651		\$ 699		\$ 709		\$ 613	

Source: US Census Bureau

3.5 Cost Burdened Households

In addition to measuring home value and gross rent, it is important to compare housing costs to the income of local households. The proportion of household income dedicated to housing forms a gauge of the affordability of housing relative to earnings. Just as gross rent incorporates utility payments by renters, selected owner expenses such as mortgage payments, utilities, property taxes, and homeowners insurance are incorporated into owner-occupied housing costs. Households that pay over 30% of their income on housing expenses are classified as “cost burdened.” Furthermore, households that pay over 50% of their income on housing expenses are classified as “severely cost burdened.” Cost burdened and severely cost burdened households are listed in Table 3.11 by tenure for College Park and surrounding areas. On the rental side, 39.5% of households living in College Park were classified as cost burdened in 1999. This is slightly higher than the surrounding areas of Clayton (36.5%), Fulton (38.3%), and Georgia (35.4%). Of these cost burdened renters in College Park, 16.1% spend over 50% of their income on housing expenses (severely cost burdened). Among homeowners in College Park, 26.7% spend over 30% of their income on their mortgage and household expenses.

Table 3.11
Cost Burdened and Severely Cost Burdened Households by Tenure 1999, College Park and Surrounding Areas

Rental Housing	College Park	Clayton County	Fulton County	Georgia
Rent and Bills > 30% Household Income in 1999	2,464	11,787	58,893	341,484
% of Total Rental Units	39.5%	36.5%	38.3%	35.4%
Rent and Bills > 50% Household Income in 1999	1,006	4,558	27,794	158,922
% of Total Rental Units	16.1%	14.1%	18.1%	16.5%
TOTAL Rental Units	6,244	32,306	153,778	964,446
Owner Occupied Housing	College Park	Clayton County	Fulton County	Georgia
Mortgage and Bills > 30% Household Income in 1999	293	9,596	32,911	295,715
% of Total Owner-Occupied Housing Units	26.7%	25.2%	27.9%	24.6%
Mortgage and Bills > 50% Household Income in 1999	104	2,848	13,060	103,568
% of Total Owner-Occupied Housing Units	9.5%	7.5%	11.1%	8.6%
TOTAL Owner-Occupied Housing Units with a Mortgage	1,097	38,076	118,113	1,201,569

Source: US Census Bureau

3.6 Crowding

Crowding represents another measure of the balance between household earnings, housing costs, and housing supply. Housing conditions may become overcrowded when incomes are low relative to housing costs, or when housing supply is constrained. Overcrowding is defined as housing units with more than one person per room. In the City of College Park, 13.3% of renters and 6.7% of owners are classified as living in overcrowded conditions. (Table 3.12) College Park has a relatively high proportion of overcrowded households as compared to Clayton, Fulton, and Georgia, particularly among owners.

Table 3.12
Overcrowded Housing Units by Tenure 2000, College Park and Surrounding Areas

	College Park	Clayton County	Fulton County	Georgia
Overcrowded Renter Occupied Units	832	4,293	15,819	95,520
% of Total Renter Units	13.3%	13.3%	10.3%	9.8%
Overcrowded Owner Occupied Units	107	2,145	3,104	49,715
% of Total Owner Occupied Units	6.7%	4.3%	1.9%	2.4%

Source: US Census Bureau

3.7 Housing for Special Needs Populations

3.7.1 Public Housing Programs

The Housing Authority of the City of College Park operates both government-owned public housing and a HUD Section 8 housing voucher program. The College Park Housing Authority currently operates 261 units of public housing, of which 240 are occupied (8% vacant). According to the agency’s 5-year plan, 21 units of public housing in the College View Hills development are slated for demolition. The College Park Housing Authority also administers 222 Section 8 housing vouchers as a complimentary tenant-based subsidy program.



Housing needs among local residents are measured as a proportion of Area Median Income (AMI). The Area Median Income as applied in the College Park Housing Authority’s 2005 – 2009 plan is \$59,900. The HUD FY 04 income limits for 30%, 50%, and 80% of the Median Income per number in a household are listed in Table 3.13.

Table 3.13

Income Limits by Percentage of Area Median Income and Number of Persons in Household

Number of Persons	30% AMI	50% AMI	80% AMI
1	\$ 14,950	\$ 24,900	\$ 39,850
2	\$ 17,100	\$ 28,500	\$ 45,550
3	\$ 19,200	\$ 32,050	\$ 51,520
4	\$ 21,350	\$ 35,600	\$ 56,950
5	\$ 23,050	\$ 38,450	\$ 61,500
6	\$ 24,800	\$ 41,300	\$ 66,050
7	\$ 26,500	\$ 44,150	\$ 70,650
8	\$ 28,200	\$ 47,000	\$ 75,200

Source: College Park Housing Authority 2005 – 2009 PHA Plan

The breakdown of families living in College Park public housing by income bracket is listed in Table 3.14. Because of the high proportion of families making under 50% of Area Median Income, the Housing Authority employs a policy of skipping those on the public housing waiting list with very low incomes in order to avoid concentration of poverty in the existing housing development. Conversely, the policy of “skipping” does not apply to those families on the waiting list for Section 8 vouchers, who receive preferential admissions for extremely low incomes.

Table 3.14

College Park Public Housing Units by Percentage of Area Median Income

% of Median	Families	%
0 - 30%	7	7%
31 - 50%	81	86%
51 - 80%	6	6%

Source: College Park Housing Authority 2005 – 2009 PHA Plan

Estimates of the number of families with housing needs are provided in Table 3.15. According to these estimates, a total of 2,776 households within the City of College Park qualify for housing assistance based on income. However, there are waiting lists for both public housing units and Section 8 vouchers in the city. Little annual turnover is expected within either the city’s public housing or rental assistance voucher programs.

Table 3.15

Estimated Families with Housing Needs in College Park by Family Type

Family Type	Number of Families
Income <=30% of AMI	1,049
Income >30% of AMI but <=50% of AMI	1,043
Income >50% of AMI but <=80% of AMI	684
Elderly	185
White	243
Black	2,370
Hispanic	64

Source: College Park Housing Authority 2005 – 2009 PHA Plan

The characteristics of households on the public housing and section 8 housing voucher lists are provided in Table 3.16. Families with children make up the majority of those on both waiting lists. The Section 8 waiting list has a high proportion of families making under 30% of the Area Median Income (77%) due to the policy of preferential admission for families with very low income. Currently the College Park Housing Authority does not have preferential admissions policies favoring elderly families or families with disabilities. The Housing Authority does extend preferential admissions policies toward victims of domestic abuse, residents of substandard housing, the homeless, working families, residents who live and/or work in the jurisdiction, and those enrolled in educational, training, and upward mobility programs.



Table 3.16

Characteristics of Households on the College Park Housing Authority Public Housing and Section 8 Tenant-Based Assistance Waiting Lists

	Public Housing		Section 8	
	Families	%	Families	%
Income <=30% of AMI	7	8%	40	77%
Income >30% of AMI but <=50% of AMI	81	86%	12	23%
Income >50% of AMI but <=80% of AMI	6	6%	0	0%
Families with Children	65	69%	45	87%
Elderly Families	6	6%	4	8%
Families with Disabilities	17	18%	5	10%
White	3	3%	0	0%
Black	91	97%	52	100%
Hispanic	0	0%	0	0%
Waiting List Total	94		52	

Source: College Park Housing Authority 2005 – 2009 PHA Plan

3.7.2 Homeless Population

An accurate count of the homeless population within the City of College Park is not available at this time. Indeed, homeless persons are one of the most notoriously difficult groups to enumerate due to their lack of permanent housing. However, the Metro Atlanta Tri-Jurisdictional Collaborative on Homelessness conducted a one-day census of the homeless on March 12, 2003. The Tri-Jurisdictional Collaborative is the coordinating entity for homeless services in the City of Atlanta, Fulton County, and DeKalb County. Covering these three jurisdictions, the 2003 Homeless Census and Survey included a point-in-time count of persons in unsheltered locations, emergency shelters, transitional housing, and permanent supportive housing. Across these three jurisdictions, the census reported a total of 6,956 homeless persons. (Table 3.17) Because people may move in and out of homeless status over the course of a year, the study also provides an estimate of persons who experience homelessness over the course of a year. Using a multiplier of 2.39, the study estimates that a total of 16,625 persons experience homelessness in Atlanta, Fulton, and DeKalb each year.

Table 3.17

Homeless Census Population Totals by Jurisdiction

Jurisdiction	Unsheltered Homeless	Sheltered Homeless	Total	%
City of Atlanta	1,943	3,984	5,927	85.2%
Balance of DeKalb County	126	587	713	10.3%
Balance of Fulton County	84	232	316	4.5%
Totals	2,153	4,803	6,956	100.0%

Source: The 2003 Metro Atlanta Tri-Jurisdictional Collaborative Homeless Census and Survey

3.7.3 Disabled Population

Another subset of city residents with special housing needs is the disabled population. A breakdown of disabled residents by disability type is provided in Table 3.18. With one fifth of College Park residents having at least one disability there is ample need for specialized housing services for the disabled.

Table 3.18

**Disable Population 2000, City of College Park
(Non-institutionalized population over 5 years old)**

	Population 2000	% of Total Population
Population with one type of disability	2,339	12.4%
Sensory disability only	232	1.2%
Physical disability only	399	2.1%
Mental disability only	219	1.2%
Self care disability only	12	0.1%
Go outside home disability only	271	1.4%
Employment disability only	1,206	6.4%
Population with Two or more disabilities	1,503	8.0%
TOTAL disabled population	3,842	20.4%
TOTAL population over 5 years old	18,847	100.0%

Source: US Census Bureau

3.8 Assessment and Future Housing Needs

Projected housing needs for the City of College Park are listed in Table 3.19. Although modest population gains are projected for the City of College Park, the general trend toward larger household sizes in the city leaves a slight decline in the number of future households. Therefore, there is also a slight decline in the number of housing units needed to accommodate the city’s population growth. However, because of the anticipated loss of some older apartment complexes located in the flight path of the new runway at Hartsfield-Jackson Airport, there will likely be a future shift in housing type within College Park. With the loss of some apartment complexes and the planned construction of new single family housing underway, the percentage of single family residential units is projected to increase; therefore, the allocation of land for future residential development is of continued importance.

Table 3.19

Future Housing Needs 2000 - 2025, City of College Park

	2000	2005	2010	2015	2020	2025
Housing Needs	8,449	8,227	8,006	8,110	8,205	8,385
Households	7,810	7,605	7,400	7,497	7,585	7,751

Source: Robert and Company (calculations based upon population projections and projected household size by the Georgia Department of Community Affairs)

Additional single-family housing is also needed to balance out the city’s disproportionately high number of renters. With just under 80% of the city’s stock as rental housing, College Park has one of the highest proportions of renters of any community in the Atlanta Metropolitan Area. Furthermore, the City of College Park is in need of more high-end housing. As an area with excellent transportation access and close proximity to one of Atlanta’s largest employment centers, College Park could benefit from additional housing geared toward professionals working near the airport.

3.9 Housing Goals and Policies

The following information lists the future goals for the housing element for the City of College Park:

- Goal 3.1 To promote the preservation, enhancement, and redevelopment of neighborhoods according to Traditional Neighborhood Development principles such as pedestrian-oriented development, interconnected streets, mixed-use development, and preservation of trees and public open spaces.
 - Policy 3.1.1 Encourage infill housing development in existing neighborhoods, especially owner-occupied housing.
 - Policy 3.1.2 Through the land use element, identify infill development opportunities and ensure that there are no significant barriers to housing construction on infill sites in the City.

- Goal 3.2 To encourage the development of moderate to high-end owner-occupied housing in order to help restore the City’s balance of middle class residents.
 - Policy 3.2.1 Support the expansion and improvement of the City golf course as an anchor for quality housing development.
 - Policy 3.2.2 Explore opportunities for the creation of housing marketed toward professionals working at, or regularly traveling through, Hartsfield-Jackson Atlanta International Airport.

- Goal 3.3 To encourage improvement of the appearance and structural integrity of houses that contributes to neighborhood blight.
 - Policy 3.3.1 Identify areas undergoing neighborhood decline and implement strategies to prevent further decline.
 - Policy 3.3.2 Actively enforces City building codes, housing/property maintenance codes, and other related ordinances.
 - Policy 3.3.3 Require periodic inspection of rental housing complexes in order to ensure safe, adequate, and lawful living conditions.
 - Policy 3.3.4 Consider and make use of incentives, state and federal funding, and other programs to encourage homeowners to improve and upgrade their homes.

- Policy 3.3.5 Establish new homeowner education materials and improve understanding of code enforcement issues to address College Park’s increasingly diverse population.
- Policy 3.3.6 Encourage community involvement, which intensifies pride in neighborhood appearance.

- Goal 3.4 To minimize the adverse impacts of current and projected airport noise on residential districts.
 - Policy 3.4.1 Enforce the City’s construction standards for soundproofing new residential development.
 - Policy 3.4.2 Facilitate redevelopment of older multi-family housing impacted by future airport noise from the 5th runway.

- Goal 3.5 To provide a range of housing options to meet the needs of an increasingly diverse residential population in College Park.
 - Policy 3.5.1 Within the City’s zoning regulations, provide opportunities for elderly living/retirement complexes and nursing homes.
 - Policy 3.5.2 Within the City’s zoning regulations, provide opportunities for accessory apartments and homes for special needs populations such as the developmentally disabled and handicapped.
 - Policy 3.5.3 Collect and monitor any additional available data on special housing needs in the City.
 - Policy 3.5.4 Identify special housing needs providers such as Habitat for Humanity, religious institutions, and non-profit social service/advocacy groups and encourage private-sector responses to housing needs.

Chapter 4 - Economic Development

The economic development chapter is intended to integrate economic strategies into the comprehensive planning process. It includes an inventory of the local government’s economic base, characteristics of the labor force, and an examination of economic development opportunities and resources. The economic base section focuses on businesses and jobs located in College Park, whereas the labor force section examines the workers living in College Park. After identifying a community’s economic needs, the land necessary to support economic development can be determined. Likewise, the community facilities and services necessary to support economic development efforts can be identified and coordinated.



4.1 Economic Base

Economic base analysis identifies the unique economic specializations of a local community. It includes an analysis of historic, current, and projected employment and earnings by economic sector. By comparing the proportion of employment in each sector with those at county and state levels, local economic specializations can be identified. “Basic” sectors are those that produce and export goods and services beyond the needs of the local community. The Economic Census provides much of the data for municipal level economic development planning. Data from the most recent Economic Census conducted in 2002 has not been released at this time. For more current local business information, private data sources such as Claritas have been used as a supplement to the Economic Census. Where municipal level data is unavailable, Fulton County and Clayton County has been used as substitute reference areas.

4.1.1 Employment by Sector

Table 4.1 lists employment by sector for the City of College Park, Clayton County, and Fulton County. In order to protect the confidentiality of individual business information, the Census Bureau provides a range of employment figures for some relatively small local sectors. Because of these data limitations, only approximate employment totals



and sector proportions can be calculated for the City of College Park. The City of College Park maintains a high proportion of its total employment in Accommodations and Food Services (approximately 29% of those categories listed), as compared to Clayton County (19.3%) and Fulton County (14.1%). This specialization in Accommodations and Food Services is due to the presence of hospitality industries associated with Hartsfield-Jackson Airport in College Park. With the

city’s investment in the Georgia International Convention Center and its hospitality district zoning overlay, the Accommodations Industry will likely increase in importance in College Park in the future. The historic economic specialization of the City of College Park has been Educational Services, with the presence of Woodward Academy, the largest Pre-K through 12th grade day school in the Continental United States. However, Economic Census figures for Educational Services include only technical schools. According to 2005 employment figures obtained from Claritas Data Services and the City of College Park have 931 employees in the Educational Services (including all educational facilities). Thus, Educational Services remain an integral part of the economy of College Park, with the continued presence of Woodward Academy.

Table 4.1

Employment by Sector 1997; College Park, Clayton County, and Fulton County

Industry	College Park	Clayton County		Fulton County	
	Employment	Employment	%	Employment	%
Manufacturing	NA	5,901	11.0%	37,948	9.2%
Wholesale	1,220	6,142	11.4%	40,435	9.8%
Retail	1,221	16,204	30.1%	51,556	12.5%
Real Estate & Rental & Leasing	296	1,326	2.5%	14,372	3.5%
Professional, Scientific, & Technical Services	1,206	1,521	2.8%	56,202	13.6%
Administrative & Support & Waste Management & Remediation Services	1,002	5,740	10.7%	107,356	26.0%
Educational services	20-99	159	0.3%	1,463	0.4%
Health Care & Social Assistance	877	4,290	8.0%	26,639	6.5%
Arts, Entertainment, & Recreation	0-19	290	0.5%	5,561	1.3%
Accommodations & Foodservices	2,597	10,412	19.3%	57,973	14.1%
Other Services (Except Public Administration)	501	1,842	3.4%	12,781	3.1%
TOTAL	NA	53,827	100.0%	412,286	100.0%

Source: US Census Bureau, Economic Census

A more current and complete inventory of employment by sector, establishments, and sales in College Park as of 2005 is listed in Table 4.2. The 2005 employment data was obtained from Caritas Data Services as a supplement to the Economic Census data. However, because Claritas data is classified by SIC code (Standard Industrial Classification) as opposed to the newer NAICS code (North American Industry Classification System) used by the Economic Census, direct comparison of these data sources is difficult. As of 2005, the City of College Park maintains a high proportion of its total employment in the Service Sectors (25.3%). Among the sub-categories included in this sector, Educational Services, Health Services, and Business Services are the top employers within College Park. Retail Trade forms the second largest sector, with 19.4% of the total employment in College Park. The vast majority of the Retail Trade employment in College Park comes from eating and drinking establishments, with over 2,500 jobs. The third largest employment sector in College Park is Finance, Insurance, and Real Estate (FIRE) (15.1%). The majority of this employment within the FIRE sector is in hotels and lodging places. The fourth largest

employment sector in College Park is government (13.3%). This concentration of government workers is partly due to the presence of the FAA/DOT complex on Columbia Avenue in College Park. Next, the Transportation, Communications, and Utilities (TCU) sector (12.2%) also forms a robust part of employment within College Park. Hence, most of the dominant industries within College Park have some association with the Hartsfield-Jackson Airport.

Table 4.2

Employment, Establishments, and Sales by Sector 2005, City of College Park

Sector	Employment	%	Establishments	Sales (Millions)
Agriculture, Forestry, and Mining	15	0.1%	4	0.7
Construction	706	4.2%	36	144.0
Manufacturing	387	2.3%	25	38.0
Transportation, Communications, Utilities	2,054	12.2%	71	206.0
Wholesale Trade	1,231	7.3%	21	222.0
Retail Trade	3,267	19.4%	205	244.0
Finance, Insurance, and Real Estate	2,533	15.1%	130	271.0
Services	4,255	25.3%	413	440.1
Government	2,239	13.3%	40	0.0
Other	139	0.8%	6	0.0
TOTAL	16,826	100.0%	951	1,565.8

Source: Claritas



Manufacturing employers located in the City of College Park are listed in Table 4.3 along with their industrial classification code, product manufactured, and number of employees. GeorgiaFacts.net, a public/private web resource for economic development, provides listings of Georgia Manufacturers. Historically, Manufacturing has provided opportunities for economic advancement through high wages and low skill entry-level positions. Indeed, Manufacturing employment is

among the highest paying sectors in both Fulton and Clayton Counties. (See Section 4.14) However, there is a long-standing trend of decline in Manufacturing employment throughout the US. Among the industries located in College Park, food products, commercial printing, automotive products, and aviation components are the largest Manufacturing employers.

Table 4.3

Manufacturing Companies and Employment 2005, City of College Park Area

Manufacturer	SIC Code	Product	Employment
Allied Readymix	3271, 3273	Concrete Block, Concrete Mix	19
Amerigraph Packaging	2672	Labels	10
Artistic Cabinets & Designs	2434	Cabinets	6
Atlanta Coca-Cola Bottling	2086	Soft Drinks	100
B&P Iron	3441, 3446, 3449	Iron and Steel Products	33
Barrow's Printing	2752	Commercial Printing	4
Samuel Bingham	3069, 3531	Printing Rollers, Industrial Rollers	18
Buzzi Unicem	3241	Portland Cement	3
Clayton Shutters	2431	Plantation Shutters	5
Russ Davis Signs	3993	Signs	NA
FastImage	2759	Commercial Printing	80
FellFab	2299	Aircraft Fabric Interiors	60
Fleet Auto Electric	2694	Rebuilt Starters & Alternators	10
Flexocraft	2796, 2759	Flexographic Printing Plates, Photo Engravings	10
Georgia Pallet Operation	2448	Pallets	8
Graphic Impressions	2752	Commercial Printing	4
Interstate Truck Equipment	3713	Truck Bodies	45
Lafarge Cement	3273	Ready-Mix Concrete	17
M&K International	2559	Liquid Adhesives	10
McClain International	3599, 3728	Machine Shop, Aircraft Components and Parts	40
Office Products Unlimited	2759	Commercial Printing	5
Peach State Mfg	2491	Treated Lumber	23
Printcrafters	2759	Commercial Printing	25
Printing Alliance	2759	Commercial Printing	7
Scholle	2851, 2899	Lacquer, Battery Acid Electrolyte	25
Sentry Door Lock Guards	3499	Door Latches	1
South Fulton Machine Works	3599	Machine Shop, Printing Cylinders, Spur & Helical Gears	10
Southern Bumper Exchange	3714	Remanufactured Bumpers	11
Star Packaging	2671, 2673	Roll Stock, Laminations, Polyethylene Bags	80
Sylvest Farms	2015	Poultry Processing	255
Truco	3714	Automotive Clutches	10
Valvoline	2992	Oil Blending and Compounding	35
TOTAL	NA	NA	969

Source: GeorgiaFacts.net/Georgia Manufacturers Directory

4.1.2 Earnings



A comparison of the number of establishments and sales in College Park, Clayton County, and Fulton County is listed in Table 4.4. The sector with the largest volume of sales in College Park is Wholesale Trade with over 632 million dollars in annual sales. Despite the relatively few number of Wholesale establishments (41), the large volume of such warehousing and distribution activities generates a healthy stream of sales. As with employment totals, the sector with the largest number of establishments in College Park is Foodservice and Accommodations. Likewise, the Retail trades maintain a high proportion of the city’s sales and business establishments as an interrelated industry to Foodservice and Accommodations. Next, with 60 establishments and 78 million in sales, Professional, Scientific, and Technical Services represent another important sector within the City of College Park.

Table 4.4
Establishments and Sales/Receipts 1997; College Park, Clayton County, and Fulton County

Industry	City of College Park		Clayton County		Fulton County	
	Number of Establishments	Sales (\$ 1,000) (Receipts for Services)	Number of Establishments	Sales (\$ 1,000) (Receipts for Services)	Number of Establishments	Sales (\$ 1,000) (Receipts for Services)
Manufacturing	NA	NA	167	1,641,582	897	14,240,886
Wholesale	41	632,775	316	3,345,210	2,462	55,915,067
Retail	71	152,094	832	2,731,688	3,569	9,248,184
Real Estate & Rental & Leasing	30	32,856	197	185,590	1,496	2,523,539
Professional, Scientific, & Technical Services	60	78,401	227	118,091	4,614	7,607,224
Administrative & Support & Waste Management & Remediation Services	31	43,179	192	223,438	1,470	3,418,118
Educational services	6	NA	23	10,259	182	114,515
Health Care & Social Assistance	49	47,187	369	293,973	2,252	2,258,264
Arts, Entertainment, & Recreation	2	NA	27	11,196	272	465,183
Accommodations & Foodservices	73	119,312	376	422,948	2,292	2,364,425
Other Services (Except Public Administration)	31	44,467	312	131,692	1,543	928,936

Source: US Census Bureau, Economic Census

4.1.3 Projected Employment

Projected employment figures are unavailable for the City of College Park. However, the Atlanta Regional Commission (ARC) does provide small area projections for employment by census tract. Unfortunately, census tracts do not coincide perfectly with municipal boundaries. Therefore, to obtain an approximation of projected employment change in College Park, a recalculation of ARC figures was performed based on the area of each census tract falling within the city limits. According to these figures, the City of College Park will gain 6,848 jobs between 2000 and 2030, for a 25% overall



increase in employment. (Table 4.5) Because a portion of the census tract containing Hartsfield-Jackson Airport falls within College Park, the dominant employment category at present and in the projected future is the Transportation, Communication, and Utilities sector. Employment in this sector is projected to increase from 13,859 in 2000 to 15,669 in 2030. Wholesale trade activities are also projected to grow as distribution and warehousing activities associated with the airport

increase in importance. Finance, Insurance, and Real Estate employment is projected to double between 2000 and 2030 as the City’s hospitality industry continues to develop. Following the national trend toward increased Service employment, the Services sector is projected to increase by 3,179 jobs (55%) between 2000 and 2030.

Table 4.5

Projected Employment by Sector 2000 – 2030, City of College Park

	2000	%	2010	%	2020	%	2030	%
Construction	507	1.9%	412	1.4%	376	1.2%	393	1.2%
Manufacturing	679	2.5%	711	2.4%	786	2.4%	891	2.6%
Transport, Communication, Utilities	13,859	50.8%	14,588	49.7%	15,339	47.8%	15,669	45.9%
Wholesale	1,129	4.1%	1,623	5.5%	1,783	5.5%	1,662	4.9%
Retail	2,247	8.2%	2,026	6.9%	2,227	6.9%	2,452	7.2%
Finance, Insurance, and Real Estate	532	2.0%	743	2.5%	946	2.9%	1,123	3.3%
Services	5,769	21.2%	6,690	22.8%	7,924	24.7%	8,948	26.2%
Government	2,535	9.3%	2,531	8.6%	2,741	8.5%	2,967	8.7%
TOTAL	27,258	100.0%	29,324	100.0%	32,121	100.0%	34,104	100.0%

Source: Atlanta Regional Commission, Area-weighted recalculation of census tract employment totals by Robert and Company

While the primary factor affecting the local economy is the Atlanta Airport, regional economic trends will also exert an effect on College Park. As an indicator of the regional economy, employment projections for Fulton and Clayton Counties are provided in Tables 4.6 and 4.7. Within Fulton County, the sectors with the largest projected employment growth are, in order, Professional, Scientific, Management,

Administrative; Educational, Health, Social Services; Arts, Entertainment, Recreation, Accommodation, Food Services; and Finance, Insurance, Real Estate. In Fulton County, the sectors projected to lose employment are Transportation, Warehousing, Utilities; Public Administration; Manufacturing; and Farming. In Clayton County the four sectors with the largest projected employment growth are in order Educational, Health, Social Services; Arts, Entertainment, Recreation, Accommodation, Food Services; Professional, Scientific, Management, Administrative; and Finance, Insurance, Real Estate. In Clayton County, the sectors projected to decline in employment are Wholesale and Retail Trade.

Table 4.6

Projected Employment by Sector, Fulton County

Category	2000	2005	2010	2015	2020	2025
Total	392,627	426,056	459,485	492,914	526,343	559,772
Farm	1,057	780	502	225	0	0
Farm (%)	0.3%	0.2%	0.1%	0.0%	0.0%	0.0%
Construction	20,789	22,737	24,685	26,632	28,580	30,528
Construction (%)	5.3%	5.3%	5.4%	5.4%	5.4%	5.5%
Manufacturing	32,951	32,339	31,727	31,114	30,502	29,890
Manufacturing (%)	8.4%	7.6%	6.9%	6.3%	5.8%	5.3%
Wholesale Trade	15,369	15,793	16,217	16,640	17,064	17,488
Wholesale Trade (%)	3.9%	3.7%	3.5%	3.4%	3.2%	3.1%
Retail Trade	42,415	42,568	42,721	42,873	43,026	43,179
Retail Trade (%)	10.8%	10.0%	9.3%	8.7%	8.2%	7.7%
Transportation, warehousing, and utilities	23,027	21,876	20,724	19,573	18,421	17,270
Transportation, warehousing, and utilities (%)	5.9%	5.1%	4.5%	4.0%	3.5%	3.1%
Information	24,461	NA	NA	NA	NA	NA
Information (%)	6.2%	NA	NA	NA	NA	NA
Finance, Insurance, & Real Estate	38,440	42,606	46,773	50,939	55,105	59,271
Finance, Insurance, & Real Estate (%)	9.8%	10.0%	10.2%	10.3%	10.5%	10.6%
Professional, scientific, management, and administrative	66,113	78,887	91,662	104,436	117,210	129,984
Professional, scientific, management, and administrative (%)	16.8%	18.5%	19.9%	21.2%	22.3%	23.2%
Educational, health and social services	59,162	64,082	69,001	73,921	78,840	83,760
Educational, health and social services (%)	15.1%	15.0%	15.0%	15.0%	15.0%	15.0%
Arts, entertainment, recreation, accommodation and food services	36,424	40,944	45,465	49,985	54,505	59,025
Arts, entertainment, recreation, accommodation and food services (%)	9.3%	9.6%	9.9%	10.1%	10.4%	10.5%
Other Services	17,542	18,283	19,024	19,765	20,506	21,247
Other Services (%)	4.5%	4.3%	4.1%	4.0%	3.9%	3.8%
Public Administration	14,877	14,587	14,296	14,006	13,715	13,425
Public Administration (%)	3.8%	3.4%	3.1%	2.8%	2.6%	2.4%

Source: Georgia Department of Community Affairs.

Table 4.7

Projected Employment by Sector, Clayton County

Category	2000	2005	2010	2015	2020	2025
Total	114,468	124,988	135,507	146,027	156,546	167,066
Farm	274	262	250	237	225	213
Farm (%)	0.2%	0.2%	0.2%	0.2%	0.1%	0.1%
Construction	9,043	10,111	11,178	12,246	13,313	14,381
Construction (%)	7.9%	8.1%	8.2%	8.4%	8.5%	8.6%
Manufacturing	10,678	10,953	11,227	11,502	11,776	12,051
Manufacturing (%)	9.3%	8.8%	8.3%	7.9%	7.5%	7.2%
Wholesale Trade	4,431	4,314	4,196	4,079	3,961	3,844
Wholesale Trade (%)	3.9%	3.5%	3.1%	2.8%	2.5%	2.3%
Retail Trade	12,647	12,253	11,859	11,464	11,070	10,676
Retail Trade (%)	11.0%	9.8%	8.8%	7.9%	7.1%	6.4%
Transportation, warehousing, and utilities	17,005	17,678	18,352	19,025	19,698	20,371
Transportation, warehousing, and utilities (%)	14.9%	14.1%	13.5%	13.0%	12.6%	12.2%
Information	3,436	NA	NA	NA	NA	NA
Information (%)	3.0%	NA	NA	NA	NA	NA
Finance, Insurance, & Real Estate	8,036	9,018	9,999	10,981	11,962	12,944
Finance, Insurance, & Real Estate (%)	7.0%	7.2%	7.4%	7.5%	7.6%	7.7%
Professional, scientific, management, and administrative	8,931	10,264	11,597	12,929	14,262	15,595
Professional, scientific, management, and administrative (%)	7.8%	8.2%	8.6%	8.9%	9.1%	9.3%
Educational, health and social services	18,006	20,807	23,609	26,410	29,211	32,012
Educational, health and social services (%)	15.7%	16.6%	17.4%	18.1%	18.7%	19.2%
Arts, entertainment, recreation, accommodation and food services	9,355	11,100	12,846	14,591	16,336	18,081
Arts, entertainment, recreation, accommodation and food services (%)	8.2%	8.9%	9.5%	10.0%	10.4%	10.8%
Other Services	5,709	6,605	7,501	8,396	9,292	10,188
Other Services (%)	5.0%	5.3%	5.5%	5.7%	5.9%	6.1%
Public Administration	6,917	7,330	7,743	8,155	8,568	8,981
Public Administration (%)	6.0%	5.9%	5.7%	5.6%	5.5%	5.4%

Source: Georgia Department of Community Affairs

4.1.4 Wages

Average weekly wage figures for the City of College Park are unavailable. Instead, average weekly wages are provided for Fulton County and Clayton County in Tables 4.8 and 4.9. For comparative purposes, average weekly wages for the State of Georgia are also listed in Table 4.10. Despite the close proximity and shared border of Fulton and Clayton Counties, stark differences in wage levels exist between these two jurisdictions. As of 2003, average weekly wages in Fulton County were \$960 as compared to \$776 in Clayton County and \$709 in Georgia. Within some sectors, such as Information; Finance and Insurance; and Arts, Entertainment, and Recreation, wage



rates are twice as high in Fulton County as compared to Clayton County. These differences are primarily due to the presence of several robust employment centers within Fulton County including the Atlanta Central Business District (CDB), Perimeter Center, and Roswell/Alpharetta. With an abundance of office space, these centers contain a range of employment opportunities including many high-paying jobs. Unfortunately, there is also significant economic and social stratification inside Fulton County, with North Atlanta and its northern suburbs serving as the affluent “favored quarter.” With College Park’s location in historically disadvantaged South Fulton, the city’s wages may be closer to those of Clayton County than to Fulton as a whole.

In Fulton County as of 2003, the industries with the highest average weekly wages were Utilities (\$1,720), Finance and Insurance (\$1,520), and Management (\$1,440). The sectors with the lowest wages in Fulton County were Accommodation and Food Service (\$373), Retail (\$558), and Other Services (\$587). In Clayton County, the sectors with the highest average weekly wages in 2003 were Professional and Technical (\$1,252), Management (\$1,189), and Transportation and Warehousing (\$1,123). The sectors with the lowest wages in Clayton County were Arts, Entertainment, and Recreation (\$232); Accommodation and Food Service (\$241); and Administrative (\$444). Unfortunately, the largest employment categories within the City of College Park (Retail, Services, and Accommodations) are each among the lowest paying sectors in both Fulton and Clayton Counties.

Table 4.8

Average Weekly Wages by Sector 2001 – 2003, Fulton County

Sector	NAICS Code	2001	2002	2003
All Industries		\$ 918	\$ 935	\$ 960
Agriculture	11	\$ 812	\$ 428	NA
Mining	21	\$ 996	\$ 964	NA
Utilities	22	NA	\$ 1,654	\$ 1,720
Construction	23	\$ 900	\$ 909	\$ 960
Manufacturing	31-33	\$ 1,076	\$ 1,096	\$ 1,162
Wholesale Trade	42	\$ 1,207	\$ 1,226	\$ 1,230
Retail	44-45	\$ 506	\$ 518	\$ 558
Transportation and Warehousing	48-49	NA	\$ 998	\$ 993
Information	51	\$ 1,286	\$ 1,303	\$ 1,381
Finance and Insurance	52	\$ 1,460	\$ 1,486	\$ 1,520
Real Estate	53	\$ 861	\$ 870	\$ 888
Professional and Technical	54	\$ 1,351	\$ 1,355	\$ 1,373
Management	55	\$ 1,361	\$ 1,352	\$ 1,440
Administrative	56	\$ 559	\$ 574	\$ 617
Educational Services	61	\$ 666	\$ 661	\$ 697
Health Care and Social Work	62	\$ 797	\$ 835	\$ 874
Arts, Entertainment, and Recreation	71	\$ 908	\$ 880	\$ 919
Accommodation and Food Service	72	\$ 369	\$ 375	\$ 373
Other Services	81	\$ 536	\$ 564	\$ 587

Source: Bureau of Labor Statistics. Wages listed are for private firms only.

Table 4.9

Average Weekly Wages by Sector 2001 – 2003, Clayton County

Sector	NAICS Code	2001	2002	2003
All Industries		\$ 737	\$ 742	\$ 776
Construction	23	\$ 687	\$ 669	\$ 747
Manufacturing	31-33	\$ 716	\$ 734	\$ 733
Wholesale Trade	42	NA	NA	NA
Retail	44-45	\$ 445	\$ 463	\$ 483
Transportation and Warehousing	48-49	\$ 1,067	\$ 1,085	\$ 1,123
Information	51	\$ 768	\$ 725	\$ 758
Finance and Insurance	52	\$ 676	\$ 746	\$ 757
Real Estate	53	\$ 473	\$ 490	\$ 529
Professional and Technical	54	\$ 1,118	\$ 1,090	\$ 1,252
Management	55	\$ 1,259	\$ 1,043	\$ 1,189
Administrative	56	\$ 376	\$ 391	\$ 444
Educational Services	61	\$ 375	\$ 415	\$ 468
Health Care and Social Work	62	\$ 706	\$ 740	\$ 763
Arts, Entertainment, and Recreation	71	\$ 218	\$ 221	\$ 232
Accommodation and Food Service	72	\$ 229	\$ 237	\$ 241
Other Services	81	\$ 481	\$ 450	\$ 482

Source: Bureau of Labor Statistics. Wages listed are for private firms only.

Table 4.10

Average Weekly Wages by Sector 2001 – 2003, State of Georgia

Sector	NAICS Code	2001	2002	2003
All Industries		\$ 684	\$ 692	\$ 709
Agriculture	11	\$ 416	\$ 409	\$ 420
Mining	21	\$ 857	\$ 915	\$ 952
Utilities	22	\$ 1,235	\$ 1,292	\$ 1,312
Construction	23	\$ 686	\$ 693	\$ 710
Manufacturing	31-33	\$ 712	\$ 727	\$ 761
Wholesale Trade	42	\$ 1,021	\$ 1,019	\$ 1,032
Retail	44-45	\$ 433	\$ 440	\$ 454
Transportation and Warehousing	48-49	\$ 807	\$ 824	\$ 838
Information	51	\$ 1,101	\$ 1,098	\$ 1,148
Finance and Insurance	52	\$ 1,051	\$ 1,081	\$ 1,117
Real Estate	53	\$ 669	\$ 697	\$ 715
Professional and Technical	54	\$ 1,081	\$ 1,089	\$ 1,099
Management	55	\$ 1,122	\$ 1,153	\$ 1,251
Administrative	56	\$ 473	\$ 485	\$ 514
Educational Services	61	\$ 568	\$ 581	\$ 680
Health Care and Social Work	62	\$ 654	\$ 678	\$ 694
Arts, Entertainment, and Recreation	71	\$ 523	\$ 585	\$ 552
Accommodation and Food Service	72	\$ 257	\$ 259	\$ 261
Other Services	81	\$ 451	\$ 466	\$ 483

Source: Bureau of Labor Statistics. Wages listed are for private firms only.

4.1.5 Major Economic Activities

Several major business initiatives affecting the City of College Park have been announced in recent years. An inventory of recent and planned major economic activities is provided in the following list:

- **AIRPORT EXPANSION PLANS** – As the dominant fixture of the Southside Atlanta economy, Hartsfield-Jackson Airport and its plans for expansion will have a profound effect on local development patterns. Probably the most significant single project of the seven-component Hartsfield-Jackson Development Program is the construction of the airport’s fifth runway. The new runway will include a full 9,000 foot air carrier length commuter runway, a full-length parallel taxiway, and dual north/south taxiways connecting to the existing airfield. The new runway under construction is located 4,200 feet south of the airport’s existing lower runway (Runway 9R-27L). At a cost of \$1.2 billion, the runway expansion project will include the transport of 18 million cubic yards of fill dirt and the construction of two bridges spanning I-285.



Next, airport expansion plans call for the construction of a new international terminal extending off of the existing Concourse E. The new terminal and Concourse E expansion will total approximately 900,000 square feet and will include international passenger ticketing facilities, nine additional gates, two levels of curb front, and approximately 2,000 public long-term parking spaces. Finally, long-range airport expansion plans call for the construction of a South Terminal between the existing airfield and the fifth runway.

- **AIRLINE RESTRUCTURING** – The airline industry has been undergoing a dynamic period of restructuring as large older airlines face competition from smaller discount carriers in a deregulated environment. One such established air carrier undergoing financial pressures is Delta Airlines, which has endured losses of over \$6 billion since the attacks of September 11, 2001. Delta has announced a major restructuring and elimination of jobs in an effort to stave off possible bankruptcy. In contrast, AirTran Airways has recently planned an expansion with the announced construction of a 76,000 square foot maintenance hangar facility at Hartsfield-Jackson Atlanta International Airport.

- **CONSOLIDATED RENTAL CAR FACILITIES (CONRAC)** – The consolidated rental car facilities (CONRAC) will be located on a 90-100 acre site south of Camp Creek Parkway, west of I-85 in College Park. The facility will accommodate all the rental car companies operating at the Airport and will include 9,000 – 10,000 rental car ready and return spaces, customer service centers, storage and maintenance areas, wash lanes, and fueling positions. Customers will be transported to and from the rental car facility to the existing terminal, and eventually the south terminal, by an automated people mover. The

CONRAC facility will be accessible to automobile traffic only through the airport’s roadway system and not from surface streets in College Park.

- **GEORGIA INTERNATIONAL CONVENTION CENTER** – The new Georgia International Convention Center (GICC) facility off Camp Creek Parkway in College Park was opened in April 2003. The new facility replaces the old GICC, which was purchased to make way for construction of the fifth runway at Hartsfield-Jackson Airport. The new GICC facility encompasses 400,000 square feet of internal space including a 40,000 square foot ballroom. Construction costs totaled nearly \$100 million dollars, with funding provided by the sale of the previous GICC facility and bonds issued by the College Park Business and Industrial Development Authority. It has been estimated that the GICC will have an annual economic impact of \$200 million.



- **GATEWAY CENTER** – The Gateway Center is a corporate-hospitality complex designed to complement the Georgia International Convention Center (GICC) and serve travelers at nearby Hartsfield-Jackson Atlanta International Airport. Alongside the anchor facility of the GICC, the Gateway Center will include four hotels offering a combined 2,000 rooms, two 80,000 square foot office buildings, the CONRAC consolidated rental car compound, and an automated people mover linked to Hartsfield’s existing light rail system.

- **ALTEON FLIGHT TRAINING FACILITY** – Alteon Training, a subsidiary of the Boeing Corporation, constructed a 52,000 square foot operations and aviation training center in College Park. The \$75 million training center can accommodate up to 200 trainees a day, and houses two Boeing 717-200s simulators and one 737 simulator. The Alteon facility opened in 2004 and provides pilot, aircraft maintenance, and advanced technology training.



- **JOHN WIELAND HOMES & NEIGHBORHOODS MANUFACTURING & DISTRIBUTION CENTER** – John Wieland Homes has expanded and consolidated its custom fixtures manufacturing and distribution operation in College Park. The project includes a \$3 million renovation and retro-fit of a former Levitz Furniture building at 2750 Sullivan Rd.



- **MILLENNIUM CENTER** – JMH Hotels has completed construction on the first of four planned hotels in this \$58 million hospitality campus located at 2301 Sullivan Rd.

4.2 Labor Force

Whereas the economic base section focuses on jobs and businesses located inside the city, this section, labor force analysis, focuses on workers residing in College Park. As shown in the subsequent section on commuting patterns, many of these residents work outside of College Park. Nevertheless, a careful analysis of the labor force in the city and its surrounding county provides essential information for crafting economic development strategies. By examining both the jobs located in College Park (Economic Base) and the workers living in the city (Labor Force), economic development strategies can attempt to match industries with the skills of local workers.

4.2.1 Labor Force Employment

Table 4.11 lists the sector of employment for workers living in College Park in 1980 - 2000. As with the distinction between College Park’s economic base and its labor force, many of these employees work outside of the city. (See Section 4.2.4 for commuting patterns) The largest sector of employment for College Park residents is in Arts, Entertainment, Recreation, Accommodation, and Food Services (13.7%). This is unsurprising given the existing concentration of hospitality businesses associated with Hartsfield-Jackson Airport. The second largest sector of employment for local residents is in Educational, Health, and Social Services (13.3%). The strength of this sector may reflect College Park’s traditional specialization of educational services associated with Woodward Academy. The third largest sector of employment is in Transportation, Warehousing, and Utilities (12.9%). Again, these employment figures reflect the close proximity to Atlanta’s regional airport and the presence of light industrial uses associated with air transportation.



Several sectors show consistent employment decline among College Park residents. Manufacturing employment has declined from 11.6% of College Park employees in 1980 to 7.1% in 2000. This decline is symptomatic of the national trend toward losses in Manufacturing jobs. As the pace of globalization increases, further declines in Manufacturing employment can be anticipated. (See Table 4.13) Retail Trade employment has also declined from 16.5% in 1980 to 10.0% in 2000. The loss of Retailing employment may be indicative of the decline in retail facilities on Old National Highway over the previous decades.

Table 4.11

Employment by Industry 1980 – 2000, City of College Park

Industry	1980	1990	2000
Total Employed Civilian Population	100.0%	100.0%	100.0%
Agriculture, Forestry, Fishing, hunting & mining	0.6%	0.4%	0.3%
Construction	5.2%	2.9%	6.6%
Manufacturing	11.6%	10.1%	7.1%
Wholesale Trade	5.1%	4.8%	3.2%
Retail Trade	16.5%	17.8%	10.0%
Transportation, warehousing, and utilities	18.8%	13.8%	12.9%
Information	NA	NA	4.2%
Finance, Insurance, & Real Estate	8.5%	8.5%	7.6%
Professional, scientific, management, administrative, and waste management services	4.9%	7.9%	11.4%
Educational, health and social services	12.1%	13.7%	13.3%
Arts, entertainment, recreation, accommodation and food services	6.0%	0.7%	13.7%
Other Services	2.4%	12.8%	5.7%
Public Administration	8.2%	6.5%	3.9%

Source: US Census Bureau

Next, Table 4.12 presents a comparison of employment between residents of College Park, and the surrounding areas of Fulton County, Clayton County, Georgia, and the U.S. as a whole. Several sectors are prominent in College Park as compared to other jurisdictions. As the largest sector of employment, Arts, Entertainment, Recreation, Accommodation, and Food Services (13.7%) is substantially higher than in Fulton County (9.3%), Clayton County (8.2%), and Georgia (7.1%). Likewise, employment in Transportation, Warehousing, and Utilities (12.9%) is substantially higher than in Fulton County (5.9%) and Georgia (6.0%).

Table 4.12

Employment by Industry 2000, College Park and Surrounding Areas

Industry	College Park	Clayton	Fulton	Georgia	U.S.
Agriculture, forestry, fishing and hunting, and mining:	0.3%	0.2%	0.3%	1.4%	1.9%
Construction	6.6%	7.9%	5.3%	7.9%	6.8%
Manufacturing	7.1%	9.3%	8.4%	14.8%	14.1%
Wholesale trade	3.2%	3.9%	3.9%	3.9%	3.6%
Retail trade	10.0%	11.0%	10.8%	12.0%	11.7%
Transportation and warehousing, and utilities:	12.9%	14.9%	5.9%	6.0%	5.2%
Information	4.2%	3.0%	6.2%	3.5%	3.1%
Finance, insurance, real estate and rental and leasing:	7.6%	7.0%	9.8%	6.5%	6.9%
Professional, scientific, management, administrative, and waste management services:	11.4%	7.8%	16.8%	9.4%	9.3%
Educational, health and social services:	13.3%	15.7%	15.1%	17.6%	19.9%
Arts, entertainment, recreation, accommodation and food services:	13.7%	8.2%	9.3%	7.1%	7.9%
Other services (except public administration)	5.7%	5.0%	4.5%	4.7%	4.9%
Public administration	3.9%	6.0%	3.8%	5.0%	4.8%

Source: US Census Bureau

Projected employment by sector from 2000 – 2025 in the City of College Park is listed in Table 4.13. The sectors with the largest projected employment increases are in Arts, Entertainment, Recreation, Accommodation, and Food Services; and Professional, Scientific, Management, Administrative, and Waste Management Services. However, the figures provided by the Georgia Department of Community Affairs are based on an analysis of past employment trends that are unlikely to be sustained over the coming years. For example, DCA figures predict a steady decline in Transportation, Warehousing, and Utilities employment from 12.9% in 2000 to 0.0% in 2025, despite the ongoing expansion of facilities and employment at Hartsfield-Jackson Airport. In contrast, ARC figures predict that 45.9% of all jobs located in College Park will be in the Transportation, Communication, and Utilities sector by 2030. Furthermore, projections of employment among College Park residents are problematic given the heavy proportion of renters living within the city. Because almost 80% of the city’s housing is renter-occupied, there may be little continuity among those living in the city across each census decade.



Table 4.13

Projected Employment by Sector (%) 2000 – 2025, City of College Park

Category	2000	2005	2010	2015	2020	2025
Total Employed Civilian Population	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
Agriculture, Forestry, Fishing, hunting & mining	0.3%	0.2%	0.1%	0.0%	0.0%	0.0%
Construction	6.6%	7.1%	7.7%	8.3%	9.1%	10.1%
Manufacturing	7.1%	5.6%	3.8%	1.7%	0.0%	0.0%
Wholesale Trade	3.2%	2.6%	1.9%	1.0%	0.0%	0.0%
Retail Trade	10.0%	7.8%	5.2%	2.1%	0.0%	0.0%
Transportation, warehousing, and utilities	12.9%	10.9%	8.5%	5.8%	2.5%	0.0%
Information	4.2%	NA	NA	NA	NA	NA
Finance, Insurance, & Real Estate	7.6%	7.3%	7.0%	6.6%	6.1%	5.5%
Professional, scientific, management, administrative, and waste management services	11.4%	13.6%	16.2%	19.2%	22.8%	27.2%
Educational, health and social services	13.3%	13.6%	14.1%	14.6%	15.2%	16.0%
Arts, entertainment, recreation, accommodation and food services	13.7%	16.4%	19.4%	23.0%	27.3%	32.5%
Other Services	5.7%	6.8%	8.1%	9.7%	11.5%	13.7%
Public Administration	3.9%	2.4%	0.7%	0.0%	0.0%	0.0%

Source: Georgia Department of Community Affairs

Another view of the jobs held by College Park residents is employment by occupation, as displayed in Table 4.14. Whereas employment by sector measures the industry that workers are in, employment by occupation measures the specific jobs held by local residents. By far the largest occupational category in College Park is the Administrative field, which employs a full 21.8% of all local residents. Next, Transportation and Materials Moving occupations account for 11.0% of College Park’s labor force. The third largest occupational category in the city is Sales, with 10.9% of all workers.

Table 4.14

Employment by Occupation 2000, City of College Park

Occupation	Workers	%
Management	577	6.0%
Business and Financial Operations	374	3.9%
Computer and Mathematical	102	1.1%
Architecture and Engineering	74	0.8%
Life, Physical, and Social Sciences	29	0.3%
Community and Social Services	46	0.5%
Legal	32	0.3%
Education	382	3.9%
Arts, Design, Entertainment, Sports, and Media	55	0.6%
Healthcare and Technical	178	1.8%
Healthcare Service	180	1.9%
Protective Service	226	2.3%
Food Service	660	6.8%
Building and Grounds Maintenance	461	4.8%
Personal Care Services	332	3.4%
Sales	1,060	10.9%
Administrative	2,108	21.8%
Farming, Fishing, and Forestry	13	0.1%
Construction	640	6.6%
Maintenance and Repair	393	4.1%
Production	699	7.2%
Transportation and Materials Moving	1,064	11.0%
TOTAL Workers	9,685	100.0%

Source: US Census Bureau

4.2.2 Employment Status

Labor force participation rates for the years 1990 and 2000 in the City of College Park are listed in Table 4.15. Labor force participants include both employed and unemployed persons plus members of the U.S. Armed Forces. People not in the labor force include all persons 16 years old and over who are not employed and are not seeking work. Those not in the labor force often consist of individuals taking care of home or family, retired workers, seasonal workers in off-season, and institutionalized people. A high number of persons not in the labor force can sometimes indicate a soft job market where some unemployed persons have given up looking for work. In College Park, labor force participation has declined from 75.0% in 1990 to 70.4% in 2000. The greatest loss in labor force participation occurred among males, who declined from 80.9% in 1990 to 73.7% in 2000.

Unemployment decreased slightly in College Park from 6.2% in 1990 to 5.8% in 2000. This decline in unemployment is due to the decrease in unemployment among men in College Park from 7.4% in 1990 to 3.9% in 2000. In contrast, unemployment increased among women in College Park from 5.2% in 1990 to 7.5% in 2000. Due to the national recession that followed the 2000 census, unemployment rates have since increased in

College Park. The city’s unemployment rate increased from 5.8% in 2000 to 7.1% in October 2003. In contrast, the unemployment rate in Fulton County as a whole was 3.4% in 2000 and 5.8% in 2003. (Table 4.16) Likewise, unemployment rates in Clayton County (6.0%), Georgia (4.7%), and the U.S. (6.0%) were also lower than those found in College Park (7.1%) in 2003.

Table 4.15

Labor Force Participation 1990 – 2000, City of College Park

Category	1990	%	2000	%
Total Males and Females	14,966		15,053	
In labor force:	11,229	75.0%	10,597	70.4%
Civilian Labor force	11,172	74.6%	10,559	70.1%
Civilian Employed	10,241	68.4%	9,685	64.3%
Civilian Unemployed	931	6.2%	874	5.8%
In Armed Forces	57	0.4%	38	0.3%
Not in Labor Force	3,737	25.0%	4,456	29.6%
Total Males	6,969		7,066	
Male In labor force:	5,637	80.9%	5,208	73.7%
Male Civilian Labor Force	5,603	80.4%	5,189	73.4%
Male Civilian Employed	5,088	73.0%	4,916	69.6%
Male Civilian Unemployed	515	7.4%	273	3.9%
Male In Armed Forces	34	0.5%	19	0.3%
Male Not In Labor Force	1,332	19.1%	1,858	26.3%
Total Females	7,997		7,987	
Female In Labor Force:	5,592	69.9%	5,389	67.5%
Female Civilian Labor Force	5,569	69.6%	5,370	67.2%
Female Civilian Employed	5,153	64.4%	4,769	59.7%
Female Civilian Unemployed	416	5.2%	601	7.5%
Female In Armed Forces	23	0.3%	19	0.2%
Female Not in Labor Force	2,405	30.1%	2,598	32.5%

Source: Georgia Department of Community Affairs

Table 4.16

Annual Unemployment Rates, 1994 – 2003 Fulton County, Clayton County, Georgia, U.S.

Category	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003
Unemployed - Fulton	20,388	19,829	18,887	17,765	16,128	14,757	14,630	18,264	25,700	24,796
Unemployment Rate - Fulton	5.6%	5.3%	4.9%	4.6%	4.0%	3.7%	3.4%	4.3%	6.1%	5.8%
Unemployed - Clayton	6,151	5,576	5,143	4,857	4,549	4,337	4,540	5,201	8,731	8,551
Unemployment Rate - Clayton	5.6%	5.1%	4.5%	4.1%	3.8%	3.5%	3.6%	3.8%	6.3%	6.0%
Unemployment Rate - Georgia	5.2%	4.9%	4.6%	4.5%	4.2%	4.0%	3.7%	4.0%	5.1%	4.7%
Unemployment Rate - U.S.	6.1%	5.6%	5.4%	4.9%	4.5%	4.2%	4.0%	4.7%	5.8%	6.0%

Source: US Department of Labor, GA Department of Labor.

4.2.3 Sources of Household Income

Historic sources of household income for residents of College Park are listed in Tables 4.17 and 4.18. The proportion of households with earnings rose slightly from 85.2% in 1989 to 88.8% in 1999. In both years, the proportion of households with wage and salary income was higher than state averages. For example, in 1999, 87.8% of households in College Park had wage or salary income as compared to 81.3% in the State of Georgia. This high proportion of wage earners is consistent with the city’s relatively young age structure. Conversely because of the city’s age structure, College Park had a relatively low proportion of households with social security income (11.9%) as compared to the State of Georgia (21.9%) in 1999. The overall low socioeconomic status of College Park residents is reflected in the low proportion of households with interest, dividend, or net rental income (11.6%) as compared to Georgia (28.8%).

Table 4.17

Sources of Household Income 1989, Residents of College Park

Source of Household Income in 1989	Households in College Park	% College Park Households	% Georgia Households
With Earnings	6,870	85.2%	83.1%
With Wage or Salary Income	6,790	84.2%	80.6%
With Self-employment Income	454	5.6%	11.0%
Interest, Dividends, or Net Rental Income	1,149	14.2%	31.5%
Social Security Income	1,236	15.3%	22.9%
Public Assistance Income	718	8.9%	8.2%
Retirement Income	815	10.1%	12.9%
Total Households	8,065	100.0%	100.0%

Source: US Census Bureau

Table 4.18

Sources of Household Income 1999, Residents of College Park

Source of Household Income in 1999	Households in College Park	% College Park Households	% Georgia Households
With Earnings	6,906	88.8%	83.8%
With Wage or Salary Income	6,828	87.8%	81.3%
With Self-employment Income	462	5.9%	10.9%
Interest, Dividends, or Net Rental Income	901	11.6%	28.8%
Social Security Income	928	11.9%	21.9%
Supplemental Security Income (SSI)	374	4.8%	4.5%
Public Assistance Income	329	4.2%	2.9%
Retirement Income	738	9.5%	14.4%
Total Households	7,780	100.0%	100.0%

Source: US Census Bureau

4.2.4 Commuting Patterns

The commuting patterns of workers 16 years and over living in College Park are listed in Table 4.19. Commuting patterns are an indicator of the jobs to housing balance within the community. In order to maintain a sound tax base and avoid excessive commuting, communities must cultivate a balance between the number of local jobs and residences. In addition, commuting patterns reflect the match between local workforce skills and employment opportunities. In many inner-city communities, researchers have long noted a “spatial mismatch” between the skill set of residents and nearby job opportunities. For example, many indigent urban residents require low-skill entry-level jobs, while the economic base of center cities has shifted to white-collar professional positions. Fortunately, College Park’s enjoys close proximity to Hartsfield-Jackson Airport, one of the state’s largest employment centers with over 40,000 jobs. Many hospitality and service employment opportunities associated with the airport are also available to local residents. However, in the year 2000 only 14% of the city’s labor force worked within College Park, down from 16.5% in 1990. College Park also has excellent access to downtown Atlanta with its well-developed highway network and public transportation facilities. As of the 2000 census, 35.3% of College Park’s labor force worked in Atlanta. Furthermore, 65.2% of working residents were employed within their county of residence. Hence, the City of College Park’s ready access to employment centers has resulted in relatively short commutes for the local workforce.

Table 4.19

Place of Work for Residents 16 Years and Over 1990 – 2000, City of College Park

Category	1990	%	2000	%
Total Workforce	10,009	100.0%	9,319	100.0%
Worked in College Park	1,648	16.5%	1,305	14.0%
Worked in Atlanta	3,852	38.5%	3,292	35.3%
Worked in County of Residence	6,684	66.8%	6,075	65.2%
Worked Outside of Georgia	37	0.4%	81	0.9%

Source: US Census Bureau

4.3 Local Economic Development Resources

4.3.1 Economic Development Agencies

Economic development agencies are established to promote economic development and growth in a jurisdiction or region. The agencies create marketing techniques and provide coordination and incentives for new businesses wishing to locate their establishments or subsidiaries in College Park. Economic development agencies also assist existing businesses in a jurisdiction with expansion and relocation techniques. Agencies involved in economic development in College Park include:

- COLLEGE PARK BUSINESS AND INDUSTRIAL DEVELOPMENT AUTHORITY** – The College Park Business and Industrial Development Authority (CPBIDA) has the power to issue city-backed bonds for the purpose of major economic development initiatives. The CPBIDA was instrumental in providing the bond financing for the construction of the Georgia International Convention Center (GICC).
- DEVELOPMENT AUTHORITY OF FULTON COUNTY** – The Development Authority of Fulton County’s stated mission is to provide for expanded employment opportunities thereby decreasing unemployment with Fulton County; and to provide for an expanded tax base, thereby reducing the tax burden on citizens of Fulton County. The Authority’s jurisdiction covers all of the unincorporated Fulton County and its ten municipalities, including the City of Atlanta. The Authority is a charter member of the Joint Development Authority of Metropolitan Atlanta. Although it does not receive an appropriation from Fulton County Government, the Authority’s staff support is provided by the Fulton County Economic Development Department. The Authority is empowered to issue the revenue bonds for financing eligible projects for private, corporate, partnership, or nonprofit borrowers. The Authority has funded local economic development planning initiatives such as the 2003 redevelopment study for the Hartsfield-Jackson area.
- SOUTH FULTON CHAMBER OF COMMERCE** – The South Fulton Chamber of Commerce grew out of the merger of the East Point Chamber of Commerce and the College Park Chamber of Commerce in 1969. After merging with the Metro

Atlanta Chamber of Commerce from 1992 through 2002, the South Fulton Chamber is again focused exclusively on economic development and business advocacy in South Fulton. The South Fulton Chamber of Commerce conducts monthly business forums on issues and opportunities facing the region. It also holds small business development sessions including “Lunch ‘n’ Learn” educational/advice and networking opportunities.

- **AIRPORT AREA CHAMBER OF COMMERCE** – The Airport Area Chamber of Commerce cites as its mission encouraging and advising orderly and proper business growth and expansion around Hartsfield-Jackson Atlanta International Airport, as well as promoting the area as a desirable place to live and work. The Airport Area Chamber of Commerce sponsors monthly networking luncheons with informational speakers. The Airport Chamber of Commerce also sponsors group discount programs for members such as health insurance, credit card processing, business phone service, and advertising.



- **SOUTH FULTON REVITALIZATION CORPORATION** – South Fulton Revitalization, Inc. is a community-based nonprofit organization founded in 1994, and is governed by a volunteer Board of Directors. The mission of SFRI is to promote quality economic development initiatives in south Fulton County. The South Fulton Revitalization Corporation has sponsored economic development studies such as the forthcoming Roosevelt Highway (US29) Corridor Enhancement Plan, which focuses on economic development and transportation improvements along US Highway 29 from College Park to Palmetto. The organization also holds promotional tours and distributes marketing materials showcasing development opportunities in South Fulton, such as the South Fulton Parkway corridor.
- **COLLEGE PARK DOWNTOWN BUSINESS ASSOCIATION** – The College Park Downtown Business Association promotes revitalization and economic development in the city’s historic Main Street district. The College Park Downtown Business Association helps administer the city’s Main Street Program. The College Park Downtown Business Association holds revolving monthly meetings at downtown area businesses.
- **OLD NATIONAL HIGHWAY MERCHANT’S ASSOCIATION** – The Old National Highway Merchant’s Association provides a voice for businesses located along the commercial corridor. The Merchant’s Association has been an active participant in redevelopment planning efforts for the corridor, such as the Old National Highway Livable Centers Initiative Study.

- **CLAYTON COUNTY CHAMBER OF COMMERCE** – A nonprofit membership organization, the Clayton County Chamber of Commerce provides assistance to new businesses wishing to locate their establishments in the county. The agency's activities are focused in the areas of business recruitment and retention.
- **DEVELOPMENT AND REDEVELOPMENT AUTHORITY OF CLAYTON COUNTY** - The Development and Redevelopment Authority of Clayton County has the jurisdiction to issue tax exempt or taxable bonds to businesses wishing to locate in Clayton County. In accordance with the Georgia Redevelopment Powers Act, of 1985, the Authority can also create special district taxes on approved urban redevelopment issues. The authority also has jurisdiction to provide incentives such as tax breaks, venture capital programs, tax abatements and enterprise zones to new businesses locating in Clayton County as well as existing businesses. Additionally, the Authority has the power to buy and sell property and construct buildings.
- **THE SMALL BUSINESS DEVELOPMENT CENTER (SBDC)** - This center, located at Clayton College and State University, is a partnership between the U.S. Small Business Administration and colleges and universities from around the state. The SBDC office at CCSU serves new and existing businesses in Clayton, Fayette, Henry and Spalding Counties. The center provides one-on-one counseling on a wide range of issues including: developing and updating business plans, identifying sources of capital, financial records analysis, and specialized research geared to the specific needs of the business owner, accounting, marketing strategies, and governmental regulation compliance. The center also provides confidential services to companies seeking operational and strategic planning advice.
- **JOINT DEVELOPMENT AUTHORITY OF METRO ATLANTA** - Through participation in the Joint Development Authority of Metropolitan Atlanta, Clayton, DeKalb, Douglas and Fulton Counties work together to address economic development as a region. The combined population of counties participating in the Joint Authority represents approximately 25% of the population of Georgia. By participating in the alliance, the member counties enable each company located within its jurisdiction to take advantage of a \$1,000-per-job state tax credit.
- **METROSOUTH** - Founded in 1993, Metro South was among the nation's first regional economic development marketing initiatives. The organization initially incorporated only four of its current members: Clayton, Fayette, Henry and South Fulton counties. Within two years, both Coweta and Spalding were added.

4.3.2 Economic Development Programs

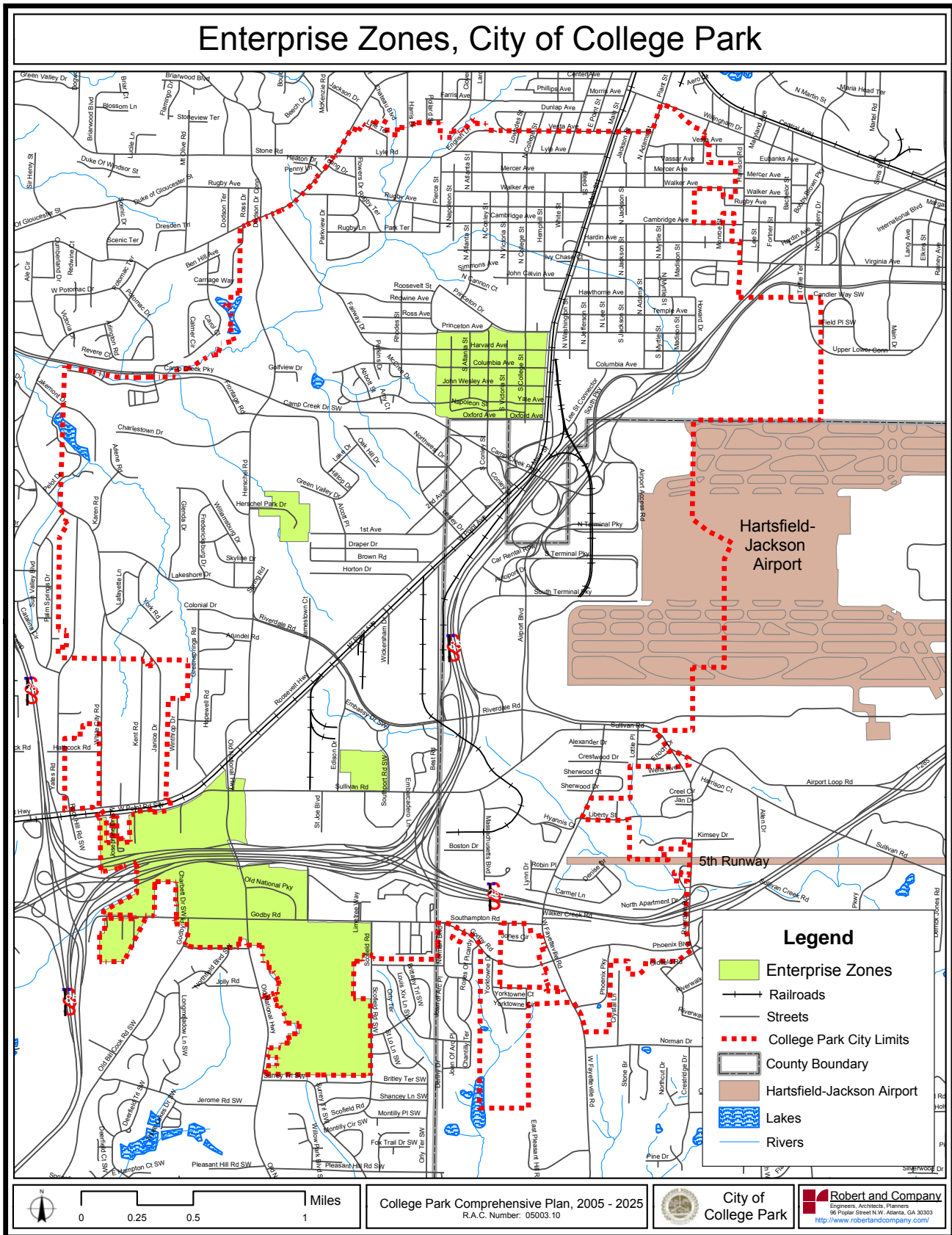
4.3.2.1 Enterprise Zones

The City of College Park participates in the Georgia Enterprise Zone Program, which allows for business development incentives within designated areas. The Georgia General Assembly enacted the Enterprise Zone Employment Act in 1997 as a means of improving geographic areas within cities and counties that are suffering from disinvestment, underdevelopment, and economic decline. The program is aimed at spurring private investment through the provision of tax abatements to qualifying establishments. In order to be eligible, businesses locating in the Enterprise Zone must create at least five new full time jobs within the community, and “when possible” employ low and moderate income individuals. If a development includes residential and/or rehabilitation of an existing structure where the value of improvements exceeds 500% of the land value, exemptions may be applied to any entity. Incentives include property tax exemptions, and abatement or reduction in occupation taxes, regulatory fees, building inspection fees, and other fees that would otherwise be imposed on the qualifying business. In order to become a designated Enterprise Zone, an area must meet at least four of five state criteria:

1. Pervasive poverty established using 1990 Census data. Each block group must have at least 20% poverty.
2. Unemployment rate (average for preceding year) at least 10% higher than state averages or significant job dislocation.
3. Underdevelopment evidenced by lack of building permits, licenses, land disturbance permits, etc. lower than development activity within local body’s jurisdiction.
4. General distress and adverse conditions (population decline, health and safety issues, etc.).
5. General blight evidenced by the inclusion of any portion of the nominated area in an urban redevelopment area.

A map of College Park’s Enterprise Zones is provided in Figure 4.20. Extensive areas surrounding the Old National Highway corridor have been designated as Enterprise Zones. In addition, smaller Enterprise Zones exist off Sullivan Road, Herschel Park Drive, and in the Downtown area between Princeton and Oxford Avenues.

Figure 4.20



4.3.2.2 Georgia International Convention Center Infrastructure Special Tax District

A special taxation district has been created in the area surrounding the Georgia International Convention Center (GICC) for the purpose of funding infrastructure improvements that serve the facility. The boundaries of the GICC Infrastructure Special Tax District are pictured in figure 4.21.

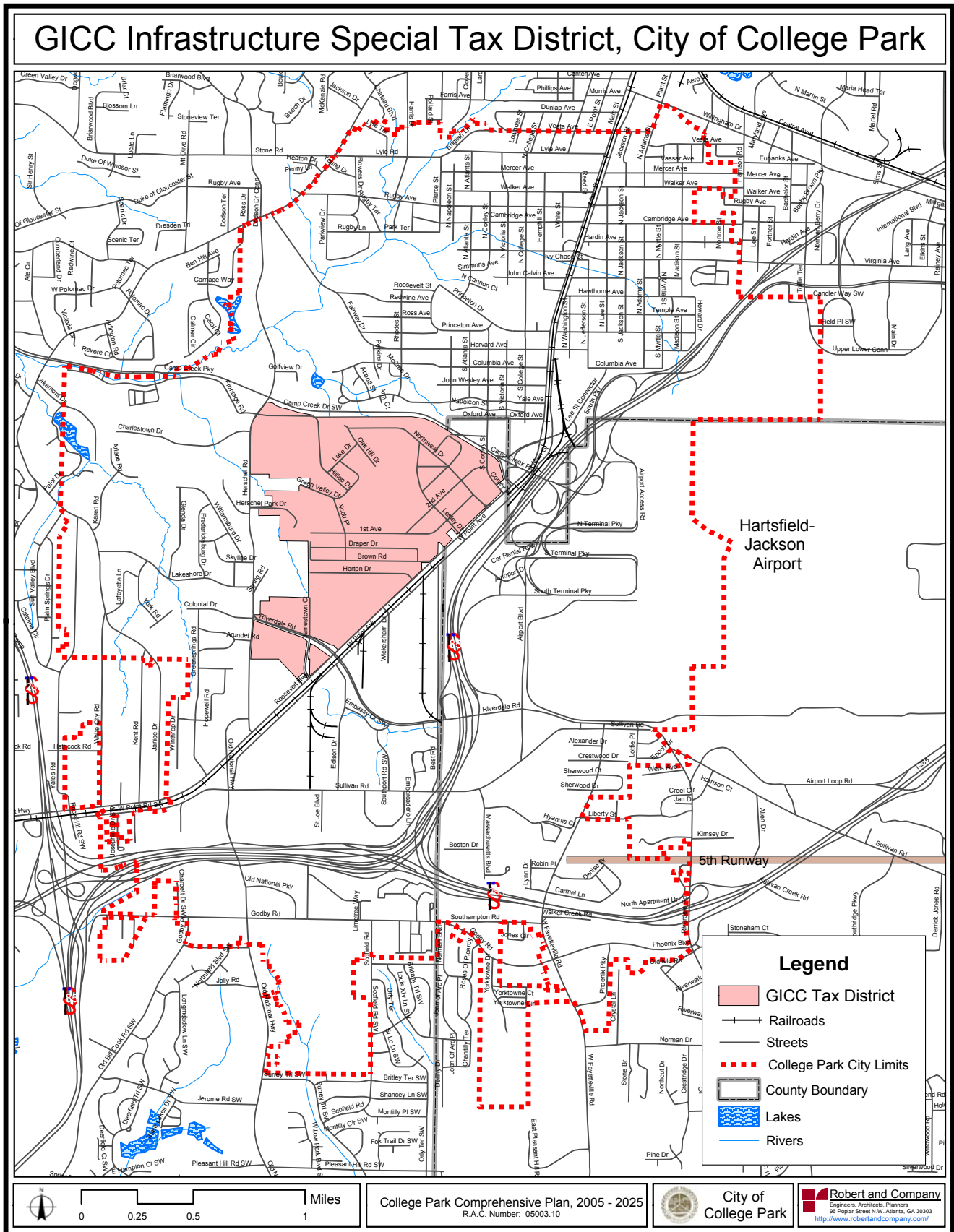


4.3.3.1 Vocational Schools

- **INTERACTIVE COLLEGE OF TECHNOLOGY** – The Interactive College of Technology is located at 4814 Old National Highway in College Park. The school offers one and two year degree programs in subjects such as Accounting, Computer Programming, and General Computer and Information Sciences.
- **AEROTECH OF ATLANTA** – Aerotech is located at 1553 Virginia Avenue in College Park. Aerotech provides a variety of aviation training courses and administers testing for aviation certifications. Aerotech of Atlanta is a certified FAA exam center and FCC commercial licensed examiner.



Figure 4.21



4.3.3.2 Job Training Programs

- **FULTON COUNTY HUMAN SERVICES DEPARTMENT** – The Fulton County Workforce Preparation Employment Service offers a variety of services through four “one-stop” career centers and 22 electronic access network sites strategically located throughout Fulton County. Employment and training services as well as associated supportive services are provided at these to area youth, adults, and dislocated workers. Through these facilities, and in collaboration with numerous state and local agencies and organizations, employers and job seekers alike have access to free individualized services that link current labor market and financial information, employment readiness, skill upgrade, and support services to a single unified system.
- **ELECTRONIC ACCESS NETWORK** – The Georgia Department of Labor has developed an automated system that supports the delivery of Workforce Investment Act (WIA) services and meets WIA reporting and performance accountability requirements. These automated systems are part of Georgia’s One Stop Career Network and are known in Fulton County as the Electronic Access Network Sites. Services provided include Outreach and Recruitment Assistance, Labor Market Information, Unemployment Insurance Information, Hiring Incentive Information, Tax Credit Information, Job Ready Candidates for Vacancies, Job Training Resources, and Space for interviewing Candidates, Rapid Response Information, and Training Information.

4.4 Assessment of Economic Development Needs

Upon examination of the economic base of College Park, several sectors stand out as local specializations. These economic specializations or “basic industries” point to unique local abilities and regional advantages. First, College Park retains its traditional specialization of Educational Services with the continued presence of Woodward Academy. Educational Services, along with Health and Business Services, make Services the largest industry in College Park with 25.3% of local employment.



(Table 4.2) Most all of the remaining basic industries in College Park have at least some connection to Hartsfield-Jackson Airport, the region’s primary economic engine and source of business advantage. For example, the second largest employer in College Park is Retail Trade (19.4%), with Eating and Drinking Establishments as the primary sub-group of this sector. Many Eating and Drinking Establishments in College Park, cater to travelers and patrons of the airport. Likewise, Finance, Insurance, and Real Estate (FIRE), the third largest sector in College Park (15.1%), is dominated by hotels and accommodations employment associated with the hospitality industry. Even Government employment, the fourth largest sector in the city (13.3%), has some connection to the airport with the presence of the Federal Aviation Administration (FAA)

facility off Columbia Avenue. Finally, the Transportation, Communications, and Utilities sector, an industry directly associated with the airport, is the fifth largest employer in College Park (12.2%). While the hospitality industry now forms the backbone of College Park's economy, it does present some issues for the community. The largest employment categories in College Park (Services, Retail, and Accommodations) are each among the lowest paying sectors in both Fulton County and Clayton County.

ARC census tract level employment projections for the College Park area show continued growth in the city's core industries. The Services sector shows the highest predicted level of job growth, adding over 3,000 jobs for an increase of +55.1% between 2000 and 2030. Next, the Transportation, Communications, and Utilities sector is projected to grow by an additional 1,800 jobs by 2030 (+13.1%). The Finance, Insurance, and Real Estate sector is projected to add another 590 jobs by 2030 for the largest proportional increase of any industry in College Park (+111.0%). Wholesale Trade is also projected to increase by 530 jobs (47.2%). Thus, the core industries of College Park are predicted to grow in tandem with the expansion of Hartsfield-Jackson Atlanta International Airport. Furthermore, the Georgia International Convention Center and its associated Gateway Center hotel complex will add to the city's existing convention and accommodations employment.

For the future, the City of College Park should continue to build on the economic advantages and resources provided by its close proximity to Hartsfield-Jackson Airport. With the planned construction of the CONRAC consolidated rental car complex and the automated people mover linked to the airport, College Park should strive to integrate these facilities into the urban fabric of the city. While the current plan for the CONRAC facility calls for access only through the airport road network, the city should press for a more direct link into College Park. As described in the Transportation Element of the Comprehensive Plan, infrastructure and land use barriers currently segregate the economies of College Park and the Airport. For example, Main Street businesses are currently not taking full advantage of tourist traffic because of the counter-intuitive route from the highway to Main Street. Improved signage providing directions around such barriers would be beneficial for local businesses as well as travelers.



Next, cultural and recreational facilities are needed to capitalize on hospitality and accommodations employment that already exists in the city. Throughout public meetings and input sessions from the Comprehensive Plan Steering Committee, the desire for arts, cultural, and recreational facilities that could serve as a tourist draws were repeatedly articulated. College Park should strive to become a destination for travelers, instead of merely a layover stop off. By providing appealing entertainment and services, conventioners and travelers could be retained in the evenings after GICC events are held.

In conclusion, College Park is economically underdeveloped as compared to the surrounding areas of other major airports. Despite its immediate proximity to the region’s largest economic engine, the city has not met its full potential. Developments such as Crystal City, adjacent to Ronald Reagan Washington National Airport in Arlington Virginia, have demonstrated that high-intensity urban uses can benefit from access and proximity to a world-class travel hub. Thus, office employment should be cultivated as a high-end accessory to airport location. While the Atlanta Region’s market for office space is currently overbuilt, College Park should look for long-term opportunities to develop into an employment center. The city should support plans for increased office development along Phoenix Boulevard and Godby Road as called for in the Northwest Clayton Livable Centers Initiative Plan. Likewise, the city should support redevelopment plans outlined in the Southside Hartsfield Redevelopment and Stabilization Plan. In addition, College Park should encourage the inclusion of an office component in redevelopment areas off Camp Creek Parkway north of the Georgia International Convention Center. Finally, office uses, while benefiting from the city’s excellent transportation access, are not wholly dependent on the aviation industry. Diversity in College Park’s economic base is essential in the event of a major downturn in the aviation industry, such as that seen in the aftermath of the September 11, 2001 terrorist attacks. Professional employment associated with office development could provide needed economic diversity as well as high paying jobs.

4.5 Economic Development Goals and Policies

- Goal 4.1 To achieve a growing and balanced economy that equitably benefits all segments of the population.
 - Policy 4.1.1 Encourage businesses to locate in the City of College Park that are currently underrepresented within the local economy.
 - Policy 4.1.2 Recruit and retain retail and services that are supportive of a stable residential population.
 - Policy 4.1.3 Encourage office uses in designated areas in order to enhance the City’s role as a regional employment center.
 - Policy 4.1.4 Encourage light industrial warehousing and distribution activities in areas heavily impacted by airport noise.
 - Policy 4.1.5 Facilitate the expansion of airport related businesses in a manner supportive of College Park’s local economy.

- Goal 4.2 To promote revitalization of the Main Street area of College Park consistent with its historic character.
 - Policy 4.2.1 Join the Trust For Historic Preservation’s National Main Street Network for the revitalization of traditional downtown and neighborhood commercial districts.
 - Policy 4.2.2 Utilize the information, networking, and financing resources of the National Main Street Network Program.
 - Policy 4.2.3 Encourage heritage tourism as a market supportive of Main Street businesses.

- Goal 4.3 Encourage the expansion of the City’s traditional economic specialization of educational services.
- Policy 4.3.1 Seek to reintroduce a university presence in College Park by pursuing the development of a satellite center for metropolitan area colleges and universities, such as Clayton State College.
 - Policy 4.3.2 Encourage adaptive reuse of buildings acquired by the City government as educational facilities.
- Goal 4.4 To encourage the development of facilities within College Park that will promote tourism and provide services needed by visitors.
- Policy 4.4.1 Promote hospitality uses in areas designated for tourism and convention based economic development.
 - Policy 4.4.2 Promote arts, entertainment, and cultural functions appealing to tourists and conventioners.
 - Policy 4.4.3 Promote the development of educational facilities within the City, such as Fernbank Museum, as a means of enhancing tourism and economic development.
- Goal 4.5 Continue cooperative efforts with neighboring jurisdictions to enhance sub regional economic development efforts.
- Policy 4.5.2 Coordinate economic development and redevelopment planning efforts such as the 2000 Urban Redevelopment Plan, the Roosevelt Highway (US29) Corridor Enhancement Plan, the Old National Highway LCI Plan, the Northwest Clayton LCI Plan, and the Southside Hartsfield Redevelopment and Stabilization Plan.
 - Policy 4.5.1 Actively participate in statewide economic development organizations such as the Georgia Economic Developers Association (GEDA) and participate in economic development workshops conducted by state agencies, utility companies, and other organizations.
- Goal 4.6 Upgrade and expand the infrastructure (roads, water, sewer, electricity, etc.) necessary to attract and maintain business and industry.
- Policy 4.6.1 Implement streetscape improvements in areas planned for pedestrian oriented development.
 - Policy 4.6.2 Maintain an updated Capital Improvements Program for critical City services such as water and sewer to guide future upgrades and expansions.

Chapter 5 – Natural and Cultural Resources

This chapter is devoted to an inventory and analysis of the natural, environmentally sensitive, historic, archeological, and cultural resources in the City of College Park. This chapter also includes an assessment of the current and future needs for protection and management of these resources, as well as goals, policies, and strategies for preservation.

5.1 Natural Resources

Natural resource preservation is important for maintaining healthy ecosystems as well as a community's aesthetic and scenic beauty. Conservation of our natural environment requires that land areas be used in such ways that new development does not lead to destruction of this valuable resource. Development without proper planning procedures usually results in severe damage to the natural environment. In accord with DCA comprehensive planning standards for natural resources, such diverse factors as geology and mineral resources, soil types, physiography and topography, prime agricultural and forest lands, plant and animal habitats, national and state parks and recreation areas, scenic views and sites, water supply watersheds, groundwater recharge areas, and wetlands are addressed. The identification and inventory of these resources is necessary to develop a sound land use plan for the future that protects the city's sensitive environments and steers development to the most suitable areas.

5.1.1 Public Water Supply Sources

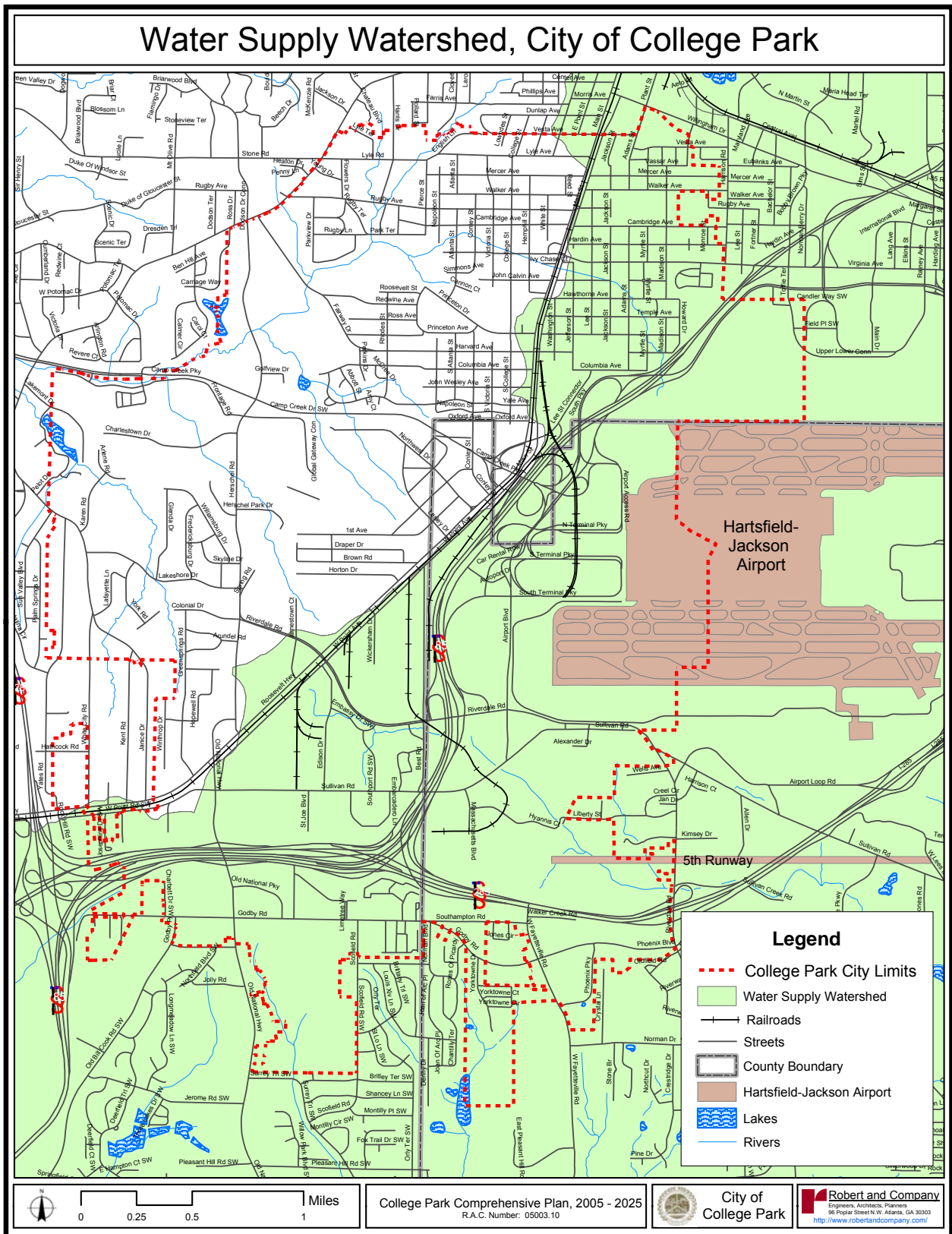
See Chapter 6 Community Facilities and Services, Section 6.1 Water Supply and Treatment. The City of College Park receives its water from the East Point water system, which intakes water at Sweetwater Creek in Cobb County.

5.1.2 Water Supply Watersheds

A watershed is an area separated by a ridge line where rainfall runoff drains into a river, stream, or reservoir. The river basins that make up a watershed are classified into a nested hierarchy of hydrologic unit codes. Thus, the sub-basins of small tributary streams are combined into greater basins as those streams flow into rivers. A water supply watershed is defined by the Georgia Department of Natural Resources (DNR) as the areas of land upstream of a governmentally-owned public drinking water intake. The CSX rail line, which runs laterally from northeast to southwest through the City of College Park, follows the ridgeline separating the Flint River and Chattahoochee River Basins. The portion of College Park southeast of the CSX rail line falls within the Flint River water supply watershed (See Map 5.1.). Therefore, approximately 57% of the land area of College Park (3,605 Acres) falls within the Flint River Water Supply Watershed. The Flint River Watershed that includes portions of College Park lies upstream of intakes supplying the Clayton County Water Authority, the City of Griffin Water System, and the Fayette County Water System.

Georgia's "Part V" environmental planning criteria apply watershed management regulations based on the size of the greater basin area. The purpose of these criteria is to establish the protection of drinking water resources while allowing manageable development within the watershed. In order to accomplish this protection, buffer zones around streams and impervious surface densities are specified. Large drainage basins are less vulnerable to contamination by land use development than small basins. The Georgia Department of Natural Resources classifies watersheds as "large" if they have greater than 100 square miles of land area upstream of a governmentally owned public drinking water supply intake. The Clayton County Water Authority maintains two Flint River water intakes leading to the J.W. Smith Reservoir. Above these intakes the Flint River Watershed is 127 square miles in land area. Therefore, the Flint River Basin supplying Clayton County is classified as a large water supply watershed. Within large water supply watersheds, development buffers are specified at 100 feet on both sides of all perennial streams. No impervious surface may be constructed within a 150 foot setback area on both sides of the stream and no septic tanks or septic tank drain fields are permitted. Furthermore, new facilities located within seven miles of a water supply intake which handle hazardous materials are required to conduct their operations on impermeable surfaces having spill and leak collection systems.

Map 5.1



5.1.3 Groundwater Recharge Areas

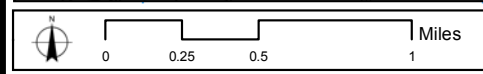
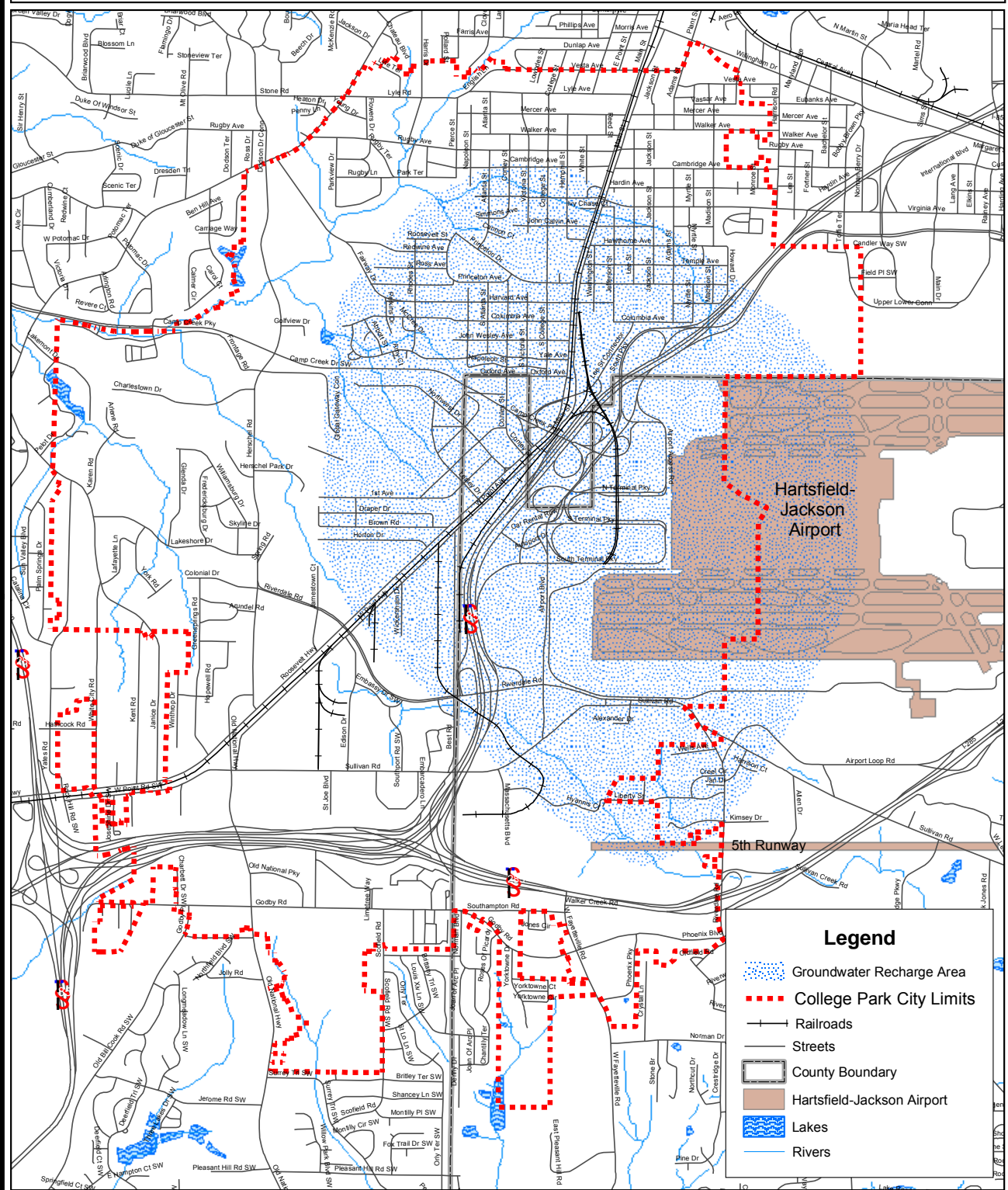
Groundwater recharge areas, as defined by state law, are any portion of the earth's surface where water infiltrates into the ground to replenish an aquifer. Probable "significant recharge areas" have been mapped by the Georgia Department of Natural Resources. DNR mapping of significant groundwater recharge areas has been produced only at a scale of 1:500,000. Therefore, some smaller groundwater recharge areas may not appear on low-resolution statewide maps. While 90% of Georgia's surface area allows groundwater recharge, only the most significant 23% has been targeted for environmental protection. Mapping of recharge areas is based on outcrop area, lithology, soil type and thickness, slope, density of lithologic contacts, geologic structure, the presence of karst, and potentiometric surfaces. Standards have been promulgated for their protection, based on their level of pollution susceptibility. Significant recharge areas are generally those with thick soils and slopes of less than 8%. A review of significant groundwater recharge areas as mapped by the Department of Natural Resources in Hydrologic Atlas 18 indicates that there are seven significant recharge areas within Fulton County and three significant recharge areas within Clayton County.

Groundwater recharge areas are generally found in areas of level topography. Consequently, these areas are valuable for development. Most of the locations identified as being significant groundwater recharge areas in Fulton County are developed or in the process of being developed. The City of College Park and Hartsfield-Jackson Airport are both constructed on land identified as a significant groundwater recharge area (See Map 5.2).

As part of the Georgia Planning Act, the Department of Natural Resources (GA DNR) developed minimum criteria for the protection of groundwater recharge areas. To protect groundwater quality in Fulton County, the DNR groundwater recharge areas protection measures were adopted by Fulton County and incorporated into the County's Groundwater Recharge Areas ordinance in 2002. Likewise, Clayton County has adopted DNR standards for groundwater recharge area protection. The following protection criteria are part of the Fulton ordinance:

- Fulton County Department of Health and Wellness must approve any development to be served by a septic tank.
- New residences served by a septic tank/drain field system shall be on no less than 1 acre.
- New agricultural waste impoundment sites shall be lined.
- New above-ground chemical or petroleum storage tanks shall have secondary containment.
- New facilities which handle hazardous materials shall perform their operations on impervious surfaces and in conformance with any local, state, and federal regulations.
- Permanent storm water infiltration basins are prohibited.

Significant Groundwater Recharge Areas, City of College Park



College Park Comprehensive Plan, 2005 - 2025
 R.A.C. Number: 05003.10



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5.1.4 Wetlands

This section includes wetlands as defined and provided for in the Georgia Rules for Environmental Planning Criteria. Wetlands are transitional zones between dry land and open waters that are wet at least part of the year. Some wetlands are consistently covered with waters while others are flooded only at certain times of the year. Wetlands are important areas for habitat, fisheries, flood control, clean water, and recreation. In addition, wetlands filter out pollutants, improve water quality, and reduce soil erosion.

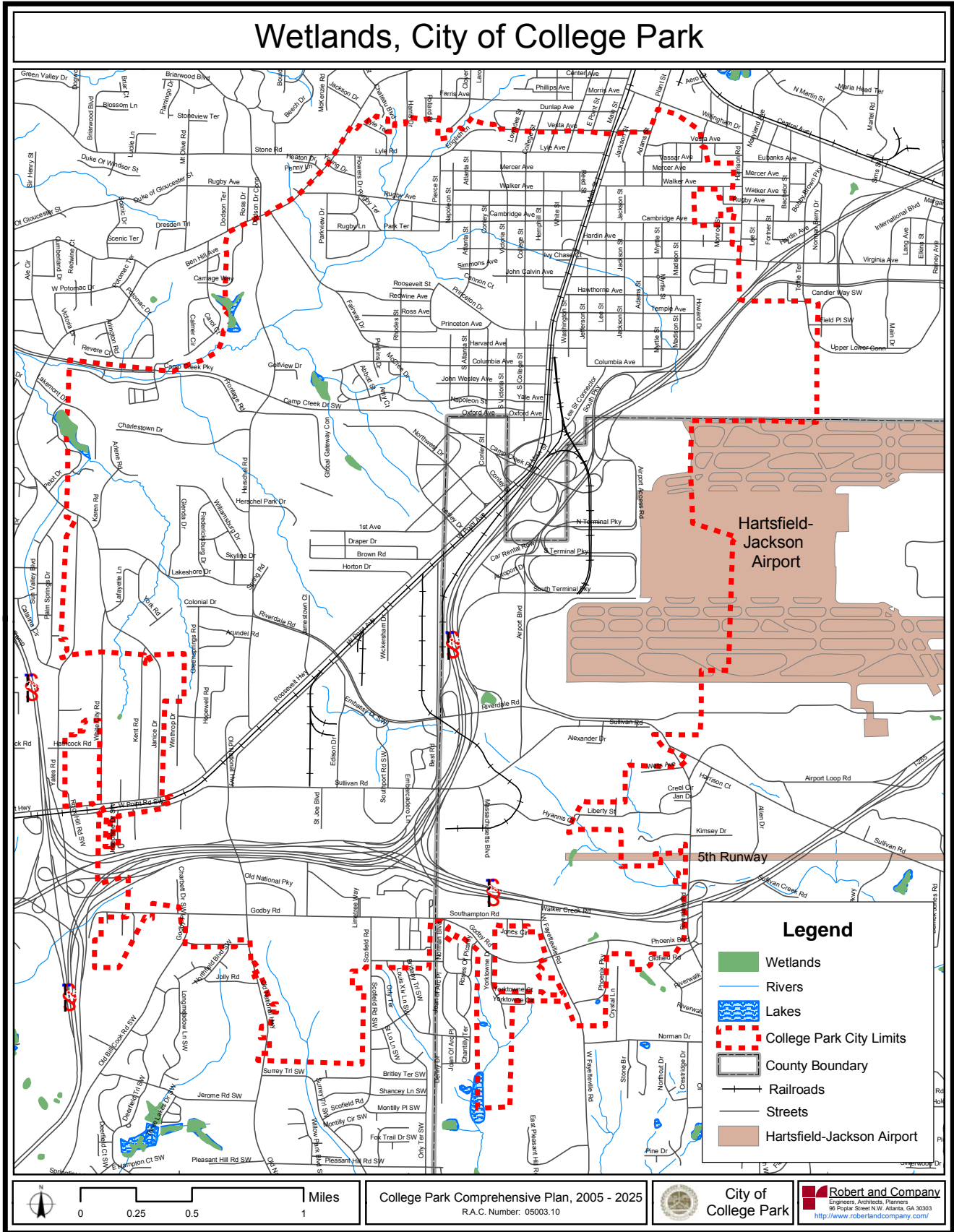
The U.S. Fish and Wildlife Service, Georgia Department of Natural Resources, and the U.S. Geological Survey have identified wetlands and their associated soils, and topographic and geologic features, through the National Wetlands Inventory. Freshwater wetlands are defined as areas that are inundated and saturated by surface water or groundwater at a frequency and duration sufficient to support a prevalence of vegetation typically adapted for life in saturated soils. Wetlands generally include swamps, bogs, marshes, and similar areas.

All of the wetlands in College Park are Palustrine System wetlands (See Map 5.3). This system includes all nontidal wetlands dominated by trees, shrubs, persistent emergents, emergent mosses or lichens, and all such wetlands that occur in tidal areas. It also includes wetlands lacking such vegetation, but with all of the following four characteristics:

- 1) Area less than 20 acres;
- 2) Active wave-formed or bedrock shoreline features lacking;
- 3) Water depth in the deepest part of basin less than 2 meters at low water;
- 4) Salinity due to ocean-derived salts.

The Palustrine system was developed to group the vegetated wetlands traditionally referred to as marsh, swamp, bog, fen and prairie, which are located throughout the United States. It also includes the small, shallow, permanent or intermittent water bodies often called ponds. Palustrine wetlands may be located shoreward of lakes, river channels, or estuaries; on river floodplains; in isolated catchments; or on slopes. They may also occur as islands in lakes or rivers. Plant species common to this type of wetland includes barnyard grass, black gum, cattails, cotton grass, foxtail and winterberry among others.

Wetlands are protected under Section 404 of the Federal Clean Water Act, which is administered by the U.S. Army Corps of Engineers and the U.S. Environmental Protection Agency. Section 404 requires that any activity involving the deposition of dredged or fill material must receive a permit from the Corps of Engineers. Before development permits are issued, a careful field examination should be conducted to determine the magnitude and importance of each wetland and its role in the overall ecosystem.



5.1.5 Protected Mountains

In the Georgia Department of Natural Resources Rules for Environmental Planning Criteria, protected mountains are defined as all land area 2,200 feet or more above mean sea level, that has a percentage slope of 25 percent or greater for at least 500 feet horizontally, and includes crests, summits, and ridge tops which lie at elevations higher than any such area. Although College Park is in the Georgia Piedmont physiographic region, it does not have any land forms that are included in this classification.

5.1.6 Protected Rivers

This section includes protected rivers and river corridors as defined and provided for in the Rules for Environmental Planning Criteria. In DNRs Rules for Environmental Planning Criteria, Protected Rivers are defined as any perennial river or watercourse with an average annual flow of at least 400 cubic feet per second as determined by appropriate U.S. Geological Survey documents. However, those segments of rivers covered by the Metropolitan River Protection Act or the Coastal Marshlands Protection Act are specifically excluded from the definition of a protected river. River corridors are the strips of land that flank major rivers. These corridors are of vital importance in order to preserve those qualities that make a river suitable as a habitat for wildlife, a site for recreation, and a source for clean drinking water. River corridors also allow the free movement of wildlife from area to area within the state, help control erosion and river sedimentation, and help absorb flood waters.

There are no protected rivers within the City of College Park. As of the current census, the Metropolitan River Protection Act regulations apply only to the Chattahoochee River, which does not flow through College Park.

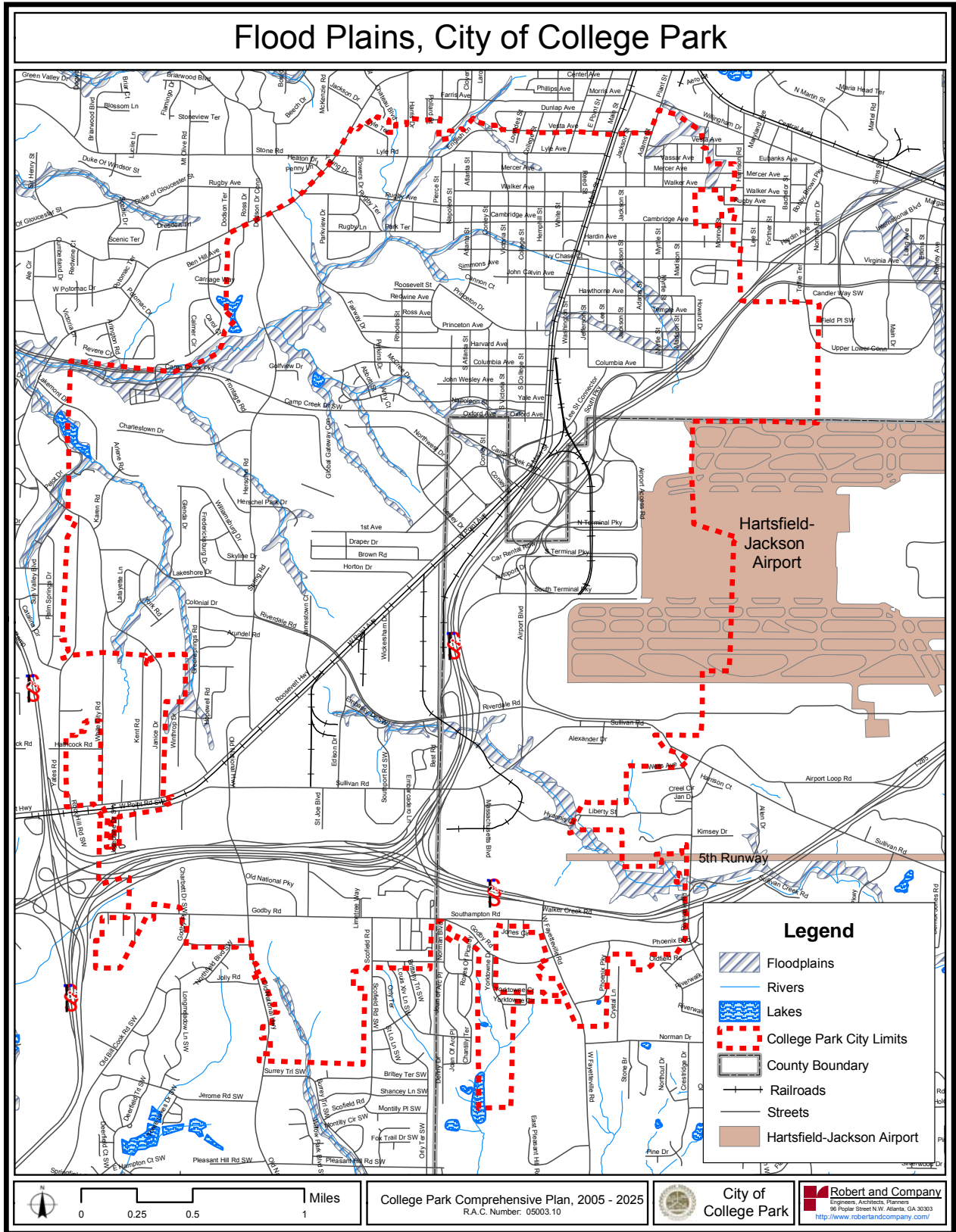
The City of College Park has enacted a Soil Erosion and Sedimentation Control ordinance to control the effects of land disturbance near sensitive water bodies.

5.1.7 Coastal Resources

This section addresses beaches, barrier islands, and back barrier islands, coastal marshes, and estuaries. Fulton County is located in the Georgia Piedmont and has no coastal resources.

5.1.8 Flood Plains

Flood plains are areas that are subject to flooding, based on the 100-year, or base, flood. Flood plains are environmentally sensitive and significant areas which are vulnerable to the impacts of development activities. The Federal Emergency Management Agency (FEMA) is the federal agency which administers the National Flood Insurance Program. This agency prepares, revises, and distributes the flood plain maps and duties adopted under the City of College Park's Flood Damage Prevention Ordinance. The purpose of flood plain management is to minimize public and private losses due to flood conditions in specific areas by provisions designed to promote the health, safety, and general welfare. Flood plains in College Park are found primarily along Camp Creek, Lee Creek, Fur Creek, Sullivan Creek, and the east and west forks of the Flint River. Flood plains located within the City of College Park are pictured in Map 5.4.



5.1.9 Soils

This section includes soil types in terms of their suitability for development. There are five predominant soil types in Fulton County. These are Conagaree-Chewala-Wickam, Cecil-Lloyd-Applying, Applying-Cecil, Lloyd-Cecil-Madison, and Madison-Louisa. Map 5.5 displays the five general soil classifications present in Fulton County. Urban Land soils are displayed as grey zones within the Fulton Soil Map.

- **CONAGAREE-CHEWALA-WICKAM** – These soils are predominant along the Chattahoochee River and its tributaries. This area is characterized by well-drained slopes along the Chattahoochee River and smaller streams.
- **CECIL-LLOYD-APPLING** – These soils are located primarily east of the Chattahoochee River. This area is characterized by well drained rolling and hilly uplands. However, this soil is subject to moderate to severe erosion.
- **APPLING-CECIL** – These soils are located throughout Fulton County, particularly from Adamsville to the City of Atlanta and upland of the Chattahoochee River south of Utoy Creek. Applying-Cecil soils are well drained and occur on hilly uplands primarily used for pasturelands.
- **LLOYD-CECIL-MADISON** – These soils are located east of the Chattahoochee River north of Utoy Creek and north of Camp Creek. Moreover, they are well drained and occur on rolling and hilly uplands.
- **MADISON-LOUISA** – These soils are rare in Southwest Fulton and are found on steep V-shaped valleys and sharp ridges. These soils are well drained.

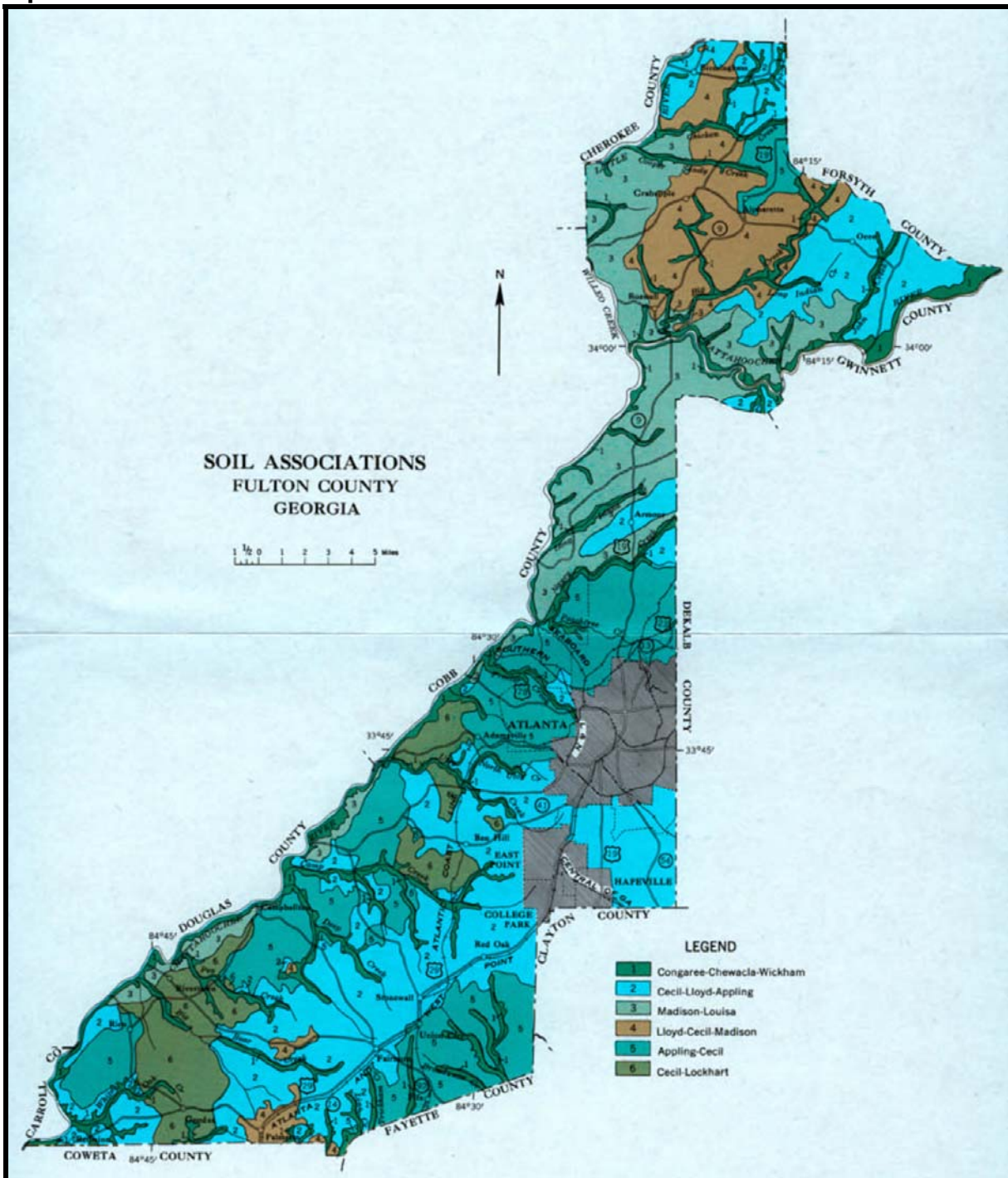
The predominant soil type in College Park is Urban Land. Urban Land is a categorization geared toward areas that have been extensively modified by existing urban development. This soil type is characterized by gently to strongly sloping urban land areas in which the landscape is commonly modified by cuts and fill material. Urban Land accommodates uses such as business districts, shopping centers, schools, parking lots, motels, industries, and residential developments. Although Urban Land soils are highly favorable for development, erosion during construction and reconstruction presents severe hazards where soils have been modified.

Sedimentation runoff is the primary adverse impact to the degradation of quality topsoil surfaces. Sedimentation runoff is mainly generated through land disturbing activities such as clearing, grading, excavation, and dredging. The removal of topsoil vegetation (i.e. trees, shrubs, and low growing ground cover) leaves most soils susceptible to runoff.

To mitigate the adverse affects of sedimentation runoff, the City of College Park has adopted Soil Erosion/Sedimentation Ordinance in September of 2001. This ordinance

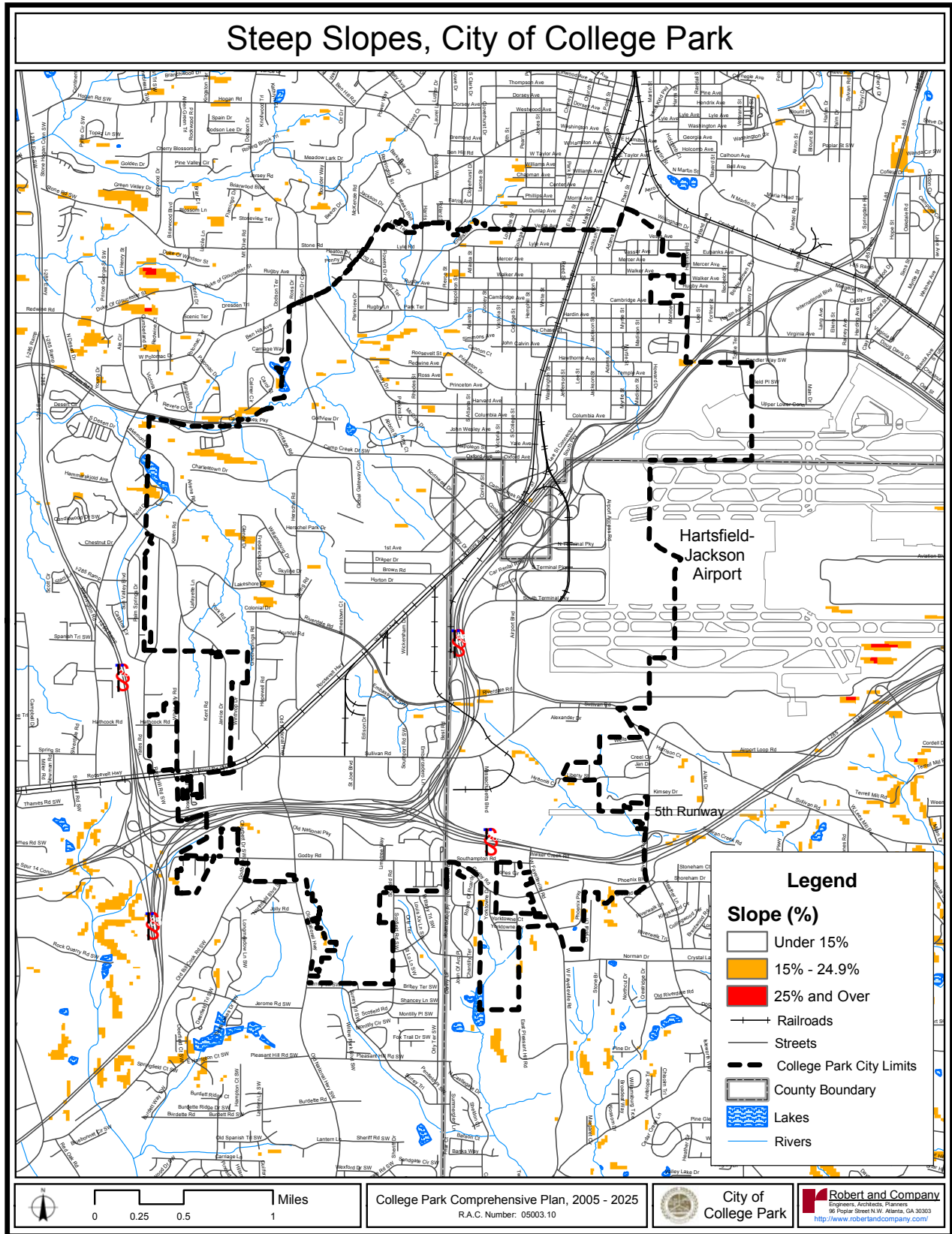
incorporates the use of stringent buffers, rock dams, and other Best Management Practices to eliminate and lessen the impact that soil erosion runoff has on streams and storm drain systems. The ordinance is designed to levy punitive measures for compliance with the ordinance’s technical guidelines, such as enforcing stop work orders and levying fines. Lastly, additional protection of steep slopes is implemented through requirements for the stabilization of soil.

Map 5.5



5.1.10 Steep Slopes

This section includes areas, other than protected mountains, where the slope of the land is steep enough to warrant special management practices. Steep slopes are important for their scenic quality and for their hazard potential due to erosion or slippage. Slopes in excess of 15% are considered moderately steep, while slopes over 25% are classified as steep. A map of the locations of moderately steep and steep slopes in the City of College Park and its surrounding areas is provided in Map 5.6. While there are no slopes above 25% within the City of College Park, there are some moderately steep slopes adjacent to Camp Creek. Some of these moderately steep slopes fall within the Manchester Point redevelopment area. The future land use designation for the Manchester Point area east of the city golf course is for Planned Community Residential. This classification allows for the possibility of conservation subdivision development to remediate sensitive environmental areas such as floodplains and steep slopes. The primary mechanism for controlling development along steep slopes is the city's Erosion and Sedimentation Control Ordinance.



5.1.11 Prime Agricultural and Forest Land

A land use survey conducted in October 1994 by Mayes, Sudderth & Etheredge, Inc., revealed that no agricultural land use or significant forested areas exist in College Park. This is unsurprising given the city’s well-established urban character and close proximity to the downtown Atlanta area.

5.1.12 Plant and Animal Habitats

The US Department of the Interior, Fish and Wildlife Service defines habitat as a combination of environmental factors that provides food, water; cover and space that living beings need to survive and reproduce. Habitat types include: coastal and estuarine, rivers and streams, lakes and ponds, wetlands, riparian areas, deserts, grasslands/prairie, forests, coral reefs, marine perennial snow and ice, and urban areas. Table 5.1 lists endangered plant and animal species native to Fulton County, and Clayton County. An “endangered” species is one in danger of extinction throughout all or a significant portion of its range. They are protected by the federal Endangered Species Act of 1973 and Georgia’s Rules for the Department of Natural Resources (DNR). These rules authorize the state to acquire land or conservation easements on land for preservation of these species and to manage it for this principal objective. It prohibits capture, sale, killing, or causing the death of these species except as specifically authorized by DNR. Destruction of their habitats on land owned by local, state, or federal government is prohibited.

Table 5.1

Endangered Plant and Animal Species in Fulton County and Clayton County

Animal	Plant
Bald Eagle (E)	Bay Star-Vine (SPS)
Bachman's Sparrow (SR)	False Hellebore (SPS)
Gulf Moccasinshell Mussel (E)	Piedmont Barren Strawberry (SR)
Indiana Bat (E)	Pink Lady's Slipper (SPS)
Oval Pigtoe Mussel (E)	Yellow Lady's Slipper (SPS)
Red-Cockaded Woodpecker (E)	
Shiny-Rayed Pocketbook Mussel (E)	
Wood Stork (E)	
E=Endangered Species. SR=Status Review. SPS=State Protected Species.	

Source: US Fish and Wildlife Service, Fulton County Comprehensive Plan

Bald Eagles usually live in inland waterways and estuaries; however they have been spotted nesting in tall trees in undisturbed Piedmont wetlands and lake shores. They mostly eat fish, and some birds and mammals. They have wingspans of six feet or longer. They nest in late winter in the same nest each year. It takes the young four to five years to mature. Southern Bald Eagles congregate for the winter in areas with a plentiful food supply. They are endangered because of illegal killing, habitat destruction and DDT usage. Lakeshore forest preservation, especially in areas where there are few signs of human activity, is required for these eagles to survive.

The Indiana Bat, a nocturnal insectivore, lives in caves in the winter and may live outside caves from April through October. Most Indiana Bats live in dense colonies at the mouth of caves in Kentucky and Missouri; however they have been sited in caves near the Atlanta region. Activities in caves are regulated by Georgia's 1977 Cave Protection Act to prevent bat colony destruction. They also live outside caves in the summer while the young are born and developing. Public education is needed so that people understand the benefits of bats, their harmless coexistence near humans, and the endangered status of some bat species.

Gulf Moccasin Shell Mussels live in medium streams to large rivers with slight to moderate current over sand and gravel substrates. They may also be associated with muddy sand substrates around tree roots. The Gulf Moccasin Shell Mussel has become endangered due to habitat modification, sedimentation, and water quality degradation.

Oval Pigtoe Mussels find their habitat in river tributaries and main channels in slow to moderate currents over silty sand, muddy sand, and gravel substrates. The Oval Pigtoe Mussel has become endangered due to habitat modification, sedimentation, and water quality degradation.

The Red-Cockaded Woodpecker is endangered because it only nests in pine trees over 60 years old which are infected with a fungus called red heart disease. This habitat is considered inconsistent with management of pine forests for timber, and old pine forest habitats are getting increasingly scarce. The nonmigratory Red-Cockaded Woodpecker feeds on insects in the tops of tall pines and mates for life. The Heritage inventory has not documented a sighting of this bird in this area since the 1920s. If this species survives in this region, its protection would require preserving or creating pine forest wildlife refuges which include stands of old pine trees.

Shiny-Rayed Pocketbook Mussels live in medium creeks to the mainstreams of rivers with slow to moderate currents over sandy substrates and is sometimes associated with rock or clay. The Shiny-Rayed Pocketbook Mussel has become endangered due to habitat modification, sedimentation, and water quality degradation.

The Wood Stork feeds in fresh and brackish wetlands and nests primarily in cypress or other wooded swamps. The decline of the Wood Stork has occurred primarily due to a loss of suitable feeding habitat, particularly in south Florida. Other factors include loss of nesting habitat, prolonged drought/flooding, raccoon predation on nests, and human disturbance of rookeries.

5.1.13 Major Park Recreation and Conservation Areas

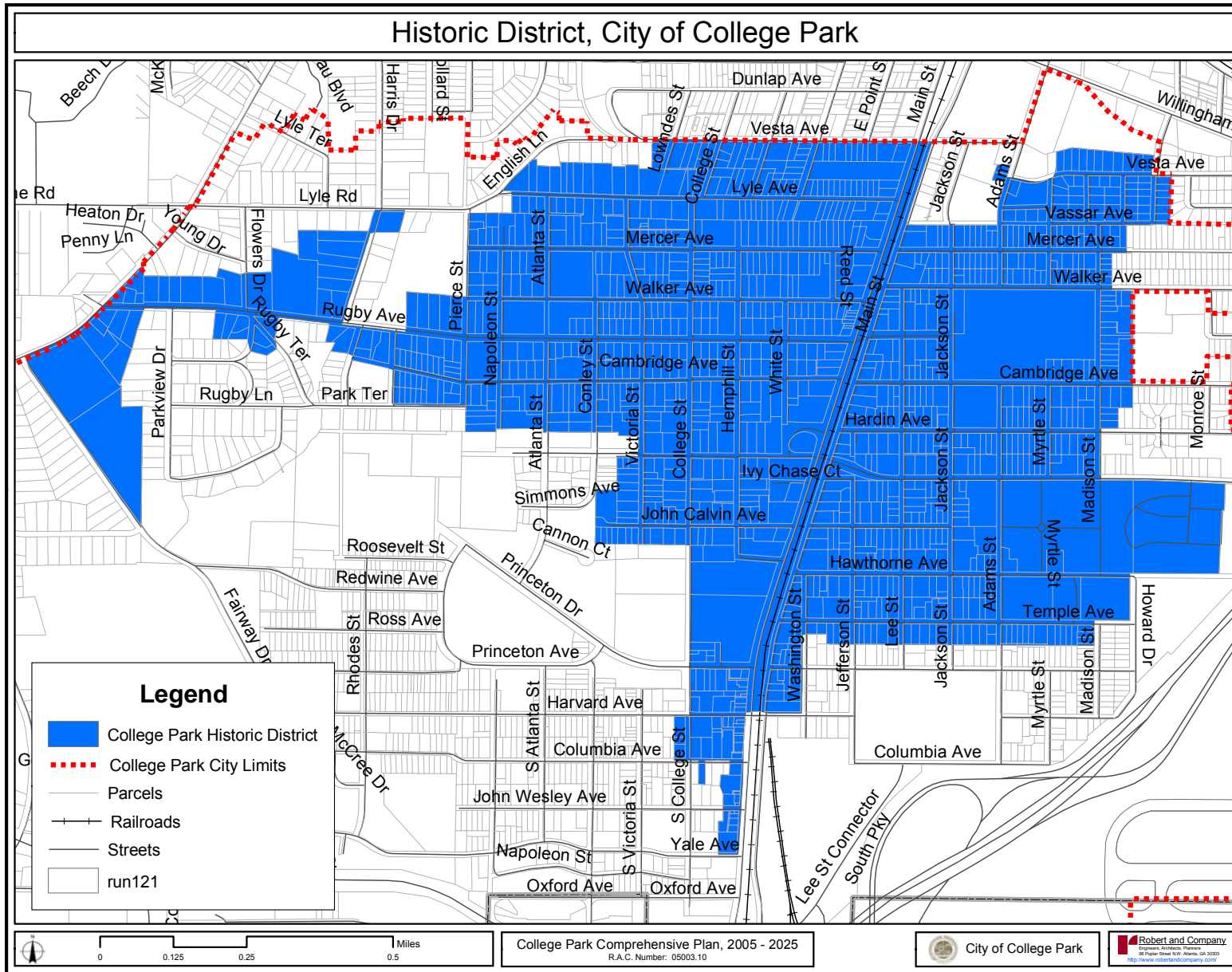
No major federal, state, or regional park, recreation, or conservation areas are located in College Park.

5.1.14 Scenic Views and Sites

The US 29 Corridor is locally considered a historic scenic highway by virtue of its construction prior to 1920. The South Fulton Revitalization Corporation has recently contracted for a corridor improvement plan of Roosevelt Highway (US 29) from College Park to the City of Palmetto at the Fulton County and Coweta County line. Within the City of College Park, the *Roosevelt Highway (US 29) Corridor Enhancement Plan's* study area begins at the intersection of US 29 and Camp Creek Parkway/Lee Street Connector and follows the US 29 corridor south. Thus, the plan excludes the historic Main Street downtown of College Park but does include redevelopment areas adjacent to the GICC and CONRAC. The stated purpose of the *Roosevelt Highway (US 29) Corridor Enhancement Plan* is to visually unify and identify the historic corridor by making its transportation and transit facilities safer, more convenient, and more appealing. Unified streetscape improvements are recommended to give the corridor a consistent aesthetic character. The plan also provides proposed design guidelines and zoning overlay districts for each community as a tool to unify the corridor.

5.2 Cultural Resources

The City of College Park contains a national register historic district encompassing 630 acres of the city's traditional commercial center, government center, and the historical portion of the city's residential district. A map depicting the boundaries of the College Park Historic District is provided in Map 5.7. The district has several historic landscape features, a historic transportation corridor – including one historic railway depot, two historic parks, a historic post office, a historic woman's club, three historic schools, a historic auditorium, and one historic church. The College Park Historic District embodies planning and development features which reflect the principles and concepts developed by the syndicate of business men who founded Manchester, as the city was first named. Originally developed between 1891 and 1946, the College Park Historic District is one of the few documented examples of a Georgia town planned around academic institutions. Dr. Charles Cox, the patron academic leader of Cox College, desired the city to have an academic theme. In 1896, the city was renamed from Manchester to College Park to reflect the educational facilities present. That same year, Dr. Cox was granted the privilege of renaming the streets of the city. Avenues laid out east to west were named for famous colleges: Rugby, Mercer, Cambridge, Yale, Harvard, Oxford, and Princeton. The streets running north to south were named for famous people: Washington, Jefferson, Madison, Jackson, Lee, and Napoleon.



5.2.1 Residential Resources

The oldest and some of the largest houses in the district are clustered within a one mile radius along the railroad near Main Street. These houses, constructed along with Southern Military College (later known as Georgia Military College and now Woodward Academy) and Cox College as their nuclei date from the 1880s. A second thrust of development occurred from 1905 to the late 1920s; and a third thrust of development occurred from the 1930s to the mid 1940s. The City of Atlanta acquired much of the original city property in the eastern residential portion of the historic district for airport expansion. However, many large houses and bungalows remain.

West of the Main Street commercial center, occupying the most land in the historic district, is the larger historic residential section of the community. Single-family suburban homes on landscaped lots predominate the area. The majority of the originally platted residential lots in this part of the city were developed by the early 1930s.

The residential sections of the College Park Historic District are laid out in a grid pattern. The majority of lots are small (75' X 150') and rectangular. The houses have consistent setbacks and include small one story cottages, large Victorian mansions, Craftsman, English Tudor, Dutch Colonial, Spanish Colonial Revival, Federal Revival, Colonial Revival, Queen Ann, Folk Victorian, High Victorian Eclectic, Eastern Greek Revival, and log cabins. Dating from 1882 to 1946, the houses are of wood frame, brick, stucco, and stone construction. The eclectic architectural character of the city stems from the egalitarian nature of the historic community. As quoted in the *Atlanta Journal* in 1897, "The social life of the town is its especial charm. Everybody belongs to the four hundred; nobody is a 'purse-proud plutocrat;' and nobody the victim of 'dire poverty.' No invidious social distinctions are drawn, and none will be, as long as the present high personnel of the community continue, with every man a gentleman, and every woman a lady."

5.2.2 Commercial Resources

The commercial center of the College Park Historic District is located on West Main Street, which laterally bisects the core of the historic city from northeast to southwest. It consists of a relatively small number of businesses built from the early 1900s to the early 1930s with a scattering of later development. Businesses along West Main Street are set in linear clusters. The architectural classification of the commercial buildings is generally Italianate with brick and wood construction. College Park's historic Main Street commercial district has been designated as a National Main Street City. This designation, created and administered by the National Trust for Historic Preservation, provides economic development resources crafted for historic commercial villages.

5.2.3 Institutional Resources

There are several civic structures within the College Park Historic District of note. In 1922, the College Park Women's Club, which began as the College Park Literature Study Group, erected a columned brick building at West Main Street and West Rugby Avenue on property donated by A. Woods White, a College Park resident who founded the Bank of Georgia. The city's historic post office was built at its present location on West Main Street in 1937. The City Auditorium was constructed in 1941 on the former site of Cox College, which was purchased by the City of College Park and the Fulton County Board of Education in 1940. Today, a marble sundial placed between City Hall and the Library on the twenty-eight acre Community Center Complex that replaced Cox College gives a brief history of the school.

5.2.4 Transportation Resources

The CSX rail line, which bisects the city laterally from northeast to southwest, dates back to the historic Atlanta and West Point Railway. The city's commercial district was laid out alongside the railway on West Main Street. A brick and stone railway depot was built at West Main Street and Harvard Avenue in 1917. This depot, in good condition, continues in service. S.R. Young and C.A. Wickersham, residents of College Park, served as presidents of the Atlanta and West Point Railway.

5.2.5 Historic Landscape Architecture and Objects

Historic landscape features in the College Park Historic District were developed by Dr. Charles Cox, a dendrologist, in 1896. The city government has diligently maintained the planned character and appearance of the community through a combination of public works programs and land use regulations. Many of the original plantings remain in the historic district, with some marked with plaques denoting species and date. Dr. Cox's ideas continue to be used as a guide for new and replacement planting.

The original plantings, which include canopied oaks and flowering dogwoods, are intermixed along the wide, curbed streets in a distinctive pattern. Mrs. Oscar Palmour and the College Park Garden Club, originally known as the Chrysanthemum Club, did individual planting guides and drawings for private homes based on the previous work of Dr. Cox and the influence of Frederick Law Olmstead.

Barrett Park, which adjoins Longino School, and Zupp Park on Adams Street are both historic parks landscaped with oaks, maples, dogwoods, and magnolias. The linear park along West Main Street which connects the governmental center, library and McClarin High School features large oak and magnolia trees which soften the brick and concrete construction. This park-like area enhances the aesthetics of the city and provides a location for the Fall Festival, Little League celebrations, and other community gatherings. The City Cemetery and the parade ground at Woodward Academy are also considered historic landscape architecture features.

Historic Objects cited in the College Park National Register Historic District report include the Woman's Club World War One Monument (c. 1921); the Cox College Cornerstone Monument at City Hall (c. 1940); and three war memorials located at Woodward Academy.

5.3 Assessment of Natural and Cultural Resource Protection Needs

Careful application of state environmental planning standards should be instituted in College Park in order to protect valuable local and regional environmental resources. The most important environmental planning factor is to ensure that future redevelopment in central and southern College Park is compatible with natural resources present in those areas. First, the Flint River Water Supply Watershed that includes the headwaters of the Flint River falls within the portion of College Park that is south of the CSX rail line. The Flint River Basin that encompasses southeast College Park lies upstream of several drinking water intakes supplying the Clayton County Water Authority, the Fayette County water system, and the City of Griffin water system. The wedge of land bounded by US 29 to the north, I-85 to the east, and I-85/I-285 to the south represents a potential land use conflict. The area is the site of existing industrial uses and has been identified as a location for industrial expansion within the City of College Park. Furthermore, some land use change in this area is likely, given the flight path of the 5th runway at Hartsfield-Jackson Airport and accompanying noise increases that are projected once the runway becomes operational. Careful compliance with Georgia's Environmental Planning Criteria should be applied, given the sensitive nature of the site. The state-recommended buffers for development should be applied to the areas surrounding Sullivan Creek, a tributary of the Flint River, to avoid sedimentation and contamination of drinking water downstream. Light industrial uses such as warehousing and distribution, consistent with the area's intermodal transportation character, should be favored over heavy industrial uses.

Likewise, redevelopment activities in central and southern College Park should be conducted in a manner mindful of the area's status as a groundwater recharge area. While Fulton County and Clayton County have adopted the Georgia Department of Natural Resources' recommended planning criteria for groundwater recharge areas, the City of College Park has not. Because a large portion of the City of College Park lies within a significant groundwater recharge area, the city should adopt the DNR's recommended planning criteria for groundwater protection.

As part of the Georgia Planning Act, the Georgia Department of Natural Resources (DNR) has also developed minimum criteria for the protection of wetlands. The criteria for wetlands protection give local governments the flexibility of choosing a "minimum area" to be used for mapping wetlands within the jurisdiction with a suggested minimum of five acres. It is recommended that College Park adopt and enforce the Department of Natural Resources protection standards for wetlands. While there are no wetlands of five acres within the city, future development in College Park should be prohibited from wetland areas unless it can be demonstrated that there will be no long-term adverse impacts or net loss of wetlands. Other protection measures should also be considered

by College Park including the use of zoning or other land development regulations to restrict or prohibit development in significant wetland areas and modifying subdivision regulations to require the set-aside of wetlands and cluster development in non-wetland areas.

Similarly, a conservation subdivision ordinance should be considered as a means of protecting flood-prone areas of College Park. The redevelopment area of Manchester Pointe adjacent to the municipal golf course should be considered as a potential location for conservation subdivisions given the presence of floodplains associated with Camp Creek in the area.

For cultural resource protection, the City of College Park has already received historic district status with inclusion on the National Register of Historic Places. This achievement has helped strengthen and stabilize the historic neighborhoods present in the city and underpin infill redevelopment. However, further planning efforts should be instituted to ensure that infill development will be in keeping with the character of the historic neighborhoods. By locally designating the older portions of College Park as a historic district, a design review process can be instituted. Finally, as a national Main Street Community, the traditional commercial core of College Park should take advantage of economic development programs offered by the National Trust for Historic Preservation.

5.4 Natural and Cultural Resources Goals and Policies

- Goal 5.1 Identify and protect significant natural resources within the City of College Park.
- Policy 5.1.1 Continue to provide for the protection of natural resources in the City of College Park
 - Policy 5.1.2 Discourage development within the 100-year floodplain.
 - Policy 5.1.3 Designate riparian buffers for the protection of rivers and streams within the City of College Park.
 - Policy 5.1.4 Continue to enforce Georgia's Part V environmental standards for the protection of large water supply watersheds.
 - Policy 5.1.5 Promote and seek opportunities for development of new parks and open space areas in the city. Encourage the assistance of the business community in this endeavor.
 - Policy 5.1.6 Adopt Georgia Department of Natural Resources recommended planning standards for the protection of significant groundwater recharge areas.
 - Policy 5.1.7 Consider the adoption of a conservation subdivision ordinance to allow for protection of environmentally sensitive areas.

- Goal 5.2 Encourage the preservation of natural tree cover as a means of beautifying and improving the city.
 - Policy 5.2.1 Develop a tree ordinance providing for the protection of specimen trees in the development process.
 - Policy 5.2.2 Encourage the planting of new trees as natural buffers between different development types and land uses.

- Goal 5.3 To support the continued revitalization of College Park’s historic neighborhoods in a manner consistent with the traditional architectural character of those districts.
 - Policy 5.3.1 Continue cooperation with the Historic College Park Neighborhood Association (HCPNA) in maintaining and improving quality of life within the city’s historic district.
 - Policy 5.3.2 Create a locally designated historic district in order to complement the College Park National Register Historic District and serve as the basis for a design review commission.
 - Policy 5.3.3 Create a design review process to manage infill development and renovation in the College Park Historic District.
 - Policy 5.3.4 Encourage property owners to take advantage of federal and state investment tax credits available for the rehabilitation of historic structures.

Chapter 6 – Community Facilities and Services

The purpose of the Community Facilities and Services Chapter is to assist College Park in coordinating the planning of public facilities and services in order to make the most efficient use of existing infrastructure as well as future investments and expenditures for capital improvements and long-term operation and maintenance costs.

The Community Facilities and Services Element will provide College Park an assessment of their adequacy to serve the present and future population. These services will be articulated into community goals, and an associated implementation program for providing the desired level of public facilities and services throughout the planning period will be established.

6.1 Water Supply and Treatment

The City of College Park's raw water is taken from Sweetwater Creek to Ben Hill Reservoir then to the water treatment plant in East Point. From the clearwell at the Water Treatment Plant, the water is sent to the City's distribution system. College Park owns two pumping stations located on Jackson Street and Lyle Street. The stations pump water from East Point's distribution system into one of two elevated storage tanks. The West Fayetteville storage tank is 750,000 gallons and serves the south side of I-285. The Charleston Drive storage tank is 500,000 gallons and serves the north side of I-285 and south of Camp Creek. Both pump stations are identical containing two parallel inline pumps with motors. Map 6.1 shows the water line distribution system.

Negotiated in July 1977, the water treatment contract remains in effect through July 2007. According to the contract, it can be renewed every three years thereafter, but can be cancelled at any time by either party. Along with College Park, the East Point Water Plant treats East Point and Fort McPherson. This facility also services the City of Atlanta as an emergency backup and Hapeville through emergency interconnect. According to the City of College Park's Public Works Department, the water distribution lines are in good condition. The biggest problem the City faces with the distribution lines is that in some locations two twelve inch lines are forced into one 12 inch causing a decrease in desired pressure for residences.

College Park's emergency system with City of Atlanta is located at the Massachusetts pump station at Sullivan Road and Massachusetts Road. This facility has a single motor and pump. It is known this single source is not adequate to service all water needs, but would provide emergency water for the City in dire circumstances. Also, Clayton County and City of Atlanta fire hydrants would be available in the event of a fire.

Based on recent water system improvements and upgrades (2000-2003), the useful life for these facilities and components is 10 to 25 years. The Public Works Department completed improvements to the distribution system's water lines/valves, and the useful life is estimated to be 25 to 40 years.

The estimated population in the City of East Point service district was 64,873 in 2000, with a total estimated average water demand of 15.28 mgd. The combined average daily water usage in 2005 is estimated at 13.26 mgd. According to the East Point Water Department, a decrease in water usage is attributed to an “odd-even” outdoor watering schedule. Past and future population and water demand projections are presented in Table 1.1

Table 6.1

Water Line Distribution System

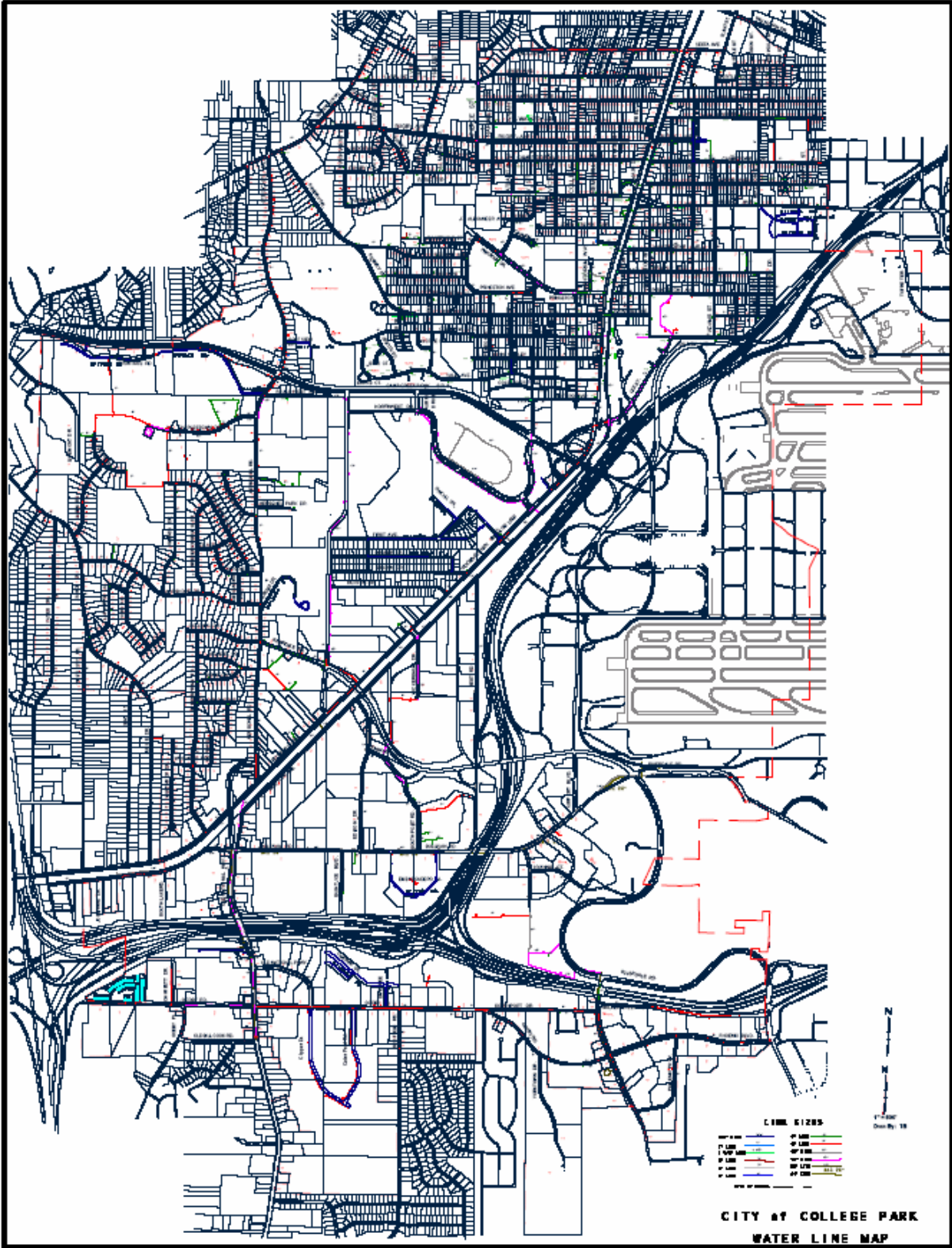
Year	Population	Average Daily Residential Water Usage (mgd)	Average Daily Commercial and Industrial Water Usage (mgd)	Combined Average Daily Water Usage (mgd)	Peak Day Water Usage (mgd)
1995	57,087	4.7	6.1	10.8	13.5
2000	64,873	5.3	6.93	12.23	15.28
2005	67,508	5.5	7.76	13.26	16.58
2010	70,752	5.8	8.59	14.39	17.99
2015	74,729	6.1	9.42	15.42	19.28
2020	78,930	6.5	10.25	16.55	20.69
2025	83,370	6.8	11.08	17.86	22.10
2030	88,057	7.2	11.91	18.66	23.33
2035	92,968	7.6	12.74	19.79	24.74
2040	98,195	8.1	13.57	21.09	26.36
2045	103,752	8.5	14.41	22.22	27.78
2050	109,585	9.0	15.23	23.45	29.31

Source: The Regional Economic Forecast of Population and Employment, Comprehensive Study, Volume 1, by DRI/McGraw Hill, October, 1994.

The remaining capacity of the facility is shown in Table 1.3. As indicated, the water supply for the existing facility, if College Park were to renew their contract through 2050, is adequate to supply the needs of the City. The current level of service, condition and performance for the facility is in good condition. The City of East Point (COEPs) drinking water supply meets full compliance for both the state and federal regulations, and operates 24 hours per day, 365 days per year.

Map 6.1

College Park Water Lines



Source: City of College Park GIS

6.2 Sewage and Wastewater Treatment

College Park services its own collection system for sewage. The City operates three lift stations. The Southeast Lift Station is the largest and contains four pumps and four motors. The facility is an automated system so the number of pumps utilized is controlled by the amount of sewage in the facilities' wet wells. This facility is operated on 100 percent electricity and operates on a diesel generator as emergency back-up. The second facility is located off Old National Highway in the old Service Merchandise Plaza, while the third is located upstream on the same collection line. Both of these lift stations are underground and have two submersible pumps.

City staff, using a closed circuit television viewing system, examines the conditions of the sewer lines on a regular basis. The most common problems found to date is clogging of the lines caused from debris in the lines originating from residences within College Park. According to the College Park Public Works Department, the lines are in good condition.

Sewage on the East side of the Railroad tracks, adjacent to US 29 and Main Street, flows on a gravity system to the City of College Park Southeast Lift Station. This station is located East of Riverdale Road and South of Interstate 285 in unincorporated Clayton County. Sewage on the West side of the Railroad track flows on a gravity system and combines with sewage from East Point. This sewage is treated at Fulton County's Camp Creek Wastewater Treatment Plant.

College Park maintains the collection system and contracts for wastewater treatment with either Fulton County's Camp Creek Wastewater Treatment Plant for the west side of the City or the City of Atlanta's South River Wastewater Treatment Plant for the East side.

College Park's contract for wastewater services with Fulton County has not expired. Services were created in 1964 and amended on April 21, 1971. The term of the agreement is for 50 years. College Park, East Point, Palmetto, Fairburn, Union City and parts of Atlanta will be serviced by Fulton County's plant. In 2004-2005, College Park used a total of 5.4% of the total usage per year with an average of 2.14 mgd and 64.15 million gallons per month of the total usage for Fulton County.

According to the 2004 Water and Wastewater Capital Improvements Program for Fulton County, the wastewater flow projections in the "2020 Water and Wastewater Master Plan" were derived directly from water demand forecasts for each of the wastewater service areas. To estimate future wastewater flows return, factors were applied to the water demand forecasts. These factors ranged from 15 to 20 percent depending on the age and condition of the collection system in each of the wastewater facility service areas. The maximum monthly wastewater flow projections for 2010 and 2020 are presented in Table 6.2.

Table 6.2

Demand of Design Flow System

Treatment Facility	2010 Design Flow MMF (mgd)	2010 Revised Flow MMF (mgd)	2020 Design Flow MMF (mgd)	2020 Revised Flow MMF (mgd)
Big Creek	30.7 ⁽¹⁾	27.9	35.5 ⁽¹⁾	29.3 ⁽³⁾
Johns Creek	14.5 ⁽¹⁾	13.2	17.2 ⁽¹⁾	14.2 ⁽³⁾
Little River	2.7 ⁽¹⁾	1.5	2.6 ⁽¹⁾	2.1 ⁽³⁾
Camp Creek	17.65 ⁽²⁾	--	20.45 ⁽²⁾	15.0 ⁽⁴⁾
Little Bear Creek	0.08 ⁽²⁾	--	0.13 ⁽²⁾	--

Source: 2004 Water and Wastewater Capital Improvements Program

- Notes: (1) North Fulton Wastewater Management Conceptual Plan – 2/02
 (2) Fulton County 2020 Water and Wastewater Master Plan
 (3) 2010 Population Adjustment (8.8%) – 2020 Population Adjustment (17.5%)
 (4) 2020 Population Adjustment (25.5%)

Table Provided by 2004 Water and Wastewater Capital Improvements Program

Table 6.3

Plant Capacity at End of Period

Treatment Facility	By 2005	2006 to 2010	2011 to 2020	2021 to 2030
Big Creek	24	24	40	40
Johns Creek	7	15	15	15
Little River	1.2	2.4	-	-
Camp Creek	24	24	24	24 ⁽¹⁾
Little Bear Creek	.1	-	-	-

Source: 2004 Water and Wastewater Capital Improvements Program

- Notes: (1) At Fulton County Camp Creek WRF the capacity is greater than the projected flow in 2030. The 2 MGD of additional capacity will be available for use beyond 2030.

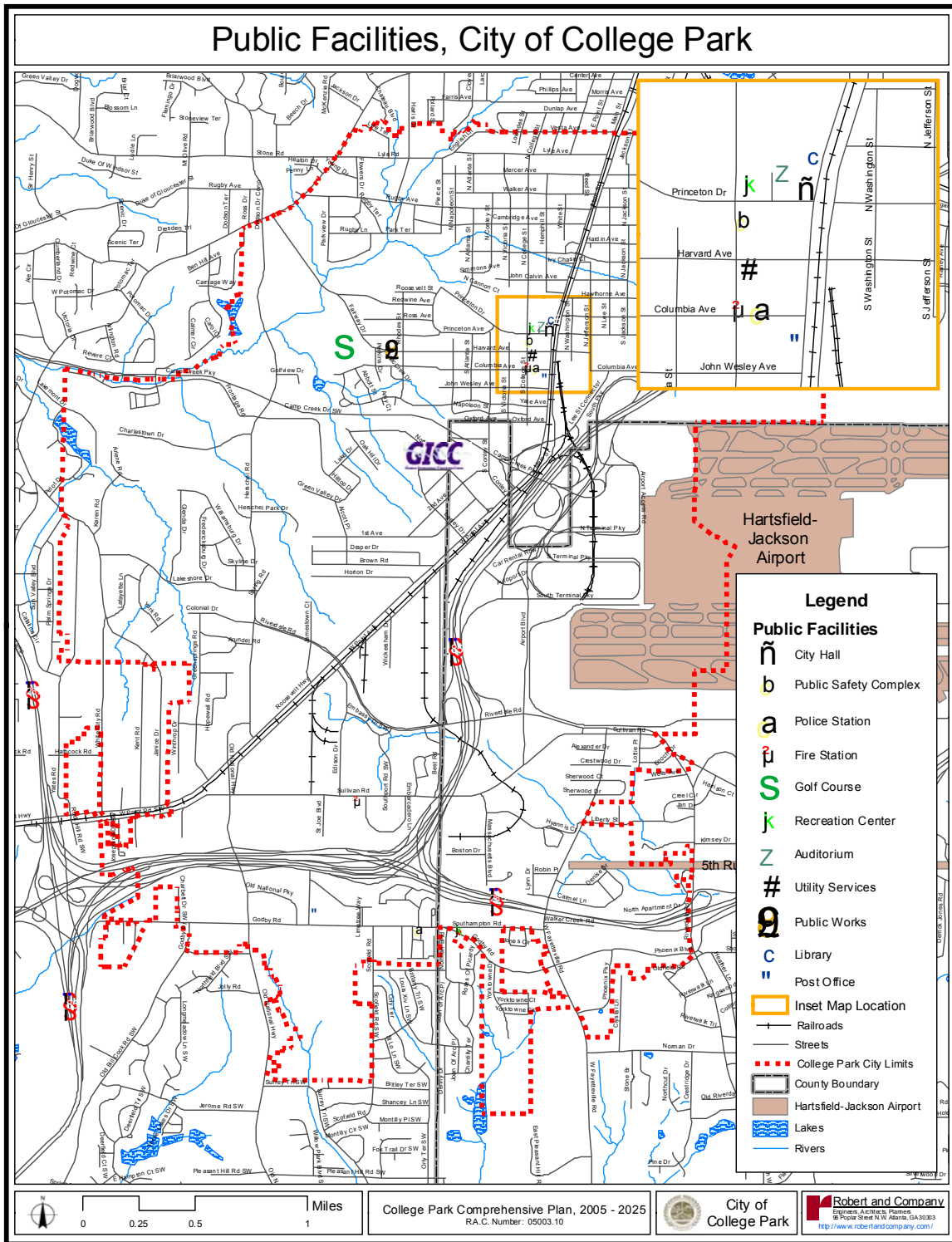
The Camp Creek wastewater facility was expanded in May 2005, at a cost of \$91,000,000. An on-going operations and maintenance contract for both the plant and the twenty-five associated pump stations is rendered at a cost of \$5.2 million per year. The expansion resulted in an increase in capacity from flow of 13 mgd to 24 mgd. The current flow usage was at capacity for the facility before the expansion. The facility is currently permitted at 19 mgd with an actual monthly flow of 11 to 12 mgd. Due to the amount of growth anticipated for the area (including residential, commercial, and some industrial), this facility was prioritized for expansion in the most recent Wastewater Master Plan.

The performance of the facility is in good condition, and the upgrade is projected to handle the capacity for South Fulton customers until the year 2020. Because South Fulton is experiencing rapid growth, projections for the areas usage were aggressive. The usage patterns experienced by North Fulton while they were under the same type of development and growth pressures were followed when projecting for future usage for South Fulton. Based on these considerations, usage growth is anticipated to be around 300,000 to 500,000 gallons per day, per year over the next ten years. This is equivalent to 3 to 5 million gallons. The expansion of the facility was done to react to these anticipated growth rates.

The City of Atlanta's South River Wastewater Treatment Plant services College Park, East Point, Hapeville and the City of Atlanta. This facility is planned for expansions. College Park is charged by their volume usage and for a percentage of operational and maintenance expenditures and capital improvements. Refer to Map 6.2 for the wastewater facility locations.

Map 6.2

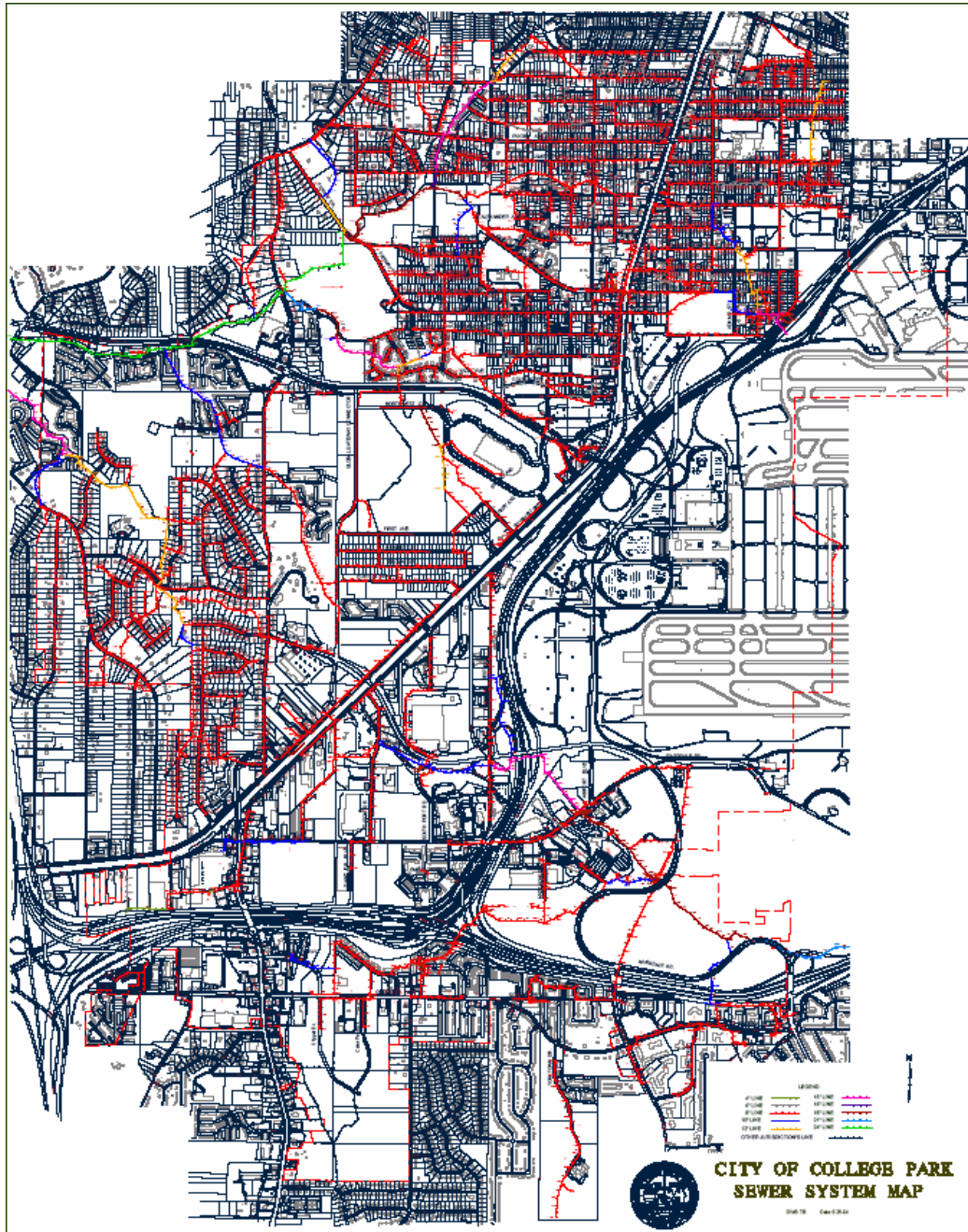
Wastewater Facility Locations



College Park’s sewage collection system is separated from their stormwater collection system. An Environmental Compliance Officer enforces Federal and State requirements to assure protection of the State waters. The City maintains stormwater drainage infrastructure within the City owned right-of-way. See Map 6.3 for sewer line locations.

Map 6.3

College Park Sewer Lines



Source: City of College Park GIS

6.3 Solid Waste Management

The City of College Park contracts their disposal with Brown Ferris Industries (BFI) Waste Systems, a private waste company that services all of College Park residences and commercial customers. Pick up for the City is provided in two cycles, twice a week on Mondays and Wednesdays, and Tuesdays and Thursdays. Residents in detached single family homes are provided with Curbside and Rear Yard Residential Garbage Collection, Residential Yard Waste Collection (leaves & grass clippings), Residential Yard Waste Recycling, Brush and Tree Limb Removal and Furniture and Eviction Remnant Collection at an extra charge.

Sanitation fees are billed on a monthly basis, along with the City water, sewer and electric services. The current fee is \$13.50 per month. The City takes the waste to the East Point solid waste station located at 3125 South Main Street.

BFI leases the solid waste transfer station from East Point, and the waste is shipped to one of three BFI owned Subtitle I landfills: 1) Richmond Creek Landfill at 5611 South Richland Creek, Buford, Georgia, 2) Hickory Ridge Landfill at 3330 Moreland Avenue, Conley, Georgia, 3) Taylor County Landfill at 773 County Road 33 Stewart Road, Mauk, Georgia. At this time, College Park sends approximately 1,224 tons of waste per month to one of these landfills.

Other services offered by the Sanitation Department include free mulch that is available at the City's leafill located on Redwine Avenue near Fairway Drive, three Recycling Collection Centers and Animal Control.

The Recycling Collection Centers collect newspapers, glass & plastic containers, aluminum cans, cardboard and telephone books. These centers are located at:

- College Street and John Calvin Avenue
- Sullivan Road at Riverdale Road
- Camp Truitt Park (Fulton County's 4-H Camp) - Hershel Road at Lakeshore
- City Hall (newspapers only)

6.4 General Government

A general inventory of government buildings in College Park is detailed in Table 6.4. City Hall is located at 3667 Main Street and houses administrative functions such as the City Manager, Engineering, Building Inspection, Mapping, Finance, Economic Development, Public Information, Tax and Business License and Recreation Offices.



Table 6.4

Inventory of Government Buildings

Building	Function	Address
Brady Recreation Center	Recreation Center	3571 Brenningham Drive
City Hall	Administrative Offices	3667 Main Street
City Auditorium	Auditorium, Community Space	3631 Main Street
Criminal Investigation Division (CID)	Detective Offices	2100 Godby Road
Georgia International Convention Center	Convention Center	2000 Convention Center Concourse
Godby Road Community Center	Recreation/Community Center	2050 South Hampton Road
Gordon Morris Memorial Golf Course	Golf Course	3711 Fairway Drive
Hugh C. Conley Recreation Center	Recreation Center	3636 College Street
Police Department Offices	Administrative Offices, Jail, Court	1871 Columbia Avenue
Police Community Center	Community Room, Police Staffing Meeting Room, Storage	Jamestown Shopping Center
Fire Department Station 1	Fire Department and Administrative Offices	1879 West Columbia Avenue
Fire Department Station 2	Fire Department	2336 Sullivan Road
Public Safety Building	Court EMS Fire Department Police Department Jail Administrative	3707 College Avenue
Public Works Building	Public Works Offices and Maintenance Equipment, City Fuel Dispensing Center	2233 Harvard Avenue
Utility Services Building	Houses administrative offices for electric, water and sewer	1886 Harvard Avenue

A new public safety building will be completed by November 2005. This facility will be 60,000 square feet and will hold the Police Department, Fire Department, Emergency Medical Services, Court System, and Jail.

The Public Works building on Harvard Avenue houses three of the four divisions for public works including: highway and street division, sanitation division, and building, grounds, and park maintenance division. The fourth division of the public works department, water and sewer, are housed at the utility services building.



- The new Georgia International Convention Center (GICC) was opened in June 2003. It is Georgia's second-largest convention complex. The GICC is located near Hartsfield-Jackson Atlanta International Airport and Interstate 85, a major north-south artery. Meeting and exhibit space, all of which is situated on one level, includes a 40,000-square-foot ballroom—the largest in Georgia—and 150,000 square feet of exhibit halls. Other components include 16,000 square feet of meeting space; a 9,500-square-foot culinary center; 17 loading docks; and 2,000 parking spaces. The GICC cost \$100 million to construct, and is the 400,000-square-foot cornerstone of the Gateway Center. The Gateway Center is a corporate-hospitality complex designed to complement the Georgia International Convention Center (GICC) and serve travelers at nearby Hartsfield-Jackson Atlanta International Airport. Alongside the anchor facility of the GICC, the Gateway Center will include four hotels offering a combined 2,000 rooms, two 80,000 square foot office buildings, the CONRAC consolidated rental car compound, and an automated people mover linked to Hartsfield's existing light rail system.

6.5 Public Safety

6.5.1 Police

Currently, the College Park Police Department has two complexes. The detective offices are located at 2100 Godby Road. All other police services operate from 1871 Columbia Drive. A satellite office is located in the Jamestown Community and is used weekly for staff meetings, community meetings, and storage of police files.

A new Public Safety Complex will be completed by November 2005. This facility will be 60,000 square feet and will hold the Police Department, Fire Department, Emergency Medical Services, Court System, and Jail. There are no plans for the current facilities on Columbia Avenue for continued use by the Police Department. The Godby Road facility will be taken over by the Recreation Department. More details on plans for this site can be found in the Recreation section of this chapter.

The College Park Police operates 34 marked Police Department (PD) units, 11 unmarked units, and 3 motorcycles. The City of College Park Police Department has 108 sworn officers. At normal capacity, there are 14 officers per shift with 4 shifts.



There are 84 street/patrol officers in uniform and 5 reserve officers. The reserve officers are used to assist when more manpower is needed. Training and certifications are required of these officers on an annual basis. These reserve officers are not paid for their service, their time is volunteered.

There are 5 divisions within the police department including: Administrative Services, Special Services, Patrol Division, Criminal Investigation Division (CID), and Professional Services. CID has 13 personnel including: 12 officers, 1 clerk, 1 sergeant, 1 lieutenant, and 1 captain. Additionally, the College Park Police Department maintains 4 Community Oriented Police Service (C.O.P.S.) officers who are assigned to a zone and work with area clubs, apartment complexes, hotel informational monthly meetings, neighborhood watch meetings, and citizen community police academy. The Citizen’s Academy began in 2001 and is held 3 times per year. The maximum class size is 20 citizens.

A cross-jurisdictional agreement has been made with East Point, Hapeville and MARTA for emergency situations. Currently, an agreement is being negotiated with Atlanta Airport for the new runway areas service protection. The agreement is expected to be completed by summer, 2005.

There were between 48,000 to 50,000 calls last year to the police department. The number of calls is continuously increasing due to the rise in the population of the area and the amount of new development. The average response time for priority/violent crimes is 2 to 3 minutes, and up to 5 minutes for non-priority/non-violent crimes.

College Park makes their own arrests and holds the accused until court. If the court convicts and sentences the accused, Fulton County or Clayton County jail holds them. An agreement with East Point is being negotiated for sentenced inmates to be transported to their facilities versus the other two jurisdictions for monetary purposes.

An unincorporated island exists in the Southeast portion of the City. This island lies within Clayton County and they are responsible for this area. College Park assists when needed. Below is a listing of crime statistics provided by the College Park Police Department. Some data was not available due to a fire in the records keeper room in September, 2004.

Table 6.5

Crime Statistics

Year	Violent Crimes	Murder	Rape	Robbery	Aggravated Assault	Burglary	Theft	Arson
1995	3,460	12	15	151	189	571	1,743	-
1999	1,915	7	8	92	79	386	1,001	-
2001	2,906	3	23	99	128	471	1,316	-
2002	2,091	4	10	112	136	443	1,086	-
2003	375	2	20	130	183	516	1,236	-
2004	-	4	12	146	112	531	1,021	7

Source: The City of College Park Police Department Records

There are currently 84 uniformed patrol officers. By the year 2025, if there were 2 officers per 1,000 residents, a total of 130 officers would be needed. Additional staffing, including patrol officers, dispatchers and administrative/clerical needs, was a top issue identified by the police department.

6.5.2 Fire Department and Emergency Medical Services

The Fire Department and Emergency Medical Services has an Insurance Services Office (ISO) Class 4 rating. ISO public protection classifications rank communities on a scale of 1 to 10. Class 1 represents the best public protection, and Class 10 indicates less than the minimum recognized protection. The current ISO 4 rating for staffing and equipment is adequate to maintain this rating. In order to lower this rating, another station would be required and more manpower and training hours would be needed.

There are two stations that service the City, including station number one at 1879 Columbia Drive and station number two at 2236 Sullivan Road. When the new public safety building is completed, station number one will be abandoned. The future usage and role of station number one has not been determined by the City. Fire Station number one was constructed in the 1930's and has been in continuous operation since that time.



College Park Station 1879 Columbia Drive



College Park Station 2236 Sullivan Road

The building housing Station number two was built in 1971. The current station is approximately 1,500 square feet and is under assessment by the City for renovation and expansion plans. This station has 30 men assigned in 3 shifts with 10 persons per shift. No office personnel are housed at this facility. Because of the current limitations on the building, no females can be hired for this station. There are ten beds in the building, one shower, and a residential kitchen.

Some of the major concerns for the Fire Department include: reaching full capacity of personnel, training due to turnover of new personnel, increased demands due to new developments and upcoming equipment and vehicle replacement. New hires take a minimum of three months of training to become fire fighter ready and eight months to be EMS ready. Firefighters are given a one-year probationary period to accomplish their training.

The amount of development occurring in the City, especially in the Camp Creek Parkway area and off Old National and Godby Road, is increasing the pressure on the Department. If a third fire station were to be created, it would be best situated in the Old National, Godby Road area. Another alternative, once the areas are more maturely developed, is the relocation of Station two.



In 1995, the College Park Fire Department hired two full time members of a training staff. Because College Park was proactive in hiring training staff, there were less transitional measures needed to accommodate the more stringent state training requirements that were passed in the late 1990's and early 2000. Since 2004, state training has become more specialized and position oriented. To accommodate these training requirements, the new Public Safety Building will have a shared training and community room available to the Police Department and Fire Department.

The Fire Department and EMS are a combined agency and currently employ 65 total positions, including 57 suppression officers (fire fighters) and 8 staff personnel. The Agency has responded to approximately 4,000 calls over the last five years. The average response time was 4.9 minutes. The existing fleet of 15 response vehicles and support apparatus consists of three fire engines, two suburban rescue units, one tower ladder, one ambulance transport-capable unit, a cargo truck, one pick-up truck, and five staff support vehicles. The average life of a large truck is approximately ten years. Each of the fire engines will need to be replaced over the next ten years.

6.6 Recreation Facilities

College Park has recreational facilities for the enjoyment of its citizens including both active and passive parks. The Recreation department is a coordination unit of the City and includes six parks, six recreation facilities and a golf course. The department serves all sectors of the population from youth to seniors. Approximately 280 acres are owned by the City for recreational/open space. This includes the Golf Course, which is owned by the City and leased to a private contractor to operate and maintain. The lease is renewed on a yearly basis.

The airport purchased two City parks, Southside Park, and the International Convention Center Park, when the Fifth Runway at Atlanta Hartsfield-Jackson International Airport was built to alleviate the time delays for the airplanes. College Park also participated in the Governor's Greenspace Program and purchased 8.5 acres.

6.7 Current Facilities

The Administrative Offices for the recreation department are located in City Hall. Adjacent to City Hall is the Hugh C. Conley Recreation Center and College Park Auditorium. Below is a listing of the six parks and their available activities:

Table 6.6

Parks and Available Activities

Facility	Athletic Fields	Fitness Trail	Picnic Areas	Play Grounds	Tennis Courts
Barrett Park	X	X	X	X	X
Brady Center	X		X	X	
Brannon Park	X		X	X	
Hugh C. Conley	X				X
Richard D. Zupp Park	X		X	X	X
Jamestown Park	X	X	X	X	X

Other facilities include a Senior Center, located behind City Hall, and the municipal Golf Course. A recreation newsletter is published twice a year for the Fall/Winter and Spring/Summer. This newsletter outlines the special events and programs available to the City of College Park residents.

Since 1995, College Park has accomplished many upgrades and expansions to their current recreational facilities. Below is a chart that identifies these projects:

Table 6.7

Recent Renovations

Facility	Upgrades	Year Upgraded
Brady/Conley	HVAC	1995 - 1997
Track-Stadium-Irrigation	High School Football Field and Track given to City in 1996, City refurbished and made ADA compliant	1998
Bill Evans Baseball Stadium	Refurbished for Olympics	1996
Gymnasium Expansion	New Studio	1999
Zupp Park	New restroom and Concession Building	2000
Brady Center	Added Multi-purpose Room	2000
Jamestown Park	Added 6 acres and refurbished	2004
Godby Road	Swimming Pool	2004-2006
Barrett Park	Refurbished	2004
Godby Road and Brannon Park	Master Plan for entire area	2005

Source: City of College Park Recreation Department

6.8 Future Plans

The Recreation Department will take over the facility and land on Godby Road upon the relocation of the detective's office to the new Public Safety Building. This site is approximately 3.2 acres and the City is interested in another 3.1 acres owned by the City of Atlanta adjacent to this property. A Master Site Plan is being developed that will



primarily focus on an Athletic Complex. An estimated 25 acres would be needed to achieve the full potential of this Athletic Complex. The development of this Athletic Complex would alleviate Zupp Park, Brannon Park and Brady Field. Currently, Zupp Park does not have enough parking spaces to accommodate the increased usage over the years. Zupp Park would be converted into a Passive Openspace for the surrounding neighborhoods. Brannon

Park and Brady Field would serve as practice fields. Pedestrian trails are also planned throughout the City (please see the Transportation Chapter for more details).

Based on the current population and the National Recreation and Park Association (NRPA), who provides the benchmark for the amount of acreage, types of amenities and level of services for the current and future population, the City would need 220 acres to accommodate today's needs. NRPA standards, which are used by The Department of Community Affairs for measurement purposes, states there should be 10 acres for every 1,000 persons. College Park exceeds this standard by offering 280 acres of recreation space for their residents. Since the population over the next twenty years is anticipated to stay relatively constant, the plans for park expansion will provide more recreational space for current and future residence.

In addition to the recreational facilities provided by College Park, citizens also utilize parks operated by Fulton County Parks and Recreation. Duncan Park, Welcome All Park, and Cochran Mill Road Park are examples of parks that are part of the Fulton County Parks and Recreational Department but are heavily used by College Park citizens.

Bagget Stadium is a facility operated by College Park's Recreation Department that is heavily used by the citizens outside of College Park. Other shared facilities include: Camp Truitt, Senior Center, and the City Auditorium.

6.9 Hospitals and Other Public Health Facilities

The primary hospital used by College Park residents is South Fulton Medical Center (SFMC) located at 1170 Cleveland Avenue, East Point. Established in 1963, SFMC has served the medical and healthcare needs of residents of South Fulton, Coweta, Fayette, Clayton, and Douglas counties for more than a decade. SFMC has an affiliated medical

staff of more than 300 and an additional 1,000 healthcare professionals are employed by the hospital. The hospital also has an active auxiliary staff of more than 100 persons.

This 392 bed, acute care community medical center services nearly 3,000 persons a month for the emergency room services alone. As the closest emergency facility to Hartsfield-Jackson Atlanta International Airport, SFMC must be prepared to treat patients who may arrive from all over the world. Infection control for patients with rarely seen pathogens is and will be imperative for this facility. Services provided by this medical facility include: Capsule Endoscopy, Cardiac Services, Critical Care Unit, Emergency Services Trauma Center, Gastrointestinal Diagnostic Unit, Growing Families Maternity Services, Imaging and Diagnostics, Joint Replacement, Neonatal Intensive Care Nursery, Outpatient Surgery Services, Radiation Oncology, Radiology, Rehabilitation Services, Senior Care Clinic, Sleep Disorders Center, Sleep Laboratory, Transitional Care Unit, and Women's Health Services.



To accommodate the growth for medical needs, SFMC opened its new advanced emergency department in August 2004. The \$8.5 million expansion nearly doubled the square footage of the facility built in 1970 from 8,200 square feet to almost 15,000 square feet. This expansion included 12 additional private treatment rooms, bringing the total number to 27. The facility also includes a separate "Fast Track" system, which can allow patients with minor illnesses and injuries to be treated and released in a more efficient manner. South Fulton Medical Center is accredited by the Joint Commission on the Accreditation of Healthcare Organizations, the nation's oldest and largest hospital accreditation agency.

SFMC not only serves the community through their medical services, but is also an active community supporter. The Tenet Foundation was established in 1998 to assist eligible not-for-profit groups in the communities Tenet hospitals serve. SFMC has presented more than \$150,000 to the local area in financial awards since Tenet purchased the hospital in 2001. In 2005, \$40,000 was awarded to 8 local community groups.

The Fulton County Department of Health and Wellness also has a facility in College Park called Willie J. Freeman College Park Regional Health Center located at 1920 John E. Wesley Avenue. In January 2005, the Fulton County Board of Commissioners passed a contract for enhanced doctor's care for this facility. In January 2005, the Fulton County Board of Commissioners established a one-year renewable contract with SFMC doctors to enhance care at the Freeman facility. New services will be provided on a sliding-fee scale, based on income. This payment formula is in effect at all Fulton County clinics. Some of the new services include obstetrical and gynecological doctors. Other services at this center include: adolescent health/youth development, breast and cervical cancer screening, child health check exams, children 1st, eye, ear, dental

screening, school certificates, family planning, immunizations for child and adult, nutrition, prenatal case management, pregnancy related services, pregnancy testing, refugee health, TB testing, prescription drugs, basic diagnostic x-rays, mammography and lab work.

6.10 Educational

College Park belongs to the Fulton County School System that was founded in 1871. This system is one of the oldest in Georgia and is the fourth largest in the state. There are three public schools in College Park. The names, street address and school district of the three public schools are listed below.

Table 6.8

Schools and Locations

College Park Schools	Address	Fulton County School District
College Park Elementary School	2075 Princeton Avenue	Banneker District
Harriet Tubman Middle School	2861 Lakeshore Drive	Tri-Cities District
Frank S. McClarin High School	3605 Main Street	Creekside District

Source: Fulton County Government

Of the data from Fulton County and the Georgia Department of Education, we have determined that the three schools are located in three different school districts within the County.



The Frank S. McClarin High School is an alternative high school and is one of two alternative schools in Fulton County.

The three schools have a capacity of 1,585 total students. The total enrollment level at the schools is 1,379. This puts them at 87% capacity.

Table 6.9

Capacity and Enrollment

Public School Capacity and Enrollment, College Park			
School	Capacity	Enrollment	Difference
College Park Elementary School	450	315	70.0%
Harriet Tubman Middle School	600	529	88.2%
Frank S. McClarin High School	535	535	100.0%

Source: Fulton County Government

Student/Teacher ratios for the three College Park schools are as follows:

Table 6.10

Student/Teacher Ratio

Public School Student / Teacher Ratio		
School	Student	Teacher
College Park Elementary School	8	1
Harriet Tubman Middle School	11	1
Frank S. McClarin High School	11	1

Source: Fulton County Government

During the 2004-2005 school year, the College Park Elementary School had 315 students. Enrollment for College Park Elementary School is projected to decrease for the 2009 - 2010 school year to 251 students. At Harriett Tubman Elementary School, enrollment is projected to increase from 529 during the 2004 – 2005 school year to 564 during the 2009 – 2010 school year. Even with enrollment projections for the entire South Fulton area expected to increase significantly by 2008, College Park Elementary and Harriett Tubman schools are projected to remain under state capacity for the 2009-2010 school year. Since these schools are projected to remain under state capacity, there are no land purchases projected for new schools in the College Park area.

Table 6.11

Student Enrollment Increase or Decrease

Public School Student / Enrollment Increase or Decrease			
School	Enrollment 2004–2005	Enrollment 2009-2010	Over/Under State Capacity
College Park Elementary School	315	251	-210
Harriet Tubman Elementary School	529	564	-146
Frank McLarin High School	535	535	0

Source: Fulton County Government

Fulton County is also home to Woodward Academy, the largest private school in the continental United States. Enrolling students from more than 22 metro counties, this school has been upholding high academic standards since 1900. Formerly known as Georgia Military Academy, 100 percent of its graduates go on to four-year colleges. During the 1999-2000 school year Woodward Academy observed its 100th Anniversary.



Of the approximately 9,900 full-time employees in the Fulton County School System, 5,400 are teachers and certified personnel. These personnel work in 88-schools and other administrative buildings. In excess of 75,000 students attend classes in the 86 schools in the county. These schools are comprised of fifty elementary schools, eighteen middle schools, twelve high schools, two alternative middle/high schools, and four charter schools. In addition, two of the elementary schools operate on a twelve-month school calendar. College Park Elementary School was the first 12 month school in the State of Georgia.

6.11 Libraries and Other Cultural Facilities

The College Park Branch Library is located at 3647 Main Street and is part of the Atlanta-Fulton Public Library system. This Community Library is open to the general public and encompasses 7,500 square feet. Constructed in 1999, the facility is moderate in size compared to other libraries within the system. It is 500 square feet larger than the smallest library and 247,500 square feet smaller than the Central Library in Atlanta, which is the largest in the system.

Table 6.12

Library Service Usage

Library Service Usage									
Material Holdings	Annual User Visits	Circulation	In-House Use	Questions Asked	Programs Offered	Attendance	Meetings Held	Meeting Attendance	PCs
47,760	43,355	36,799	44,216	17,791	191	5,274	45	756	18

Source: Fulton County Government



The College Park Branch Library has a meeting room which seats 60 persons and is available for community meetings. As indicated by the above chart, local residents use the local library extensively. The Library System offers books, audiocassettes, compact discs and videos to take home to use and enjoy. As with all the libraries in the system, if a local resident needs material and it is not available in the library, it can be ordered from another library within the system.

The Atlanta-Fulton Public Library Foundation, Inc. was organized in 1988 with the mission to enhance to a higher level the services and goals of the Atlanta-Fulton County Library System. The Library System’s 2004 service population is approximately 900,000. The total number of libraries in the system is 30.

The College Park Library is constructed of steel and brick and is expected to last until 2074. The Atlanta-Fulton Public Library records state its general condition as very good. The following chart shows the College Park Library facility will meet the .3 square feet/capita through 2025.

Table 6.13

Library Capacity with 2000 and 2025 Demand

College Park Library Facility Capacity with 2000 and 2025 Demand							
Square Feet	2000 Pop.	2000 Sq. Ft. /Capita	Projected 2015 Pop.	2015 Sq. Ft. Capita	Projected 2025 Pop.	2025 Sq. Ft. Capita	Assigned to:
7500	33,662	0.22	62611	0.12	82472	0.09	South Fulton

Source: Fulton County Government

6.12 Other Cultural Facilities



The South Fulton Arts Center is located at 4645 Butner Road, in College Park. The seating capacity of the Arts Center is 346. It is very outdated and the community growth shows a great need of a new facility. The area is growing rapidly, and the center cannot keep up with the projected demand for the next three to five years.

The new Georgia International Convention Center is a state-of-the-art facility owned and operated by the City of College Park, and is the second largest exhibit and meeting space in the state. There are 27 meeting rooms, and the exhibit hall has 150,000 square footage.

The Historical Society operates an Archive than can be accessed by appointment. An organization known as “Fly by the Seat” has started a theatrical club that will operate in the College Park Auditorium.

6.13 Community Facilities and Services Goals and Polices

Goal 6.1 Serve the community by continuing to provide high quality, well maintained, community facilities and services in a cost effective manner to the citizens.

Policy 6.1.1 Maintain up-to-date facilities for governmental, administrative, public safety, and human service delivery functions.

Policy 6.1.2 Continue to monitor water supply services to assure that they continue to meet present and future supply demands.

Policy 6.1.3 Continue to monitor sewer services to assure that they continue to meet present and future supply demands.

Policy 6.1.4 Improve and/or replace public facilities in older sections of the City. Maintain a current list of such facilities and periodically update such lists.

Policy 6.1.5 Maintain up-to-date plans on future police and fire services, facilities, and manpower requirements.

Policy 6.1.6 Develop a Facility Condition Assessment Program and Facility Conditions Analysis for each government owned building.

Policy 6.1.7 Develop a Facility Report to identify future uses of abandoned fire department and police department buildings.

Policy 6.1.8 Continue to monitor the status of the solid waste collection and disposal system in the City - including the current recycling program.

Goal 6.2 Provide adequate and cost effective parks and recreational facilities for all the citizens and their specific needs, utilizing the natural environment and existing resources to the maximum extent.

Policy 6.2.1 Continue to develop and implement walking paths throughout the City that link active and passive recreational areas.

Policy 6.2.2 Encourage the joint use of public and private facilities

Policy 6.2.4 Continue to maintain joint-use agreement with the school systems and Fulton County government for the use of the City Auditorium, continue trying to acquire Camp Truitt facilities, library and other facilities.

Policy 6.2.5 Continue to renovate and adapt College Park public facilities to serve special client groups such as the handicapped.

Policy 6.2.6 Develop new recreational facilities to meet the needs of population groups that are expected to increase in proportion to the existing population, such as an athletic complex center.

Policy 6.2.7 Encourage the development of park and recreational facilities that capitalize on the positive features of natural areas.

Chapter 7 – Transportation

Effective January 1, 2004, Chapter 110-12-1 of the Rules of the Georgia Department of Community Affairs provides the Minimum Standards and Procedures for Local Comprehensive Planning. The Rules require a three step planning process that includes: (1) an inventory of existing conditions; (2) an assessment of current and future needs; and (3) the articulation of the community's vision, goals, and an associated implementation program. This transportation element will provide an inventory of the local transportation network; an assessment of the adequacy for serving current and future population and economic needs; and the articulation of community goals and an associated implementation program that provides the desired level of transportation facilities and services throughout the planning period.

7.1 Assessment of Existing Conditions

An accessible, efficient and safe transportation network is a vital component of a community's general well being. The transportation network enables residents to travel to work, receive services, obtain goods, and interact with others. Transportation is especially crucial in the area of economic development where access to transportation facilities plays a major role in a prospective industry's decision to locate in a particular area. This section of the Comprehensive Plan will provide an assessment of the City of College Park's transportation network, to help determine future transportation needs.

The City of College Park is located in Fulton and Clayton counties south of Atlanta, Georgia. Most of the portion of city that falls within Clayton County is owned by the City of Atlanta and used as Hartsfield-Jackson Atlanta International Airport. Significant Airport Capital projects have caused significant changes to College Park's road network since the most recent Comprehensive Plan Update in 1996. The construction of the airport's Fifth Runway has necessitated a major realignment of Riverdale Road and West Fayetteville Rd. in the City's southeast corner. The construction of the Georgia International Convention Center, combined with the planned Airport Consolidated Rental Agency Complex (CONRAC), required the removal of several miles of local roadways near the intersection of Camp Creek Parkway and Roosevelt highway. Further to the west, a new 1-mile segment of the Global Gateway Connector was recently built.

Two interstate freeways, Interstate 85 and Interstate 285 pass through College Park.

7.1.1 Roadway Network and Facilities

Roadway Inventory

In October of 2001, City of College Park adopted its 1996 Thoroughfare Plan, which identifies existing and proposed thoroughfares. The plan designates four major classes of roadway within the City of College Park:

- 8 Lane Thoroughfares
- 4 Lane Thoroughfares
- Major 2 Lane Thoroughfares
- Minor 2 Lane Streets

The 1996 Thoroughfare Plan does not further define each class. This classification system is inconsistent with the standard classifications currently used by GDOT, Fulton and Clayton Counties, making it difficult to assess College Park’s roadway inventory in relation to its larger context.

Table 7.1 summarizes College Park’s thoroughfare inventory, and Map 7.1 illustrates current roadway classifications.

Table 7.1

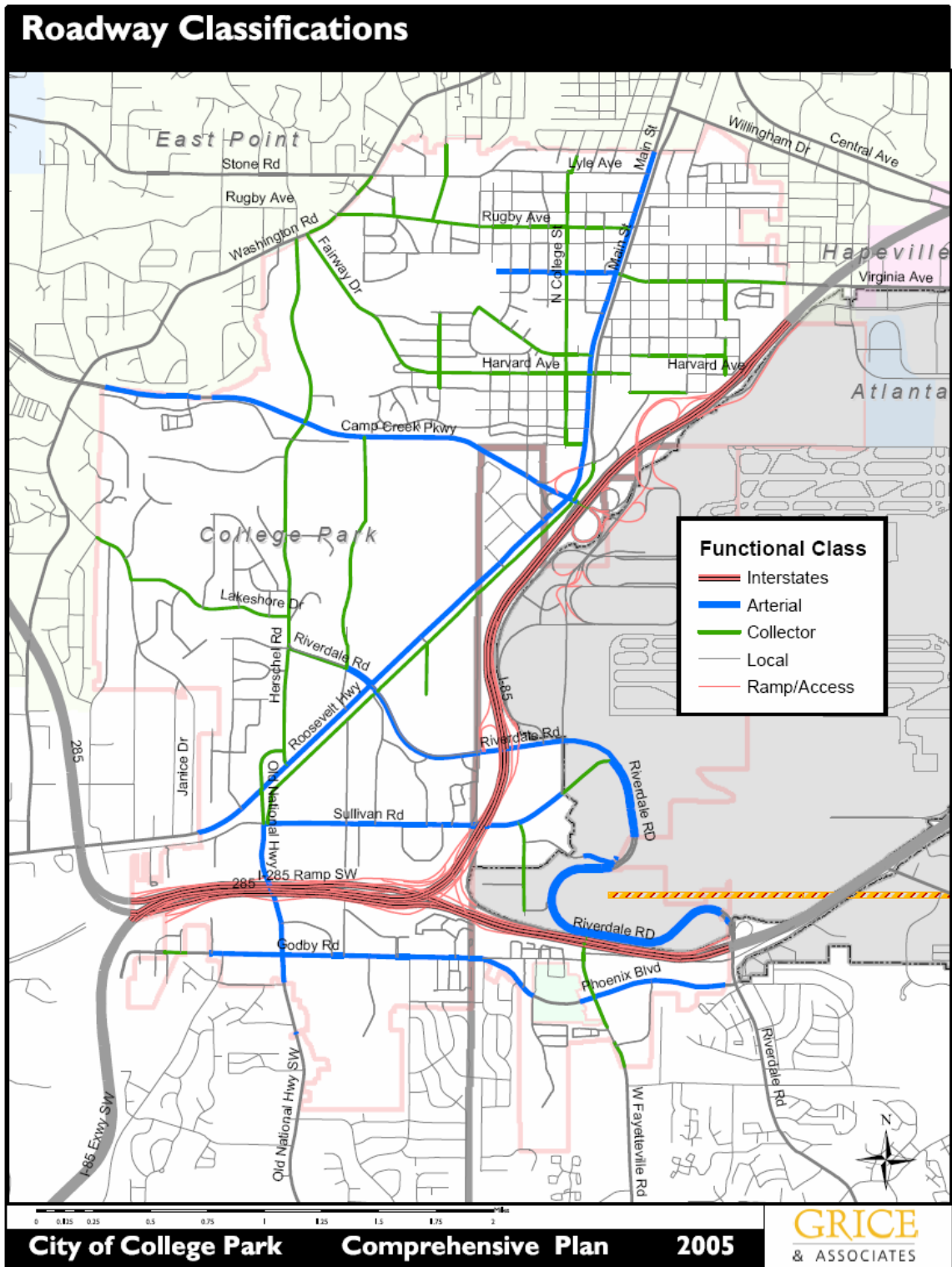
College Park Thoroughfare Inventory

Road Type	Miles	Percentage
8-Lane Thoroughfares	14.92	10.4 %
4-Lane Thoroughfares	16.89	11.7 %
2-Lane Major Thoroughfares	16.45	11.4 %
All other Roads	95.74	66.5 %

Source: College Park Thoroughfare Plan, Grice & Associates GIS

Map 7.1

Roadway Classifications



Source: College Park Thoroughfare Plan, Grice & Associates GIS

College Park's roadway network is difficult to inventory for several other reasons, as well. College Park is unlike most other cities of a similar size due to three significant factors: the prevalence of City of Atlanta-owned land within the City of College Park, the dominating presence of Atlanta Hartsfield-Jackson Airport, and the presence of a complicated major interstate interchange.

The City of Atlanta's presence within the City of College Park is a by-product of the airport's dominance as a transportation facility of international significance. The land comprising the property of the Airport itself, part of which is in the City of College Park, is owned by the City of Atlanta and operated by Atlanta's Aviation Department. Within the airport property is a complicated network of roads and ramps which are difficult to classify in terms of access (Public, semi-public, service, secure, bus-only, taxi-only, etc.) and function (road, ramp, driveway, and parking facility).

A related problem is the classification of roadways within areas that were purchased by the City of Atlanta as compensation for increased Airport noise. Several large tracts of land, within the city of College Park but owned by Atlanta, are functionally abandoned. Although the streets within these tracts are paved and mapped, they are gated and not accessible to the public.

A significant portion of College Park's roadway network is devoted to its two Interstate Freeways: Interstates 85 and 285. Although the direct path of the two Freeways within the City of College Park is roughly 6.9 miles, it consists of 14.9 miles of Freeway, and 19.3 miles of associated ramps, interchanges and access roads, for a total of 34.2 miles, or nearly 36% of the city of College Park's total Roadway Inventory of 95.74 miles.

In a typical urban context, irregularities such as these become insignificant when compared to the larger context, but in College Park, which covers only 9 square miles, irregularities of this magnitude have the effect of distorting an inventory of the city's transportation infrastructure.

Traffic Volumes

GDOT currently maintains an extensive system of traffic volume data collection devices, of which 62 are within the City of College Park. The most recent data available is for the year 2003.

Map 7.2 Depicts traffic counters in the College Park area, along with 2003 Average Annual Daily Traffic (AADT) counts. The AADT is an average of traffic volumes taken over the course of an entire year which smoothes out irregularities caused by differences between weekends, weekdays, and holidays, and is thus the accepted standard for assessing traffic volumes.

The heaviest AADT in the city of College Park are listed in table 7.2. Map 7.2 graphically depicts traffic volumes from GDOT count stations in and around the City of College Park.

Table 7.2

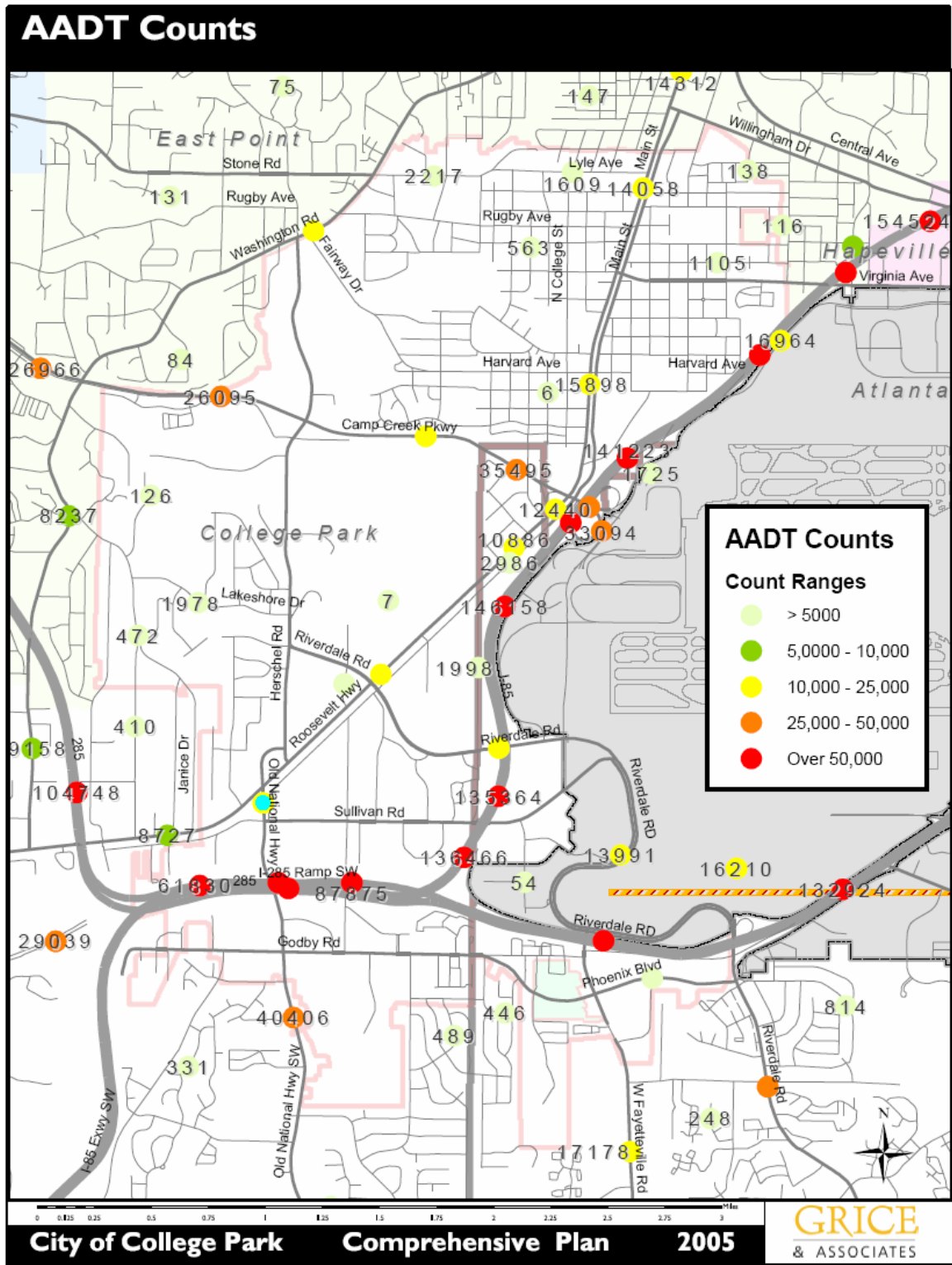
2003 AADT counts in City of College Park

Roadway	Approximate AADT
Interstate 85	135,000-154,000
Interstate 285	100,000 - 132,000
Camp Creek Pkwy.	26,000 - 35,000
Old National Hwy.	20,000 – 40,000
Riverdale Rd.	14,000 -16,000
Roosevelt Hwy. / Main St.	9,000 – 10,000
Washington Rd.	8,000 – 10,000

Source: Georgia Department of Transportation

Map 7.2

Traffic Volumes (AADT)



7.1.2 Pedestrian Network and Facilities

Sidewalk Inventory

Existing GIS-based sidewalk inventories provided by GDOT were supplemented with field surveys and orthographic photography analysis to develop a reliable, although not comprehensive, inventory of pedestrian facilities in the city of College Park. For the field survey all streets classified as Arterial or Collector, all streets within 1/4 mile of schools, parks and major activity centers were systematically visually surveyed in April of 2005 to determine the presence of sidewalks on one or both sides of the street. Additional streets were visually surveyed where possible, although not comprehensively or systematically.

For streets not included in the field survey, sidewalk from the GDOT Road Characteristic database was relied upon to fill in the gaps, although analysis of aerial photography indicates that the accuracy of sidewalk data in the GDOT database is not sufficient for any detailed level of analysis.

Existing Sidewalk Conditions

The inventory of pedestrian and sidewalks indicates that the central residential and commercial core of College Park is well equipped with sidewalks, the outlying areas are not. Beyond the central core, relatively few streets have sidewalks. Map 7.3 illustrates the distribution of sidewalks in College Park.

Areas in college park with inadequate pedestrian infrastructure include:

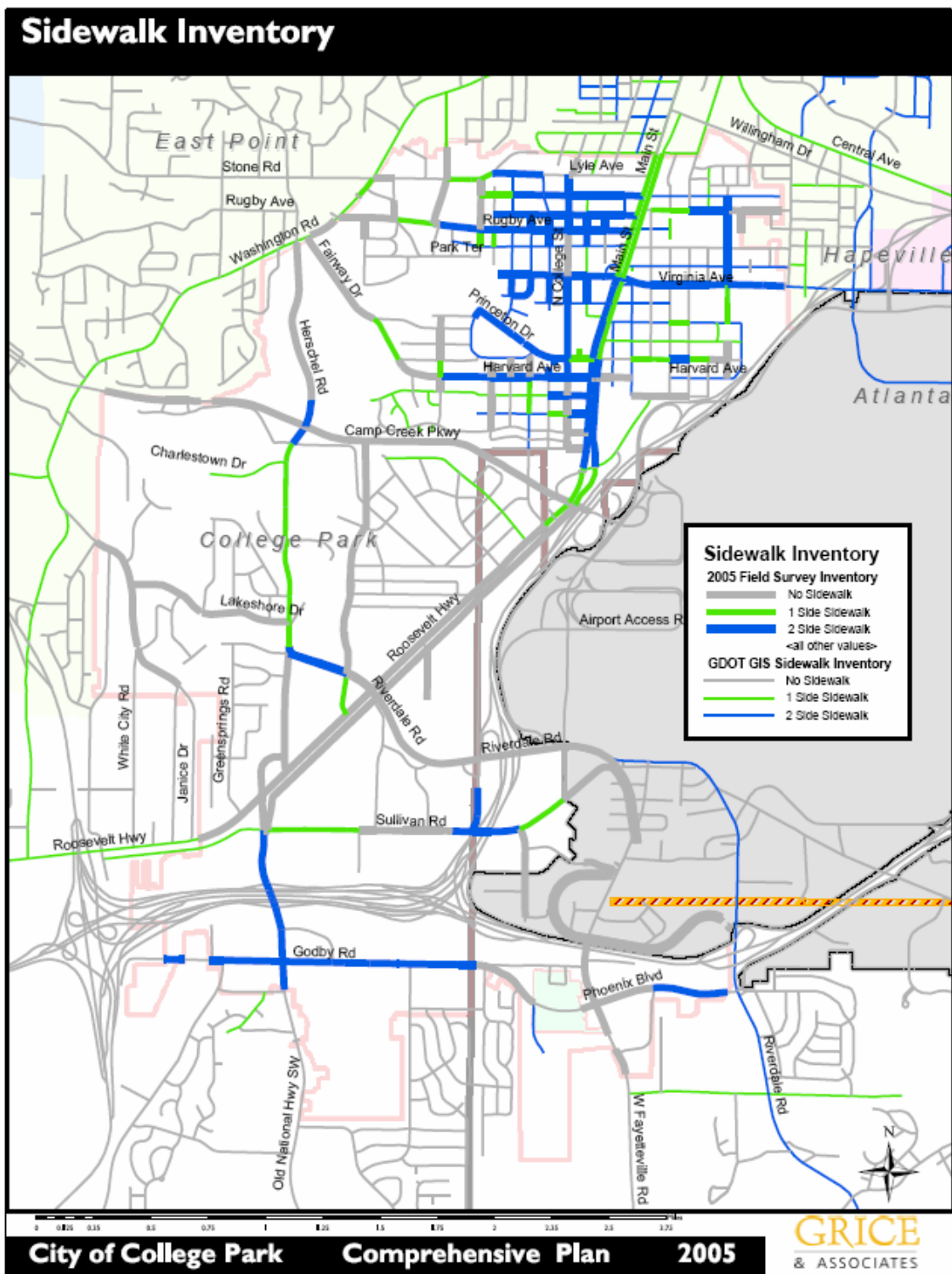
- **PHOENIX BLVD FROM RIVERDALE RD TO W. FAYETTEVILLE RD:** This portion of Phoenix Blvd, in an office park environment, has recently been widened and improved. Despite the areas large employment base, there are no sidewalks on this stretch of road and the location of landscaping and utilities make the side the road impassable to pedestrians and wheelchairs.



- **GODBY ROAD FROM W. FAYETTEVILLE RD TO NORMAN BLVD:** This portion of Godby Road currently has no sidewalks and high pedestrian and transit usage (scheduled for widening).
- **AREAS SERVING EXISTING AND PLANNED HOTEL AND CONVENTION FACILITIES:** As business travelers and tourists frequently do not have private cars, roads in the vicinity of convention and hospitality must have adequate pedestrian and transit facilities.
- **OLD NATIONAL HIGHWAY AND GODBY RD.:** These two corridors both have sidewalks on both sides of the road, but high incidence of pedestrian crashes and comments from public outreach indicate that pedestrian crossing facilities need improvement.

Map 7.3

Map of Distribution of Sidewalks in College Park



7.1.3 Bicycle Network and Facilities

Bicycle networks consist of several different types of bicycle facilities, built either on, adjacent to, or off existing roadways.

The American Association of State Highway and Transportation Officials (AASHTO) recognize three classes of bicycle facilities:

- **BICYCLE PATHS (CLASS I):** A bicycle facility separate from motorized vehicular traffic. A bicycle path may be located within a highway right-of-way or on an independent right-of-way. A bicycle path is not a sidewalk but may be designed to permit shared use with pedestrians.
- **BICYCLE LANES (CLASS II):** A lane designated for exclusive or preferential bicycle use through the application of pavement striping or markings and signage.
- **BICYCLE ROUTES (CLASS III):** Roadways designated for bicycle use through the installation of directional and informational signage.

The City of College Park has an impressive network of existing and committed bicycle paths. These are listed below in table 7.3.

Table 7.3

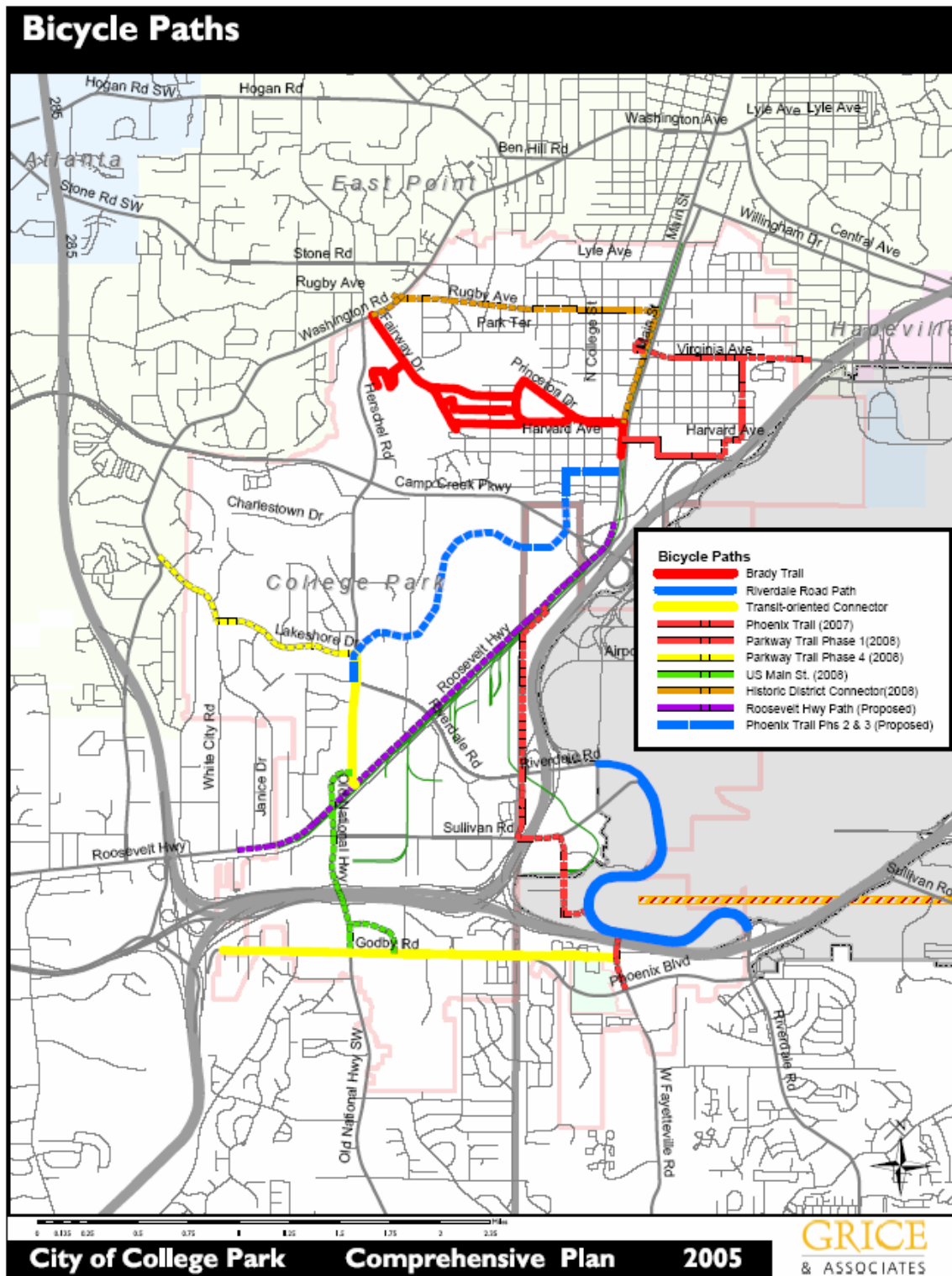
Existing and Planned Bicycle Paths

Path	AASHTO Class	Status
Brady Trail	Class I / Class III	Complete
Riverdale Rd. Path	Class II	Complete
Transit Oriented Connector	Class III	Complete
Phoenix Trail	Class III	2007
Parkway Trail Phase 1	Class III	2008
Parkway Trail Phase 4	Class III	2008
US Main St Trail	Class III	2008
Historic District Connector	Class III	2008
Roosevelt Highway Path	Class II	Proposed
Phoenix Trail Phases 2& 3	Class III	Proposed

The Routes are illustrated on Map 7.4.

Map 7.4

Bicycle Paths

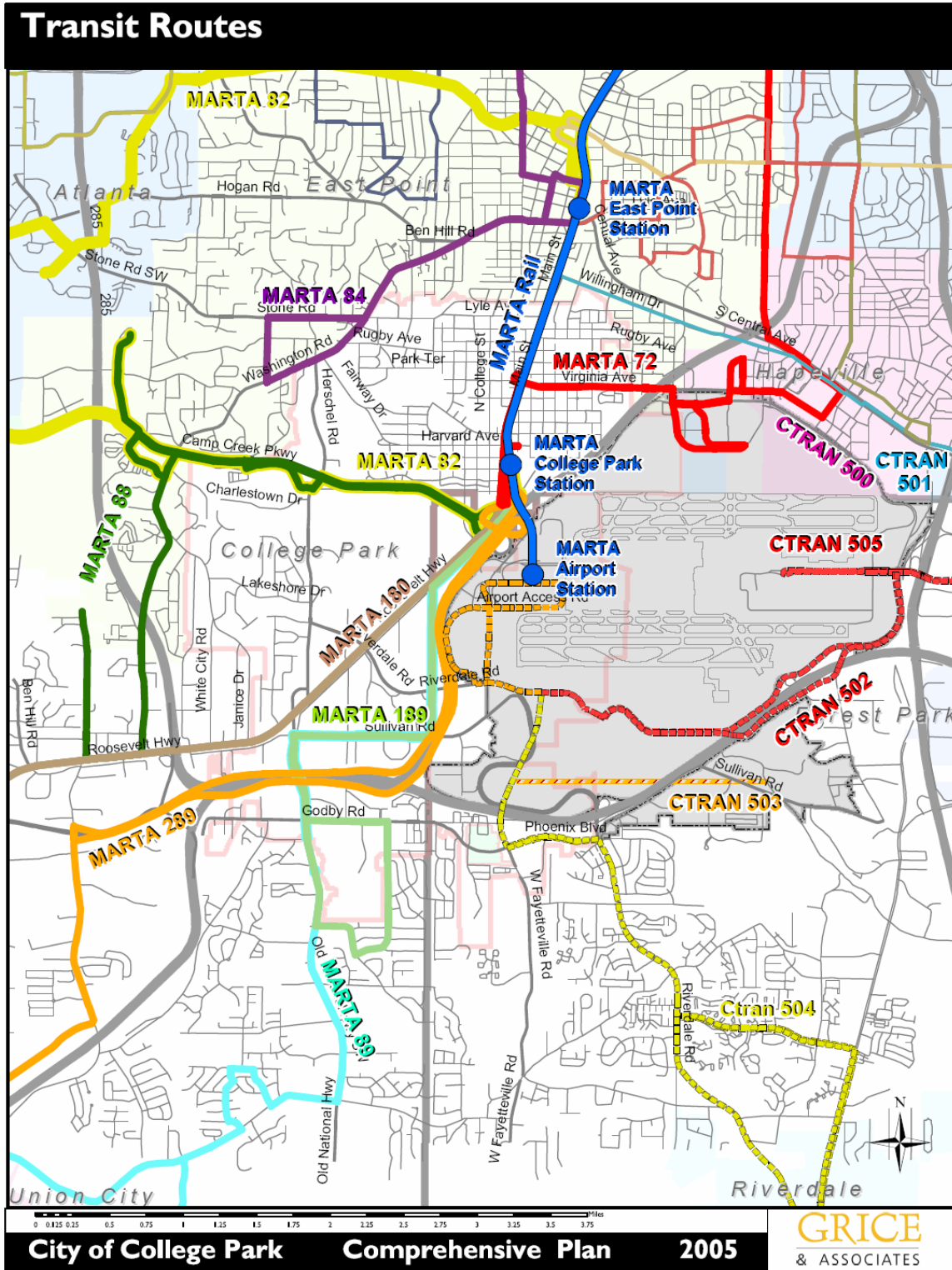


7.1.4 Public Transit Network and Facilities

College Park is extremely well served by public transit. In addition to MARTAs College Park rail station, which boasts the second highest passenger volumes in the entire MARTA system, the city is served by 13 scheduled bus routes from 2 Transit services. These routes are shown in Map 7.5.

Map 7.5

Transit Routes



Marta Rail

MARTAs rail system operates from approximately 5 a.m. to 1 a.m. Monday through Friday and from 5 a.m. to 12:30 a.m. weekends and holidays. The Fare for a single ride is \$1.75. College Park’s Rail Station is in MARTAs North-South line, 8.2 Miles south of the system’s central point, the Five Points station, which is a ride of approximately 15 minutes. Two rail Routes serve the College Park Station: Aripport/Doraville and Airport/North Springs. The two routes follow the same alignment from the Airport to Lindbergh Station, which is 5.2 Miles (10 Minutes) north of the Five Points Station, at which point they diverge. The headways for the two routes are shown in Table 7.4:

Table 7.4

MARTA Rail Headways

Time Period	Ariport/Doraville Headway	Airport/North Springs Headway
Weekday Rush:	10 minutes	10 minutes
Weekday Midday:	10 minutes	10 minutes
Weekday Evening:	15 minutes	15 minutes
Saturday:	15 minutes	15 minutes
Sunday	15-20 minutes	15 minutes

Source: Metro Atlanta Rapid Transportation Authority (MARTA)

Marta Bus

8 different Marta bus routes serve College Park. Their schedules and operating hours are shown in Tables 7.5 –7.7:

Table 7.5

MARTA Bus Weekday Headways

Route	Route Name	Rail Stations	Peak Buses		Service Hours		Frequency		
			Am	PM	From:	To:	Peak	Base	Night
72	Virginia Avenue	S6, S4	5	5	5:20AM	12:15PM	15	18	32
82	Greenbriar/Camp Creek	S6, S5	7	7	5:25AM	1:05AM	24	24	60
84	Mount Olive	S4, S5	4	4	4:59AM	11:52PM	19	38	60
88	Camp Creek	S6	5	5	4:40AM	12:44AM	13	13	25
89	Flat Shoals/Shannon Mall	S6	5	6	5:20AM	12:57AM	20	20	20
180	Fairburn / Palmetto	S6	5	5	5:08AM	12:19AM	25	25	48
189	Scofield	S6	2	2	5:21AM	12:48AM	25	25	25
289	S. Fulton P/R / Fairburn Blue Flyer	S6	4	4	5:34AM	7:34PM	20	20	20

Source: MARTA

Table 7.6

MARTA Bus Saturday Headways

Route	Route Name	Rail Stations	Buses	Service Hours		Freq.
				From:	To:	
72	Virginia Ave	S6,S4	4	5:40AM	12:51AM	35
82	Greenbriar / Camp Creek	S6,S5	2	6:44AM	11:34PM	60
84	Mount Olive	S4,S5	1	6:00AM	11:53PM	60
88	Camp Creek	S6	3	5:07AM	12:05AM	20
89	Flat Shoals/Shannon Mall	S6	7	5:17AM	12:02AM	24
180	Fairburn / Palmetto	S6	2	5:32AM	12:05AM	45
189	Scofield	S6	4	5:48AM	12:36AM	30
289	S. Fulton P/R / Fairburn Blue Flyer	S6	0	0	0	0

Source: MARTA

Table 7.7

MARTA Bus Sunday Headways

Route	Route Name	Rail Stations	Buses	Service Hours		Freq.
				From:	To:	
72	Virginia Ave	S6,S4	4	5:44AM	12:56AM	35
82	Greenbriar / Camp Creek	S6,S5	2	6:44AM	11:34PM	60
84	Mount Olive	S4,S5	1	7:00AM	10:32PM	60
88	Camp Creek	S6	2	5:07AM	12:05AM	30
89	Flat Shoals/Shannon Mall	S6	4	6:57AM	12:13AM	30
180	Fairburn / Palmetto	S6	2	5:50AM	10:57PM	45
189	Scofield	S6	2	6:47AM	11:35PM	30
289	S. Fulton P/R / Fairburn Blue Flyer	S6	0	0	0	0

Source: MARTA

C-Tran

Transit service in Clayton County is provided by C-Tran, a contracted transit service managed by the Georgia Regional Transportation Authority. C-Tran began providing service in 2001. The fare for a single passenger is \$1.50, and transfers, who are accepted by MARTA, are free. C-Tran connects with the MARTA bus and rail systems at Hartsfield-Jackson International Airport.

Currently, C-TRAN operates five routes, which are also illustrated in Map 7.5 and are detailed in table 7.8:

Table 7.8

C-Tran Bus Sunday Headways

Route number	Route Name	Period		Headway
500	Airport loop	Weekday:	Peak and Midday from Southlake Mall north: Peak and Midday from Southlake Mall south: Evening (entire route)	30 minutes 60 minutes 60 minutes
		Saturday:	No Service	
		Sunday:	No Service	
501	Forest Park/ Justice Center/ Jonesboro	Weekday:	Peak and Midday from Southlake Mall north: Peak and Midday from Southlake Mall south: Evening (entire route)	30 minutes 60 minutes 60 minutes
		Saturday:	Entire route all day:	60 minutes
		Sunday:	Entire route all day:	60 minutes
502	Jonesboro/ Courthouse	Weekday:	Peak and Midday from Southlake Mall north: Peak and Midday from Southlake Mall south: Evening (entire route)	30 minutes 60 minutes 60 minutes
		Saturday:	No Service	60 minutes
		Sunday:	Entire route all day:	60 minutes
503	Riverdale/ Mt. Zion Pkwy.	Weekday:	Peak and Midday Evening (after 7 pm) [Gardenwalk segment only]	30 minutes 60 minutes
		Saturday:	All day (Gardenwalk segment only - no service on alternate Riverdale segment)	60 minutes
		Sunday:	All day (Gardenwalk segment only - no service on alternate Riverdale segment)	60 minutes
504	Riverdale/ Highway 85/ Flint River	Weekday:	Peak and Midday Evening (after 7:45pm) [Hwy 85 segment only]	30 minutes 60 minutes
		Saturday:	All day (Hwy 85 segment only - no service on alternate Taylor Road segment)	60 minutes
		Sunday:	All day (Hwy 85 segment only - no service on alternate Taylor Road segment)	60 minutes

Source: C-Tran/Clayton County

While all five C-TRAN routes stop at the Main airport terminal, only routes 503 and 504 stop on streets within the City of College Park outside of the Airport. All of those stops are in the southeast corner of the city along West Fayetteville Rd and Phoenix Blvd.

7.1.5 Air Transportation and Facilities

Hartsfield-Jackson Atlanta International Airport

Clayton County is located adjacent to Atlanta's Hartsfield-Jackson International Airport, the largest air carrier facility in the southeast.

Hartsfield-Jackson International Airport's regional impact is vital to College Park. Short and long term improvement projects planned for the Airport will have a significant impact on College Park's economic base and transportation network. In 2000, the Airport began a ten-year, \$5.4 billion capital improvement project.

There are four key elements to this project including: (1) construction of a consolidated rental agency complex for rental cars; (2) enhancements to the airports central terminal; (3) construction of a fifth runway; and (4) building a new terminal.

Consolidated Rental Agency Complex (CONRAC)

Due to the increasing demands upon the existing on-airport car rental facilities, the need for a consolidated rental car structure has become necessary. Traffic flow around the airport and air quality will benefit from the consolidation of these facilities. The new Consolidated Rental Agency Complex (CONRAC) will be located south of Camp Creek Parkway and west of Interstate 85. The facility will accommodate the ten existing rental car companies operating at Hartsfield-Jackson (with room for expansion in the future) and will provide for approximately 8,700 ready and return spaces. Additionally, this project will include accommodations for customer service centers, storage and minor maintenance areas, wash lane facilities and vehicle fueling positions to support the quick turn around operation used by the rental car agencies. The CONRAC project also includes an Automated People Mover (APM) System to ferry passengers to and from the Central Passenger Terminal Complex (CPTC) and the CONRAC.

While the CONRAC facility will be built within the City of College Park, its impact on the city's transportation network will be reduced due to extensive security and access restrictions to the facility. All public access to the facility will be by way of either the Automated People Mover (APM) System or a new four-lane airport access road which will connect from the airport roadway system at Jett Road. The roadway includes bridges to cross Interstate 85, CSX Railroad and MARTA tracks. Two gated and secure service entrances will be built on the west side of the facility on the Global Gateway Connector, which will accommodate employees, deliveries, and emergency access.

Because of the access restrictions to the facilities, the trip-generation impact of the facility will be minimal. Trips made by customers of the car rental agencies will still use the main airport entrance. Employees and deliveries, that formerly used the main entrance, will now use the Global Gateway Connector entrances, adding traffic to Camp Creek Parkway and Riverdale Rd.

Fifth Runway

In order to meet the increased demand for air travel and reduce current delays, the airport began construction on a new \$1.2 Billion, 9,000 foot Fifth Runway (Runway 10/28) in 2000. The runway is schedule to be commissioned in May 2006. It will be a full-length parallel taxiway with dual north/south taxiways having two bridges capable of sustaining large aircraft. The two bridges will overpass the 18-lane I-285 highway. As part of this construction project, Riverdale Rd, West Fayetteville Road, and Interstate 285 have all recently been realigned.

South Gate Complex:

The airport has introduced plans for a new gate complex to the south of the existing main terminal, with a tentative construction date of 2020. While originally envisioned as a full-service terminal, the plan has recently been scaled back to be a gate complex only. All access to this facility is planned to be via Automated People Mover (APM) System, and there will be no public vehicular access to the facility. All public access will be by way of the existing airport road network. It is expected that this project will involve additional realignment of some airport roadways.

7.1.6 Freight Transportation and Facilities

Introduction and History

The presence of the Atlanta & West Point Railroad line has played a major role in the development of College Park since it's founding as a commuter rail suburb.

Truck Routes

The following streets in College Park are designated as truck routes:

- **INTERSTATE 85:** Beginning at the east city limits on Interstate 85 and continuing in a southwesterly direction to the west city limits.
- **INTERSTATE 285:** Beginning at its intersection with the east city limits at Georgia Highway 319 (Riverdale Road) and continuing in a westerly direction to the west city limits on interstate 285.
- **U.S. HIGHWAY 29:** Beginning at the north city limits on U.S. 29 and continuing on said highway to the south city limits on U.S. 29.
- **GEORGIA HIGHWAY 139 (RIVERDALE ROAD):** Beginning at the intersection of Sullivan Road and Riverdale Road and continuing north on Riverdale Road to its intersection with U.S. Highway 29 at the Riverdale Road connector.
- **GEORGIA HIGHWAY 279:** Beginning at its intersection with U.S. Highway 29 and continuing south to Old Bill Cook Road.

- **GEORGIA HIGHWAY 314 (WEST FAYETTEVILLE ROAD):** Beginning at the intersection of Riverdale Road and West Fayetteville Road and continuing on West Fayetteville Road to the south city limits at Phoenix Parkway.
- **CAMP CREEK PARKWAY:** Beginning at the west city limits on Camp Creek Parkway (Georgia Highway 6) and continuing on said street to its intersection with Interstate 85. (part of the National Highway System)
- **EDISON DRIVE:** Beginning at the intersection of West Point and Edison Drive and continuing south on Edison Drive to Sullivan Road.
- **EMBASSY DRIVE:** Beginning at the intersection of Edison Drive and Embassy Drive and continuing on Embassy Drive to Riverdale Road.
- **MASSACHUSETTS BOULEVARD:** Beginning at the intersection of Sullivan Road and continuing on Massachusetts Boulevard to Boston Drive.
- **SULLIVAN ROAD:** Beginning at the west city limits on Sullivan Road and continuing east on Sullivan Road to Georgia Highway 314.
- **VIRGINIA AVENUE:** Beginning at the intersection of the east city limits and continuing on Virginia Avenue in a westerly direction to the intersection of Howell Slade Circle and Main Street.
- **WEST POINT AVENUE:** Beginning at Sullivan Road and continuing in a northeasterly direction to the intersection of U.S. Highway 29 and Lesley Drive.
- **WICKERSHAM DRIVE:** Beginning at the intersection of West Point Avenue and Wickersham Drive and continuing on Wickersham Drive to dead end.
- **BEST ROAD:** Beginning at the intersection of Sullivan Road and Best Road and continuing north on Best Road to West Point Avenue.
- **WEST HARVARD AVENUE:** Beginning at the intersection of College Street and continuing west on Harvard Avenue to Fairway Drive, and continuing to Washington Road.
- **GODBY ROAD:** Beginning at the intersection of Godby Road and Charbett Drive and continuing east on Godby Road to Southampton Road to West Fayetteville Road.

Source: (Code 1963, § 15-18; Ord. No. 97-14, § 1, 5-5-97)

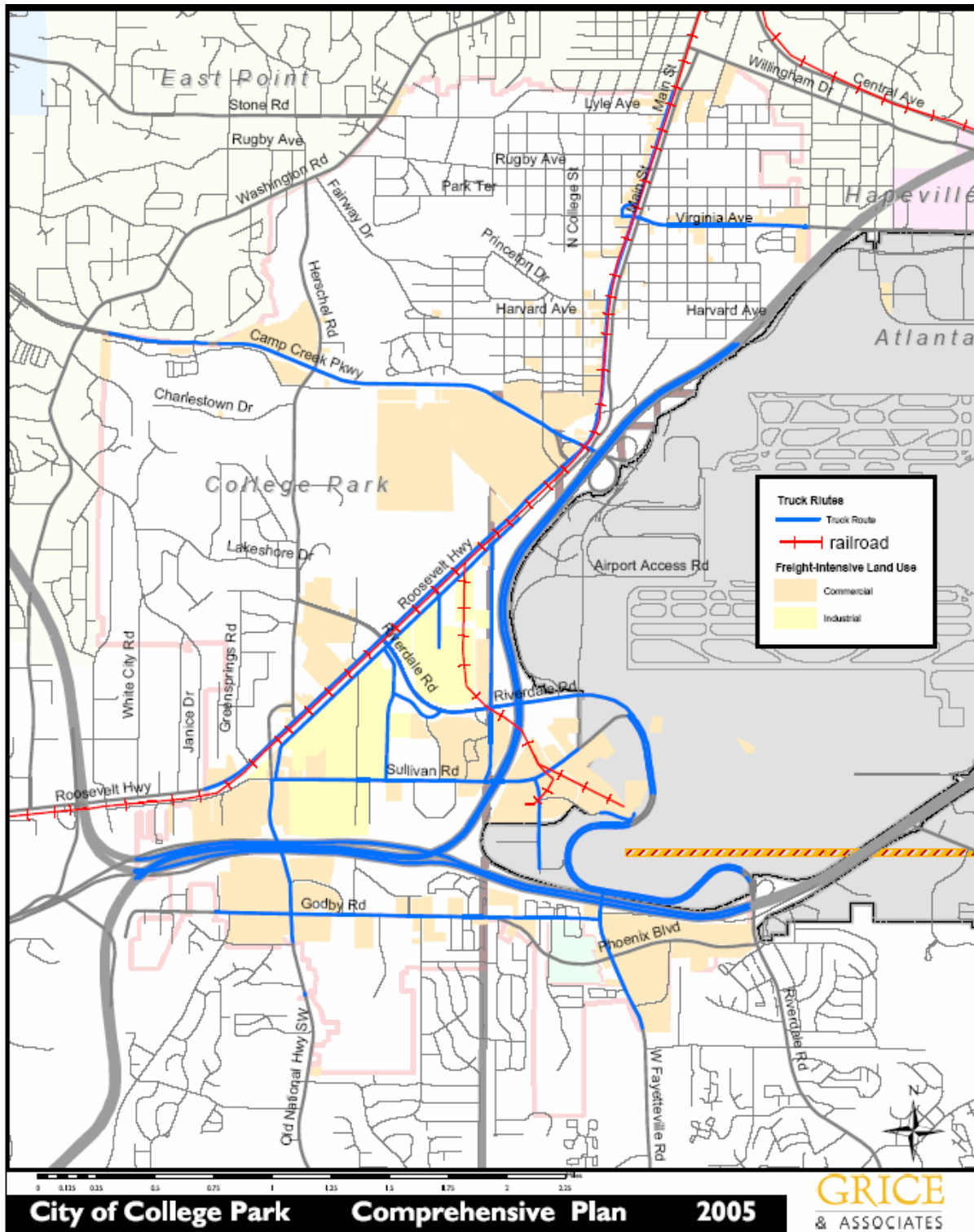
Since the sections of the Code designating truck routes have last been amended, several major changes have occurred, and should be addressed.

- Riverdale RD. and Sullivan Rd. have been realigned, although the language in the code is still relevant to the new alignments.
- Global Gateway Connector has been built between Riverdale Rd, and Camp Creek Parkway, and should be designated as a Truck Route.

Truck Routes are mapped in Map 7.6.

Map 7.6

Truck Routes



Existing Railroads and Regional Impacts

Currently, a main rail line used by CSX runs east of and parallel to Roosevelt Highway/US 29 within City of College Park. This line experiences heavy train volumes: USDOT reports up to 60 trains per day along this section of track with typical speeds between 20-40 mph. Several industrial spurs branch off to the south and east of the main line serving a variety of industrial users. These industrial spurs are very lightly used, with serving one train per day or less. Many of the spurs appear to be unused.

College Park benefits from easy access to the Norfolk South and CSX rail services and piggyback services. As part of the Atlanta Commercial Zone, local industry benefits from 11 interstate, 51 inter-intrastate, and 24 motor freight terminals. Hartsfield-Jackson Atlanta International Airport is in close proximity to the City and offers convenient passenger and cargo services. It should be noted that over 80% of the US is accessible from Hartsfield in two hours or less. The safe and efficient movement of goods contributes significantly to the economic growth of the region and greatly impacts the City's transportation system. An appropriate balance between efficient movement of freight and safe public travel is vital for an optimal transportation system.

Railroad Crossings in College Park

Railway Lines and Crossings in College Park are illustrated in Map 7.7.

Information on railroad crossings and rail crash history in the College park was obtained from FRA and verified against local CSX records and field surveys. Rail crossing data obtained from Federal Government sources (FRA and USDOT) was found to be significantly unreliable when compared to actual existing conditions. An analysis of federal data found numerous inconsistencies, most notably in regards to the identification of rail crossings. In numerous cases, crossing ID numbers did not correspond with street name descriptions, and crossing types were frequently misidentified. For this reason, data from federal sources was largely discounted in deference to field survey data, and data provided by CSX.

Table 7.9 is a complete inventory of Rail Crossings in College Park with the volume of crashes at each crossing as listed by the Federal Railroad Administration.

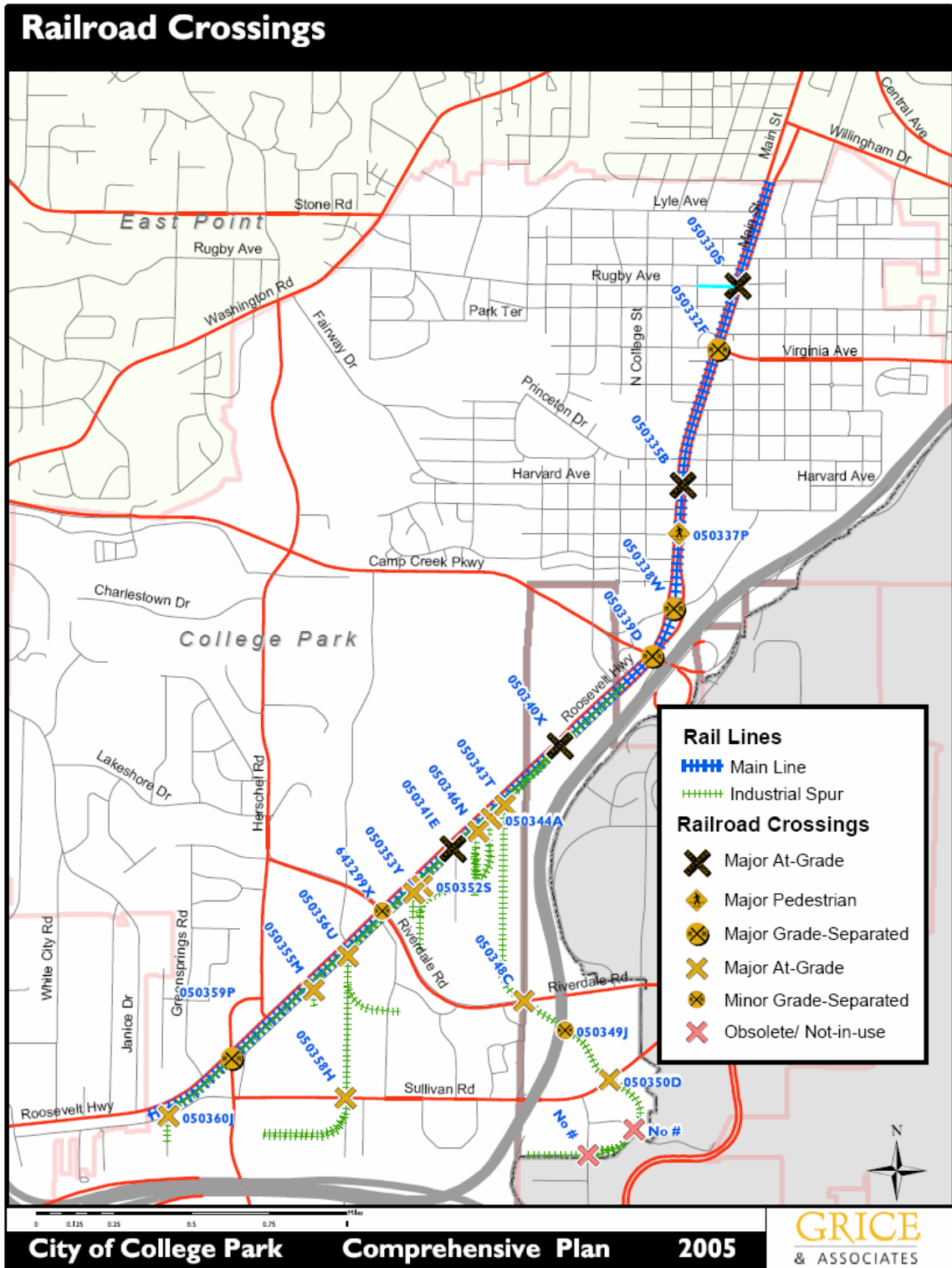
Table 7.9

Rail Crossings

Crossing ID	Type	Rail Position	High-Vol Street	High-Vol Rail	Rail Line	Street	Crashes last 30yrs
050332F	Road	Over	x	x	Main Line	Virginia Ave	0
050359P	Road	Under	x	x	Main Line	Old National Hwy	0
050330S	Road	At Grade		x	Main Line	Rugby Ave	2
050335B	Road	At Grade		x	Main Line	Harvard Ave	7
050337P	Pedestrian	At Grade		x	Main Line	John Wesley Ave	0
050338W	Road	At Grade		x	Main Line	Lee St. Connector	0
050340X	Road	At Grade		x	Main Line	Lesley Drive	3
050341E	Road	At Grade		x	Main Line	Wickersham Dr.	0
050339D	Road	Over		x	Main Line	Camp Creek Pkwy	0
050358H	Road	At Grade	x		Ind. Spur	Sullivan Rd.	0
050349J	Road	Under	x		Ind. Spur	Interstate 85	0
643299X	Road	Under	x		Ind. Spur	Riverdale Rd	0
050343T	Road	At Grade			Ind. Spur	West Point Ave.	0
050344A	Road	At Grade			Ind. Spur	West Point Ave.	0
050346N	Road	At Grade			Ind. Spur	West Point Ave.	0
050348C	Road	At Grade			Ind. Spur	Best Rd	0
050350D	Road	At Grade			Ind. Spur	Sullivan Rd.	0
050352S	Road	At Grade			Ind. Spur	West Point Ave.	0
050353Y	Road	At Grade			Ind. Spur	West Point Ave.	0
050355M	Road	At Grade			Ind. Spur	West Point Ave.	0
050356U	Road	At Grade			Ind. Spur	S. Lake Rd (private)	0
050360J	Road	At Grade			Ind. Spur	West Point Ave.	0
No #	Road	At Grade		Aband.	Ind. Spur	Hyannis Ct	0
No #	Road	At Grade		Aband.	Ind. Spur	Mass. Blvd	0

Map 7.7

Railroad Lines and Crossings



7.1.7 Bridge Inventory

GDOT Bridge Inspections report a total of 44 Bridges within the City of College Park. Of these Bridges, 30 are owned and Maintained by GDOT, 4 owned and maintained by the City of College Park and 13 are non-roadway bridges owned by CSX or MARTA.

The four bridges owned and maintained by City of College Park are listed in Table 7.10.

Table 7.10

College Park Bridges

ID	Road Bridge	Crossing Over	Inv Rating	Sufficiency Rating
121-0317-0	HERCHELL ROAD	CAMP CREEK	36	59.21
121-0600-0	E. MAIN STREET	M-9095 VIRGINIA AVE.	36	85.61
121-5198-0*	CS 7001	CAMP CREEK	15	57.58
121-9999-9*	Fairway Road	Camp Creek	N/A	N/A

There are several ambiguities concerning the ownership and maintenance of bridges in College Park. These ambiguities, detailed in table 7.11, have been brought to the attention of the College Park City Engineer.

Table 7.11

Bridge Record Discrepancies

Bridge ID	Road	Crossing Over	Discrepancy
121-9999-9*	Fairway Road	Camp Creek	Invalid ID record, not included in GDOT inventory
121-0312-0	E. MAIN STREET	Camp Creek Parkway	GDOT records indicate State responsibility for Maintenance, City of College Park believes city responsible.
121-0600-A	North Jefferson St	N/A	Included in GDOT Database, no actual bridge at that location
121-9999-9*	Driveway to Southern Heights Apts.	Camp Creek	Ownership, Maintenance, ID Number all ambiguous

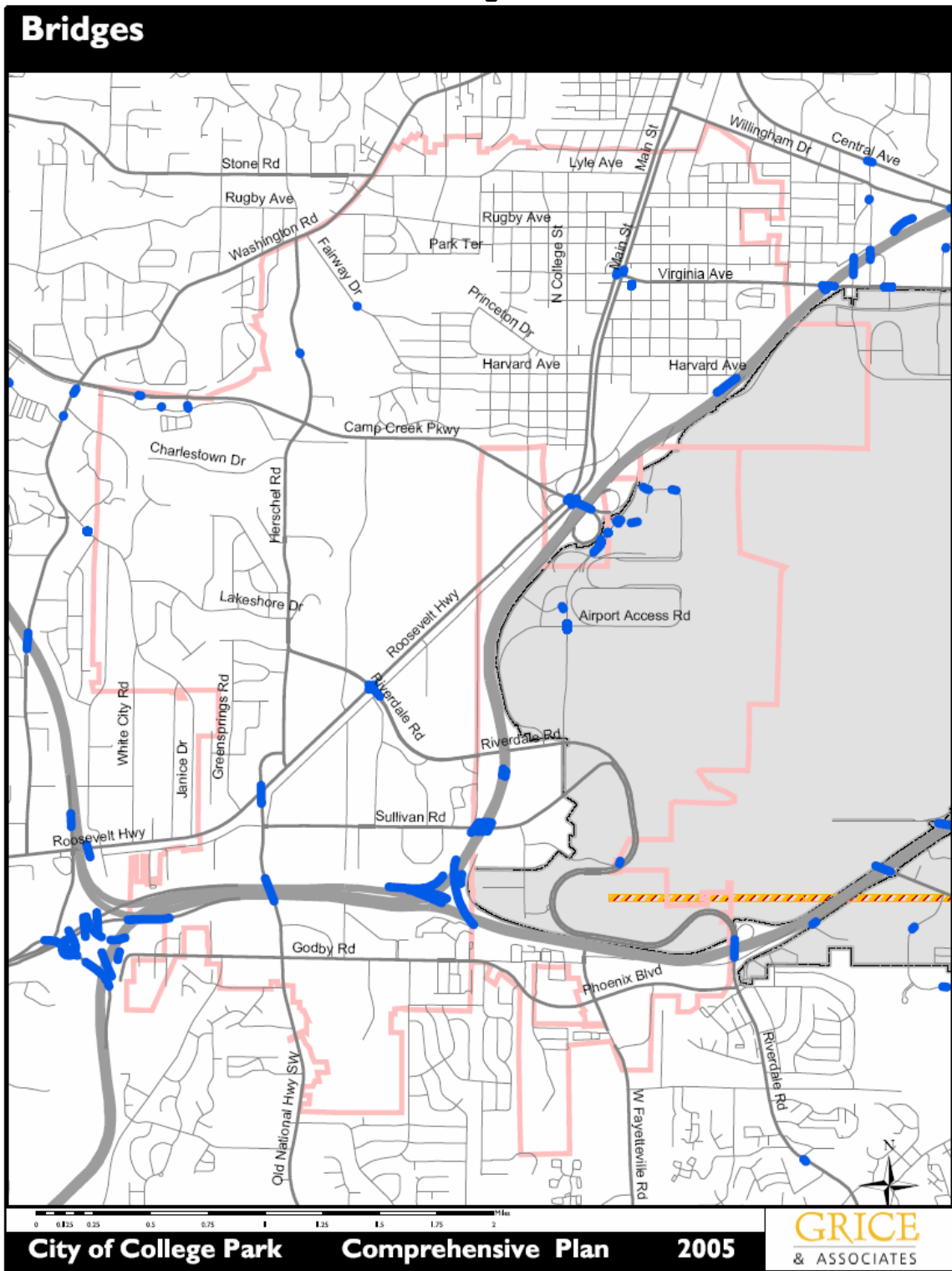
The Locations of Bridges in and around College Park are shown in Map 7.8.

GDOT Bridge inspections use the following ratings to characterize the conditions of bridges:

- 9 EXCELLENT CONDITION**
- 8 VERY GOOD CONDITION** – No Problems Noted.
- 7 GOOD CONDITION** – Some Minor Problems.
- 6 SATISFACTORY CONDITION** – Structural elements show some minor deterioration.
- 5 FAIR CONDITION** – All primary structural elements are sound but may have minor section loss, cracking, spalling or scour.
- 4 POOR CONDITION** – Advanced section loss, deterioration, spalling or scour
- 3 SERIOUS CONDITION** – Loss of section, deterioration, spalling or scour have seriously affected primary structural components. Local failures are possible. Fatigue cracks in steel or shear cracks in concrete.
- 2 CRITICAL CONDITION** – Advanced deterioration of primary structural elements. Fatigue cracks in steel or shear cracks in concrete may be present or scour may have removed substructure support. Unless closely monitored, it may be necessary to close the bridge until corrective action is taken.
- 1 IMMINENT FAILURE CONDITION** – Major deterioration or section loss present in critical structural components or obvious vertical or horizontal movement affection structure stability. Bridge is closed to traffic but corrective action may put back in light service.
- 0 FAILED CONDITION** – Out of service. Beyond repair.

Map 7.8

Bridges



7.2 Assessment of Current and Future Needs

7.2.1 Demographics, Growth Trends, and Travel Patterns

Growth trends and travel patterns and interactions between land use and transportation, and the compatibility between the land use and transportation elements were examined. The population, housing, and economic development elements of Fulton County illustrate a rapid growth over the past years. Similar rapid economic growth trends were observed in the City of College Park, although a decrease in the number of housing units is observed. While at the county level private automobile remains the primary mode of transportation, higher travel rates by the transit system is observed at the city level. The following sections elaborate on these trends.

Vehicles per Household

Information on vehicles per household in City of College Park was obtained from the national census data for the years 1990 and 2000. Tables 7.12 and 7.13 illustrate that both the number of housing units and associated vehicles has decreased in College Park between the years 1990 and 2000. There has been an increase in number of rented households with 2 or 3 vehicles, although the overall number has decreased. The decrease in total number of households in the City has indirectly affected the number of vehicles in the City.

Table 7.12
Number of Vehicles per Household in College Park (1990)

1990 - Vehicles per Household by Ownership Type, College Park	Owner occupied units	%	Renter Occupied Units	%	Total Units	%
Total Occupied Housing Units	1738		6181		7919	
Units with no vehicle available	114	7.1%	1651	26.4%	1,765	22.47%
Units with Units with 1 vehicle available	575	35.9%	3223	51.5%	3,798	48.36%
Units with 2 vehicles available	645	40.3%	1093	17.5%	1,738	22.13%
Units with 3 vehicles available	264	16.5%	200	3.2%	464	5.91%
Units with 4 vehicles available	118	7.4%	6	0.1%	124	1.58%
Units with 5 or more vehicles available	22	1.4%	8	0.1%	30	0.38%

Source: U.S. Census Bureau, 1990 Census of Population and Housing

Table 7.13

Number of Vehicles per Household in College Park (2000)

2000 - Vehicles per Household by Ownership Type, College Park	Owner-occupied units	%	Renter-Occupied Units	%	Total Units	%
Total Occupied Housing Units	1,600		6,254		7,854	
Units with no vehicle available	98	6.1%	1,522	24.3%	1,620	20.63%
Units with 1 vehicle available	540	33.8%	3,226	51.6%	3,766	47.95%
Units with 2 vehicles available	566	35.4%	1,221	19.5%	1,787	22.75%
Units with 3 vehicles available	260	16.3%	248	4.0%	508	6.47%
Units with 4 vehicles available	121	7.6%	37	0.6%	158	2.01%
Units with 5 or more vehicles available	15	0.9%	0	0.0%	15	0.19%

Source: U.S. Census Bureau, 2000 Census of Population and Housing

Vehicle Miles Traveled

Georgia Department of Transportation data was researched to mileage and vehicle miles traveled in Fulton County. Table 7.14 and 7.15 provide the information for Fulton and Clayton Counties. This data is compiled on a county-wide basis and is not available for the city of College Park. It is observed that significant portion of the vehicle miles traveled was on urban state and county roads.

Table 7.14

Vehicle Miles Traveled in Fulton County

Mileage and Vehicle Miles Traveled (VMT) by Road Classification and Jurisdiction								
	State Route		County Road		City Street		Totals	
	Mileage	VMT (1000s)	Mileage	VMT (1000s)	Mileage	VMT (1000s)	Mileage	VMT (1000s)
Urbanized Interstate	72.37	12,188	-	-	-	-	72.37	12,188
Urbanized Freeway	34.80	3,940	-	-	-	-	34.80	3,940
Urbanized Principal Arterial	77.42	2,319	12.37	197	3.22	23	93.01	2,541
Urbanized Minor Arterial	166.30	3,061	135.86	1,314	93.23	1,371	395.39	5,746
Urbanized Collector	4.39	74	82.81	627	227.77	1,316	314.97	2,017
Urbanized Local	-	-	833.59	1,312	1,462.39	2,288	2,295.98	3,601
Urbanized Total	355.28	21,584	1,064.63	3,451	1,786.61	4,999	3,206.52	30,036
Small Urban Local	-	-	0.15	-	-	-	0.15	-
Small Urban Total	-	-	0.15	-	-	-	0.15	-
Rural Interstate	2.35	170	-	-	-	-	2.35	170
Rural Principal Arterial	1.55	54	2.80	4	-	-	4.35	58
Rural Minor Arterial	7.74	94	-	-	-	-	7.74	94
Rural Major Collector	20.02	76	29.97	167	-	-	49.99	243
Rural Minor Collector	-	-	18.68	65	-	-	18.68	65
Rural Local	-	-	132.50	64	14.83	10	147.33	75
Rural Total	31.66	396	183.95	300	14.83	10	230.44	708
Total	386.94	21,981	1,248.58	3,752	1,801.44	5,010	3,437.11	30,744

Source: Georgia Department of Transportation

Table 7.15

Vehicle Miles Traveled in Clayton County

Mileage and Vehicle Miles Traveled (VMT) by Road Classification and Jurisdiction								
	State Route		County Road		City Street		Totals	
	Mileage	VMT (1000s)	Mileage	VMT (1000s)	Mileage	VMT (1000s)	Mileage	VMT (1000s)
Urbanized Interstate	25.70	3,077	-	-	-	-	25.70	3,077
Urbanized Freeway	0.10	1	-	-	-	-	0.10	1
Urbanized Principal Arterial	30.20	1,103	-	-	-	-	30.20	1,103
Urbanized Minor Arterial	35.70	759	59.50	635	1.50	12	96.70	1,408
Urbanized Collector	-	-	39.30	350	2.90	19	42.20	369
Urbanized Local	-	-	586.70	915	132.30	207	719.00	1,122
Urbanized Total	91.60	4,942	685.40	1,901	136.80	239	913.80	7,082
Rural Principal Arterial	3.90	138	-	-	-	-	3.90	138
Rural Major Collector	5.50	57	9.50	20	1.60	15	16.60	93
Rural Minor Collector	-	-	4.10	18	-	-	4.10	18
Rural Local	-	-	57.90	41	3.80	2	61.70	44
Rural Total	9.40	195	71.40	80	5.30	18	86.20	295
Total	101.00	5,138	756.80	1,982	142.10	257	999.90	7,377

Source: Georgia Department of Transportation

Work Travel Destinations

Travel patterns of people working in City of College Park, City of Atlanta, Fulton County and Clayton County was studied. Information on work destinations was obtained from the national census data. Table 7.16 illustrates the work travel trends.

Table 7.16

Place of Work for Workers 16 years and over

PLACE OF WORK	City of College Park		Fulton County		Clayton County		City of Atlanta	
		%		%		%		%
Total:	9,319		385,442		112,580		178,970	
In state of residence:	9,238	99.1%	380,341	98.7%	111,651	99.2%	176,949	98.9%
 In county of residence	6,075	65.2%	265,870	69.0%	42,924	38.1%	124,431	69.5%
 Outside county of residence	3,163	33.9%	114,471	29.7%	68,727	61.0%	52,518	29.3%
Outside state of residence	81	0.9%	5,101	1.3%	929	0.8%	2,021	1.1%

Source: U.S. Census Bureau, Census 2000 Summary File 3, Matrices P 26

As shown in table about 99% of the residences from all the above regions are working within the state of their residency. In City of College Park, about 65% are working within their county, while about 40% are working outside the county. Similar trends are observed with City of Atlanta and Fulton County. This phenomenon is consistent with that major employment centers such as downtown and midtown Atlanta, Buckhead, and the Perimeter Center area being located inside Fulton County. It should be noticed that considerable number of residents from College Park are likely to work at Atlanta Airport. A slightly different trend is seen with Clayton County, where people travel outside their county of residence towards major attractors, possibly in Fulton and DeKalb counties.

Means of Transportation to Work

This section discusses the trends in the different modes of transportation used by people in College Park and neighborhood areas to travel to work. Approximately seventy five percent (75%) of workers age 16 and over drive to work alone in City of College Park as compared to eighty six percent (86%) in Fulton County, eighty one percent (81%) in Clayton County, and eighty four percent (84%) in City of Atlanta. This reflects the greater transit usage in City of College Park when compared to other near by areas. Table 3.6 shows the work commute travel modes in Fulton County, City of College Park, Clayton County and City of Atlanta. The percentage of people using transit in College Park was twice that of the corresponding county value and higher than the corresponding values for Clayton County and City of Atlanta. The percentage of carpooled travel was about twenty six percent (26%) and is considerably higher than other neighborhood areas.

This information is shown in Table 7.17.

Table 7.17

**Means of Transportation to Work
Workers 16 Years and Over in College Park and Fulton County, Clayton County
and Atlanta 2000**

MEANS OF TRANSPORTATION AND CARPOOLING	City of College Park	%	Fulton County	%	Clayton County	%	City of Atlanta	%
Workers 16 and over	9,319		385,442		112,580		178,970	
Car, truck, or van	7,153	76.8%	319,968	83.0%	106,472	94.6%	136,741	76.4%
Drove alone	5,327	74.5%	275,363	86.1%	85,944	80.7%	114,560	83.8%
Carpooled	1,826	25.5%	44,605	13.9%	20,528	19.3%	22,181	16.2%
- In 2-person carpool	1,230	17.2%	32,029	10.0%	14,421	13.5%	15,746	11.5%
- In 3-person carpool	193	2.7%	6,794	2.1%	3,265	3.1%	3,451	2.5%
- In 4-person carpool	276	3.9%	3,392	1.1%	1,460	1.4%	1,764	1.3%
- In 5 or 6-person carpool	72	1.0%	1,514	0.5%	1,103	1.0%	613	0.4%
- In 7or-more-person carpool	55	0.8%	876	0.3%	279	0.3%	607	0.4%
Public transportation	1,676	18.0%	35,939	9.3%	1,683	1.5%	26,893	15.0%
- Bus or trolley bus	1,122	66.9%	25,432	70.8%	799	47.5%	20,502	76.2%
- Streetcar or trolley car	9	0.5%	180	0.5%	0	0.0%	110	0.4%
- Subway or elevated	412	24.6%	8,561	23.8%	587	34.9%	5,438	20.2%
- Railroad	14	0.8%	541	1.5%	77	4.6%	310	1.2%
- Ferryboat	0	0.0%	79	0.2%	19	1.1%	59	0.2%
- Taxicab	119	7.1%	1,146	3.2%	201	11.9%	474	1.8%
Motorcycle	0	0.0%	244	0.1%	148	0.1%	206	0.1%
Bicycle	5	0.1%	569	0.1%	118	0.1%	562	0.3%
Walked	315	3.4%	8,628	2.2%	1,586	1.4%	6,261	3.5%
Other means	90	1.0%	3,297	0.9%	858	0.8%	1,566	0.9%
Worked at home	80	0.9%	16,797	4.4%	1,715	1.5%	6,741	3.8%

Source: U.S. Census Bureau, Census 2000 Summary File 3, Matrices P30, and P35

Travel Time to Work

Travel time to work is a function of distance traveled and levels of congestion. A worker may have to travel only a short distance, but if in congested conditions, travel time can still be higher than average. Tables 7.18 and 7.19 provide the different travel times to work in City of College Park and neighborhood areas. Four distinct groups of travel time to work with considerably higher percentage of travelers are observed within the City of College Park. The first group, between fifteen (15) and nineteen (19) minutes constitutes over fourteen percent (14%) of total trips. The second group falls between twenty (20) and twenty four (24) minutes, which constitutes over fifteen percent (15%) of total trips, in the third group, workers traveling between thirty (30) and thirty four (34) minutes constitute almost eighteen percent (18%) of total trips and the fourth group of workers traveling between forty five (45) and fifty nine (59) minutes constitute over twelve percent (12%) of total trips. City of College Park’s close proximity to downtown and midtown Atlanta, and the airport is consistent with the significant percentage of moderate travel times between fifteen (15) and twenty four (24) minutes. The higher travel times are most likely associated with workers accessing more remote employment centers such as the Perimeter area and Buckhead, where most routes, such as I-285 are heavily congested during large portions of the day. The patterns in College Park were similar to the neighborhood areas as shown in the table.

Table 7.18

Travel Time to Work: Workers 16 Years and Over in College Park, 2000

Travel Time to Work	City of College Park	%	Fulton County	%	Clayton County	%	City of Atlanta	%
Total Workers	9,319		385,442		112,580		178,970	
Did not work at home:	9,239	99.1%	368,645	95.6%	110,865	98.5%	172,229	96.2%
Less than 5 minutes	157	1.7%	6,230	1.6%	1,411	1.3%	3,127	1.7%
5 to 9 minutes	683	7.4%	25,087	6.5%	6,041	5.4%	13,151	7.3%
10 to 14 minutes	783	8.5%	41,776	10.8%	11,680	10.4%	22,147	12.4%
15 to 19 minutes	1,322	14.3%	56,657	14.7%	17,325	15.4%	30,037	16.8%
20 to 24 minutes	1,422	15.4%	58,049	15.1%	15,851	14.1%	28,757	16.1%
25 to 29 minutes	378	4.1%	22,971	6.0%	6,918	6.1%	10,372	5.8%
30 to 34 minutes	1,626	17.6%	60,122	15.6%	19,241	17.1%	26,823	15.0%
35 to 39 minutes	322	3.5%	11,789	3.1%	3,942	3.5%	4,267	2.4%
40 to 44 minutes	279	3.0%	15,402	4.0%	5,102	4.5%	4,859	2.7%
45 to 59 minutes	1,141	12.3%	34,860	9.0%	12,864	11.4%	11,502	6.4%
60 to 89 minutes	757	8.2%	23,865	6.2%	7,533	6.7%	10,061	5.6%
90 or more minutes	369	4.0%	11,837	3.1%	2,957	2.6%	7,126	4.0%
Worked at home	80	0.9%	16,797	4.4%	1,715	1.5%	6,741	3.8%

Source: U.S. Census Bureau, Census 2000 Summary File 3, Matrix P31

Table 7.19

**Time Leaving Home to go to Work:
Workers 16 Years and Over in College Park, 2000**

Time Leaving Home to Go to Work	City of College Park	%	Fulton County	%	Clayton County	%	City of Atlanta	%
Total Workers	9,319	100.0%	385,442	100.0%	112,580	100.0%	178,970	100.0%
Did not work at home	9,239	99.1%	368,645	95.6%	110,865	98.5%	172,229	96.2%
12:00 a.m. to 4:59 a.m.	528	5.7%	7549	2.0%	4608	4.1%	3829	2.1%
5:00 a.m. to 5:29 a.m.	275	3.0%	7470	1.9%	3752	3.3%	4247	2.4%
5:30 a.m. to 5:59 a.m.	293	3.2%	9646	2.5%	4809	4.3%	4907	2.7%
6:00 a.m. to 6:29 a.m.	952	10.3%	25982	6.7%	12417	11.0%	11551	6.5%
6:30 a.m. to 6:59 a.m.	1,070	11.6%	35,099	9.1%	13,558	12.0%	12,916	7.2%
7:00 a.m. to 7:29 a.m.	1,591	17.2%	57,227	14.8%	17,451	15.5%	21,823	12.2%
7:30 a.m. to 7:59 a.m.	919	9.9%	56885	14.8%	13854	12.3%	26393	14.7%
8:00 a.m. to 8:29 a.m.	737	8.0%	51534	13.4%	9234	8.2%	25379	14.2%
8:30 a.m. to 8:59 a.m.	339	3.7%	29272	7.6%	3880	3.4%	15297	8.5%
9:00 a.m. to 9:59 a.m.	384	4.2%	31168	8.1%	5099	4.5%	15226	8.5%
10:00 a.m. to 10:59 a.m.	198	2.1%	11949	3.1%	2532	2.2%	6438	3.6%
11:00 a.m. to 11:59 a.m.	132	1.4%	4528	1.2%	1280	1.1%	2696	1.5%
12:00 p.m. to 3:59 p.m.	951	10.3%	19119	5.0%	9114	8.1%	10529	5.9%
4:00 p.m. to 11:59 p.m.	870	9.4%	21217	5.5%	9277	8.2%	10998	6.1%
Worked at home	80	0.9%	16797	4.4%	1715	1.5%	6741	3.8%

Source: U.S. Census Bureau, Census 2000 Summary File 3, Matrix P34

The City of College Park has relatively short travel times to work with close to half of the workers over 16 years of age traveling less than twenty nine (29) minutes to work on an average day. The shorter travel times are consistent with College Park being located approximately ten (10) miles from downtown Atlanta, and located adjacent to airport premises. As shown in Table 7.17, most College Park workers 16 and over leave home to go to work between 6:00 AM and 7:30 AM with a peak period from 7:00 AM to 7:30 AM. These timings are earlier than overall trends seen in Fulton County and City of Atlanta. Clayton County and City of College Park exhibit more similar trends with respect to time of work. This could be correlated to the travel timings associated with Atlanta airport, which is a significant attractor for residences from both City of College Park and Clayton County.

7.2.2 Existing Model Network Roadway Levels of Service

A key element of the roadway design process is the provision of acceptable traffic operations and sufficient capacity for flexible operations. The key performance measures to assess design options consist of traffic LOS, intersection delay, and the intersection volume to capacity ratio. Delay is expressed in seconds per vehicle and provides a measure of driver frustration that could lead to unsafe gap acceptance behaviors, and traffic violations such as red light running. The LOS is a qualitative rating of intersection performance that is related to the average total delay per vehicle.

The roadway system LOS analysis was conducted using the methodology developed by the Florida Department of Transportation and accepted by the Georgia Regional Transportation Authority (GRTA). The Florida DOT methodology factors in the intersection performance measures mentioned above to determine link volume thresholds that correspond with a particular LOS. The volume thresholds are segregated by functional class, area type, and number of lanes for a particular facility.

Traffic Volume, Capacity, and Level of Service (LOS) are all interrelated. Capacity is the quantity of traffic that can be moved past a location in an interval; and the LOS is a measure of traffic service being provided by the traveling public. Thus, Capacity is the maximum number of vehicles that can be carried at a given LOS during a given time period on a particular roadway under a specified set of environmental and traffic demand conditions. Capacity is the maximum rate of traffic flow and the Volume is the actual rate of traffic flow. The LOS is also used to describe operations where the actual volumes are below the maximum.

Descriptive LOS criteria are shown in Table 7.20.

Table 7.20

Level of Service Criteria for Roadway Segments

Level of Service	Interpretation	Nominal Volume-to-Capacity ratio
A	Low volumes; primarily free-flow operations. Density is low, and vehicles can freely maneuver within the traffic stream. Drivers can maintain their desired speeds with little or no delay.	0.00 - 0.60
B	Stable flow with potential for some restriction of operating speeds due to traffic conditions. Maneuvering is only slightly restricted. The stopped delays are not bothersome, and drives are not subject to appreciable tension.	0.61 - 0.70
C	Stable operations; however, the ability to maneuver is more restricted by the increase in traffic volumes. Relatively satisfactory operating speeds prevail, but adverse signal coordination or longer queues cause delays.	0.71 - 0.80
D	Approaching unstable traffic flow, where small increases in volume could cause substantial delays. Most drivers are restricted in their ability to maneuver and in their selection of travel speeds. Comfort and convenience are low but tolerable.	0.81 - 0.90
E	Operations characterized by significant approach delays and average travel speeds of one-half to one-third the free-flow speed. Flow is unstable and potential for stoppages of brief duration. High signal density, extensive queuing, or progression/timing are the typical causes of the delays.	0.91 - 1.00
F	Forced-flow operations with high approach delays at critical signalized intersections. Speeds are reduced substantially, and stoppages may occur for short or long periods of time because of downstream congestion.	1.010+

Source: Highway Capacity Manual, Transportation Research Board Number 212, January 1990.

The Atlanta Regional Commission’s travel demand model was utilized to assess existing and future congestion conditions. Prior to the analysis, the Average Daily Traffic (ADT) in the travel demand model was compared to the Average Annual Daily Traffic (AADT) levels from Georgia Department of Transportation (GDOT) count stations for validation purposes.

Modeled traffic volumes were compared against actual observed volumes and validated according to the Federal Highway Administration (FHWA) guidelines. These commonly-used validation target ranges, enumerated in Table 7.21 are useful for evaluating the relative performance of a particular travel demand model. A review of the ARCs travel demand model found modeled vs. actual traffic volumes to be within acceptable FHWA limits.

The ARC model was generated before the recent realignment of Riverdale Rd. and West Fayetteville Rd to accommodate the Airport’s new runway. While the alignment of the modeled road segments on the map do not match the actual new road alignment, the volume and capacity values attributed to the segments remain the same regardless of the road’s alignment.

Table 7.21

Percent Difference Targets for Daily Traffic Volumes by Facility Type

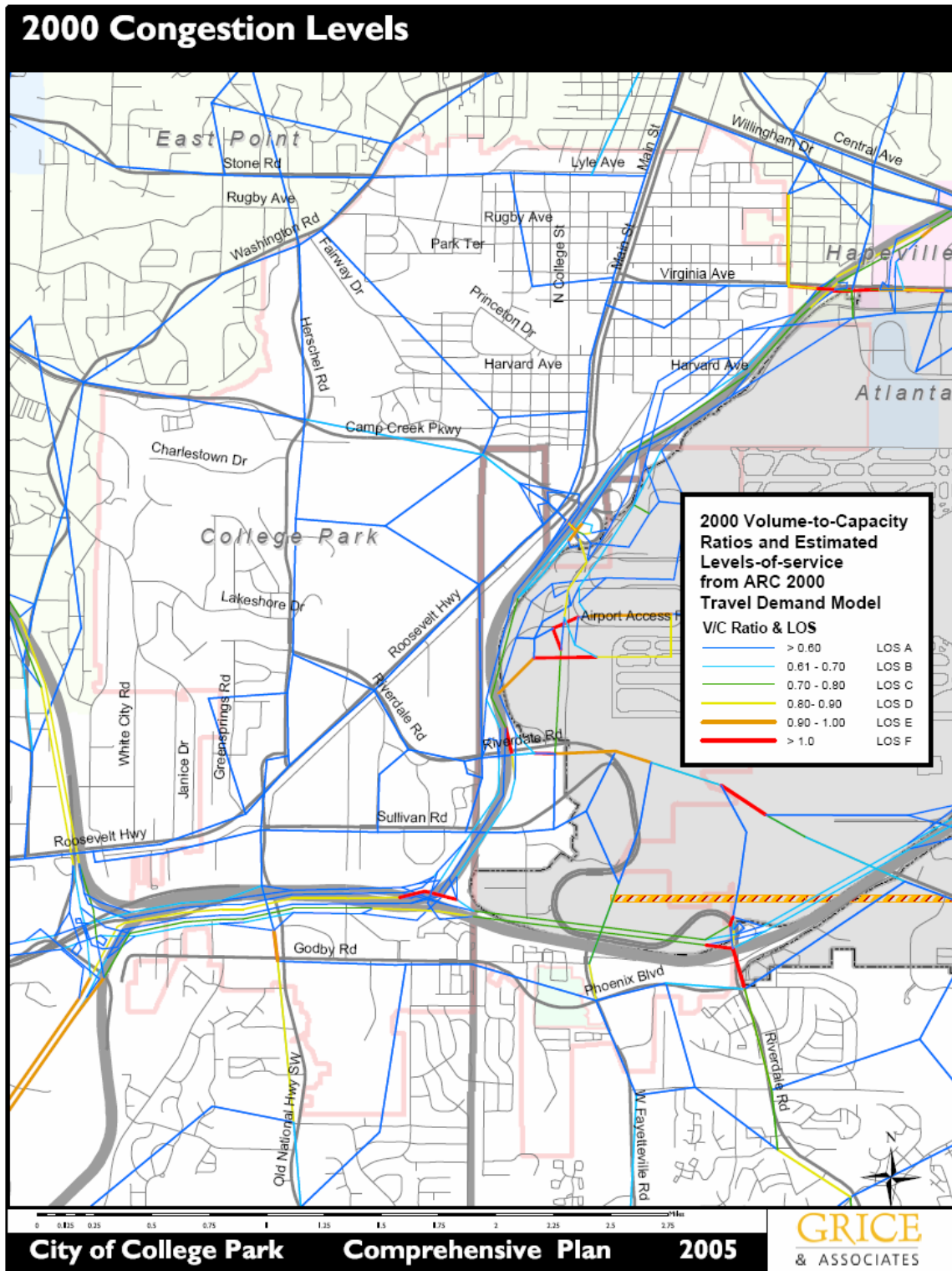
Facility Type	FHWA Targets	MDOT Targets
Freeway	+/- 7%	+/- 6%
Major Arterial	10%	7%
Minor Arterial	15%	10%
Collector	25%	20%

Sources: FHWA Calibration and Adjustment of System Planning Models, 1990;
Michigan Department of Transportation (MDOT),
Urban Model Calibration Targets, June 10, 1993

The existing transportation system Levels of Service (LOS) for College Park based upon year 2000 design and operating capacities are illustrated in map 7.9.

Map 7.9

2000 Roadway Level of Service



Surprisingly, most of the roadways within the City of College Park are shown in the year 2000 model to be operating at a Level of service of B or better. Only certain isolated road segments, mostly south of Interstate 285 are shown to be operating at lower levels of service, including Old National Highway (LOS D& E) and Riverdale Road (LOS F at interchange with I-285, since redesigned).

The ARCs travel demand model for the year 2000 reflects the configuration of Riverdale and Sullivan Roads that existed at the time, prior to the 2003-2004 realignment.

7.2.3 Future Model Network Roadway Levels of Service

Several steps were undertaken to validate the volumes and geometries in the future year ARC travel demand model. The link geometry was reviewed to ensure that all TIP projects had been incorporated into the future year model.

A similar review of the ARC travel demand model was conducted on the land use elements to verify that the proposed Land Use plan, including major employment centers and updated land uses proposed in the Land Use and Economic Development sections of this comprehensive plan update were reflected in the travel demand model.

Additionally, GDOT historical trends were evaluated on major principal arterials to compare to the model forecast results. In situations where the historical trends were much greater than the model forecasts (without exceeding the capacity of the future roadway segments), the historical forecast volume was used instead of the travel demand model forecast volume.

At locations where the volumes in the existing condition travel demand model had been replaced by existing counts, the future year ARC model was used to calculate the appropriate growth factor to apply to the existing counts in lieu of using the forecast volume in the ARC model.

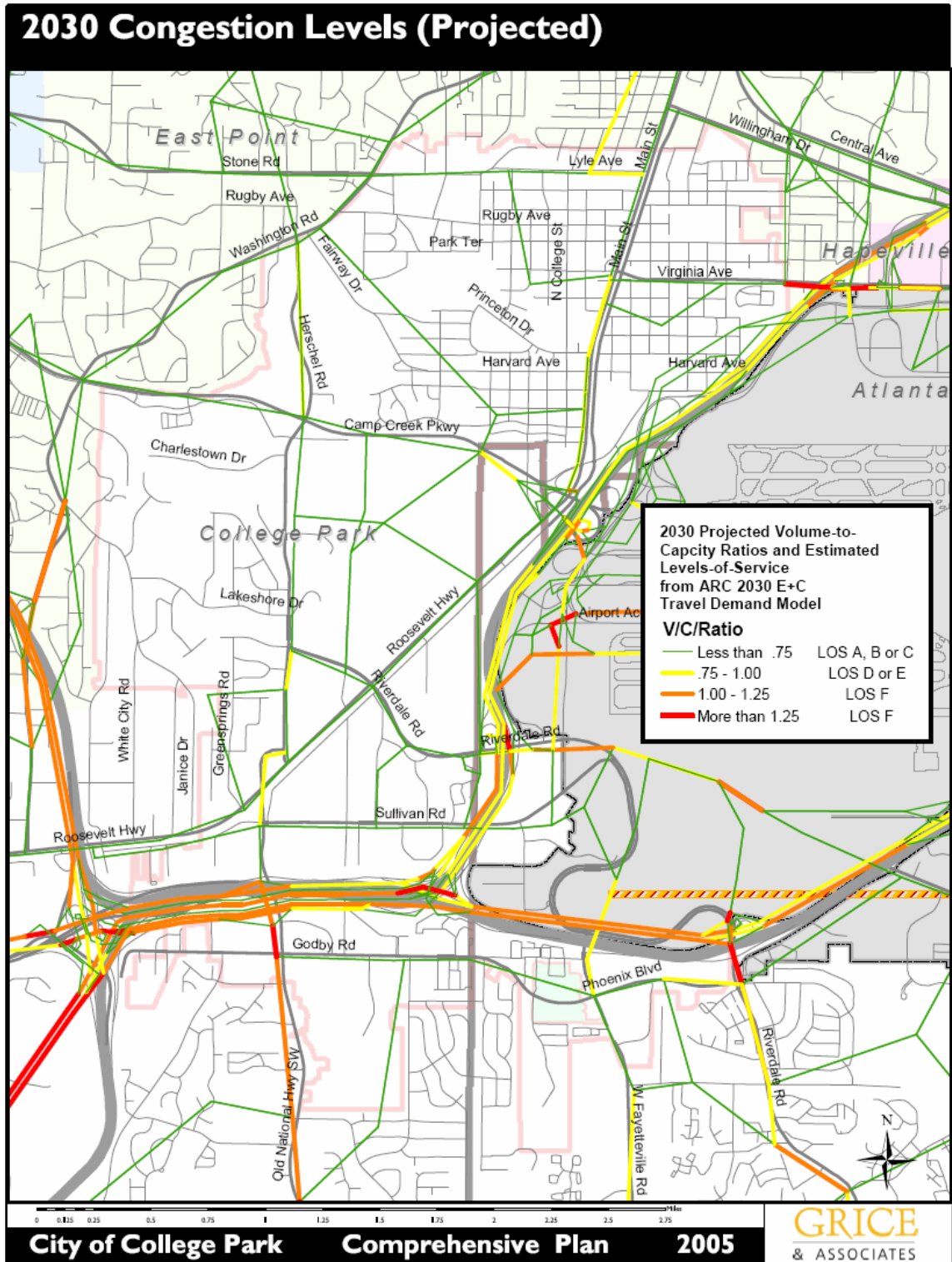
Based on the ARC 2030 travel demand model, most of the roadways within the City of College Park will continue to operate at LOS C or better with the exception of Old National Highway Riverdale Rd, and portions of W. Fayetteville Rd all south of Interstate 285, which will operate at LOS level E or below.

The ARCs 2030 transportation Demand Model was developed before the realignment of Riverdale Road and Sullivan Roads and the closure or removal of several other roadways due to the Airport's Fifth Runway construction project. Forecast and modeling for this area was performed in 2004 by the Hartsfield Planning collaborative in a study titled *Riverdale Road (CONRAC) Concept Study: Final Concept Development, Evaluation, and Selection Report*. This study conclude that the LOS on Riverdale Road adjacent to the intersection of Airport Rd, which was operating at LOS A or B in 2004, will be reduced to a LOS of C or D in 2011. The study considered three alternatives to mitigate the decreased level of service: no-build, Transportation System Management, and intersection improvement at Riverdale Rd. and Airport Rd. The study concluded that implementation Transportation System Management at the intersection of Riverdale

Rd. and Airport Rd. would be adequate to maintain the desired LOS of C or better. Map 7.10 indicates the ARCs forecast 2030 levels of service for College Park.

Map 7.10

2030 Projected Roadway Levels of Service



7.2.4 Interaction between Land Use and Transportation

Land-uses in the City of College Park tend to be single-use and segregated, meaning that different activities, such as work, shopping, and recreation are usually isolated from residences, increasing the need for vehicle trips for those who live and work in the city. Similarly, housing is not often located within or in convenient walking distance to employment centers, thus requiring vehicle use when public transit is not available. A more diverse and progressive pattern of mixed land-uses would have the effect of reducing vehicle trips and, by extension, reducing congestion while improving safety and air-quality.

Connectivity Issues

A unique and challenging characteristic of College Park's transportation infrastructure is the preponderance of barriers to connectivity, some necessitated by the segregation of special-use transportation facilities, but many caused by intentional land-use and planning issues. These barriers inhibit travel by blocking direct access requiring counter-intuitive routing for seemingly simple trips. While those who regularly drive to work in College Park may readily adapt to these barriers, they are significantly insurmountable to visitors and those who do not drive. This lack of connectivity has considerable economic costs, as it diminishes the economic viability of merchants in College Park who wish to market their goods and services to potential consumers generated by the city's proximity to Hartsfield-Jackson Atlanta International Airport and the Interstate Freeways.

Barriers due to Transportation Facilities

Ironically, the most significant barriers to local transportation connectivity in College Park are those transportation facilities which make the city significant on a regional, and even national, scale.

- The Atlanta-West Point Rail Line, which bisects the City of College Park from North to Southwest, adjacent to State Rte 29 (Roosevelt Highway or Main St.) is largely the reason for the establishment of College Park as a commuter rail suburb. For obvious safety and operational reasons, track crossings along the main line are limited to grade-separated interchanges along major roads, with the exceptions of Harvard Avenue and Rugby Avenue, which are gated at-grade crossings
- MARTA's North-South Rail line runs parallel to the Atlanta West Point Rail line from the northern city limits until the active MARTA line splits off to the east towards the Airport immediately south of Harvard Avenue. Another spur of the MARTA line continues to run adjacent to the AWP line to serve a MARTA maintenance facility south of Camp Creek Parkway. Because of the more stringent operating requirements of urban rail transit, at-grade crossings are prohibited along the MARTA rail line, requiring expensive grade-separations, elevated tracks or tunneling to avoid surface crossings.

- Interstates 85 and 285, each of which carries upwards of 100,000 vehicles per day, both have a major presence in College Park. The already restrictive impact of these interstates is further compounded by the complexity of the elongated interchange between them. All local public connectivity across the interstates must be limited to overpasses and underpasses, of which there are only five within the city limits, including:
 - I-85 at Camp Creek Parkway (Overpass)
 - I-85 at Riverdale Rd. (Overpass)
 - I-85 at Sullivan Rd (Underpass)
 - I-85/285 at Old National Hwy. (Overpass)
 - I-285 at W. Fayetteville Rd. (Underpass)
- Hartsfield-Jackson Atlanta International Airport is also a restrictive barrier to local connectivity, due to both the physical presence of the airport facilities and restrictions imposed by safety and security procedures. All access to the main terminal at the west side of the airport must pass through a tightly controlled network of limited access, and mostly one-way, roads. Constructions of the fifth runway, and the resulting realignments of the local road network, have further inhibited the connectivity of the local transportation network.

Barriers due to Land Use and Planning

Patterns of land development in College Park have created another type of barrier to connectivity which is based upon land-use and planning decisions. The northern section of the city, with its traditional street grid of small blocks, is generally continuous and of barriers other than those imposed by the aforementioned transportation facilities. The Southern and Eastern areas of the city, which were developed later than the central core, exhibit land-use and transportation patterns that favor large blocks, cul-de sacs, and the channelization of through traffic into a handful of thoroughfares. This pattern of development, which is voluntary, has the effect of compounding the connectivity issues presented by the transportation facility barriers, which are, for all intents, permanent and unavoidable.

Land-use and planning related barriers in College Park generally fall into one of three categories:

- **SUPERBLOCK:** Development pressures, in most cases relating to economic opportunities resulting from the Airport, have encouraged the aggregation of parcels into “superblocks”, developed with single-purpose large-scale developments such as the Georgia International Convention Center. This type of development has removed dozens of local roadways from the street grid, and replaced them with several “superblocks, as large as 1 mile on each side. These superblocks inhibit movement between adjacent land-uses, and exacerbate congestion by forcing all traffic, including short-local trips, onto thoroughfares.

- **CUL-DE-SAC DEVELOPMENT:** Much of the land in the southern and eastern areas of College Park is the result of large-lot subdivision. In many of these cases, the internal street grids within the subdivision were intentionally laid-out to limit through traffic across a parcel. While this has benefits, such as keeping traffic volumes down, while increasing the amount of developable land, it also has costs similar to those of the Superblock: Overall congestion and trip-length is increased while connectivity, convenience, and accessibility are diminished.
- **LIMITED ACCESS ROADWAYS:** College Park’s primary east-west artery, Camp Creek Parkway, shares some of the design elements of a limited-access roadway. While this enables Camp Creek parkway to handle high volumes of traffic well, while maintaining a very low rate of crashes. This design has costs, as well, as overall congestion and trip-lengths are again increased while connectivity, convenience, and accessibility are diminished.

The combination of transportation facility and land-use barriers in College Park makes the city difficult to navigate without intimate knowledge of the intricacies of the city’s layout. The clearest example of this is the area surrounding the intersection of Camp Creek Parkway and Roosevelt Highway, which also interfaces with the West Point Avenue, the AWP Rail Line, 2 MARTA Rail lines, the entrance to the Airport Road Network, and Interstate 85. The result is a complicated system of ramps, signalized intersections, overpasses and underpasses that is extremely difficult to navigate.

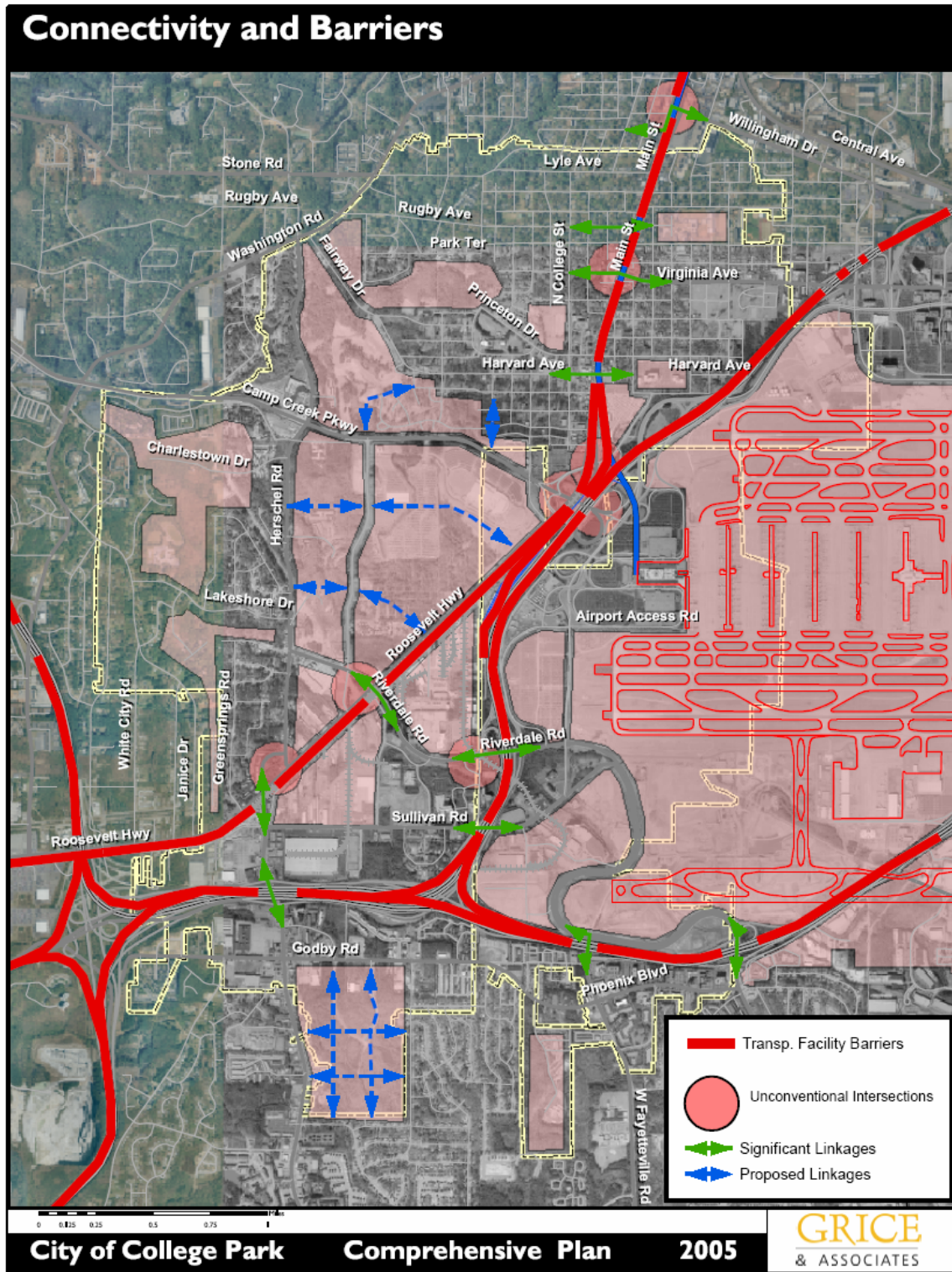


One of the most difficult issues to manage is the complexity of intersections necessitated by grade-separated crossings. This is especially true along US 29/ Roosevelt Highway, where the parallel AWP Rail Line forces all intersecting streets into grade-separations. As a result, what would normally be a simple turn at the intersection requires travelers undertake a complex and counterintuitive maneuver. For example, to go from westbound Riverdale Road to northbound West Point Avenue requires the traveler to Pass over West Point Ave. and Roosevelt Highway, turn left on Roosevelt Connector, turn left on Roosevelt Hwy, pass under Riverdale Rd, turn right to cross the railroad tracks at Wickersham Dr., and turn Left onto West Point Rd.

This situation, which is common at many of College Park’s major intersections, is not imposed arbitrarily. In fact, the grade-separation is extremely necessary for safety reasons. The safety benefits in these cases far outweigh the connectivity costs. Currently, the lack of connectivity is confounded by inadequate directional signage. Complicated transitions are usually marked only by small, destination-oriented signs.

Map 7.11

Connectivity and Barriers



Existing Land Use & Transportation Studies:

Livable Centers Initiative (LCI) Program

The Atlanta Regional Commission began the Livable Centers Initiative program in 1999 to promote and fund the planning and implementation of efforts that encourage increased residential development, mixed-uses and connectivity in activity and town centers while recognizing the relationship between land use patterns/densities and travel behavior. Two recently conducted LCI studies have addressed land use and transportation issues in and around.

Old National Highway Livable Centers Initiative Study (January 2004)

- The northern end of this study area falls within college park. That portion contains two major development nodes.
 - Sullivan Road Node:
 - Concentrated around the abandoned Service Merchandise site.
 - Mixed-use and multi-family development on west side
 - Office space recommended on the east side
 - Single family residential development is proposed further west
 - Green space buffer between the higher density, mixed-use development and the single family residential development.
 - Godby Road Node
 - Near abandoned Target site
 - Proposed as the regional retail and hospitality district, capitalizing on the existing Hotels & Airport
 - Site of proposed Boeing Training Facility
 - Commercial/retail is proposed along the west side
 - Mixed-use and multi family development proposed on the east side
 - Lower density, single family residential development is proposed further west

Since the completion of the Old National Highway LCI Study, the projected noise contours of Hartsfield-Jackson have been extended due to the construction of the fifth Runway. Both the Sullivan and Godby nodes are now partially or completely within the 65 DNL noise contour, and the northeast portion of the Godby Road node is now within the 70 DNL contour. These changes will necessitate a reevaluation of the residential elements of the proposed mixed-use developments proposed in this study.

North Clayton LCI (November 2004)

One portion of the Study of the North Clayton LCI study area falls within the city limits of College Park: the Godby road corridor. Taking into consideration the increasing airport noise impacts, the study recommended that the existing medium-density office park that is currently thriving along Phoenix Blvd be expanded along Godby Rd as far as Southampton St. In support of this land-use change, the plan proposes:

- Intersection improvements
- Pedestrian improvements
- Streetscaping improvements
- Expansion of local street network to relieve congestion along major streets
- Improved Transit

Roosevelt Highway (US 29) Corridor Enhancement Plan (Currently Underway)

The study area for this plan includes the southern Portion of Roosevelt Highway within College park. Preliminary recommendations include:

- Construction of Class 2 bicycle path and amenities
- Streetscaping
- Pedestrian Improvements
- Consolidation of Transit Stops & improved transit amenities
- New parking regulations and guidelines
- Reduced speed limits
- Gateway signage
- Implementation of Access management policies

7.2.5 Assessment of Safety Needs

Vehicular Crashes

The crash rate of a corridor has implications beyond roadway safety. A corridor's crash rate can also be indicative of roadway design and operational problems, access management problems, or congestion issues. Crash records compiled by GDOT from the most recent four years, 2000 through 2003, were compiled and mapped. Crashes within each corridor were then aggregated and the total number of crashes within each ¼ mile segment of all corridors was compared against estimated daily traffic volume counts for the segment as determined by GDOT, to produce the segment's rate of crashes-per-million vehicle miles traveled. A threshold was developed based on the distribution of the data to facilitate the interpretation of the crash data. Road segments were divided into the following crash rate classes based on the number of crashes-per-million VMT:

- More than 30 Crashes/Million VMT: SEVERE
- 10-30 Crashes/Million VMT: VERY HIGH
- 5-10 Crashes/Million VMT: HIGH
- Fewer than 5 Crashes/Million VMT: MODERATE to LOW

A road segment with a crash-rate ranking of Very High or Severe warrants further study to determine strategies to decrease the crash rate and improve safety. College Park's crash-rate ratings are illustrated in Map 7.12.

The following Roadways had significantly high crash rates:

- Godby Road from Old Bill Cook Rd to eastern City Limits (Severe & Very High)
- Old National Highway from Interstate 285 to southern City Limit (Severe)
- Airport View Road between Riverdale Rd and Sullivan Rd (Severe)
- Herschel Rd near Riverdale Rd and near Camp Creek Parkway (Very High)
- Portions of Main Street in Downtown College Park (High to Very high)
- North College St between Harvard Ave and Rugby St. (Very High)

DOT crash data was also analyzed to determine the volumes of crashes for specific locations in College Park. This data is illustrated in Map 7.13. The crash volume data is not adjusted to account for variations of traffic volumes, as the crash rate is. Thus crash volumes show a close correlation with aggregate traffic volumes. This data is useful, however for determining which intersections pose the greatest safety hazards.

Locations with a severe volume of vehicular crashes in College Park (over 30 per year) included:

- Godby Rd. at Old National Highway
- Old National Highway at Interstate 285

Locations with a high volume of vehicular crashes in College Park (10-30 per year) included:

- Old National Highway: All other Intersections
- Godby Rd at:
 - Scofield Rd.
 - W. Fayetteville Rd

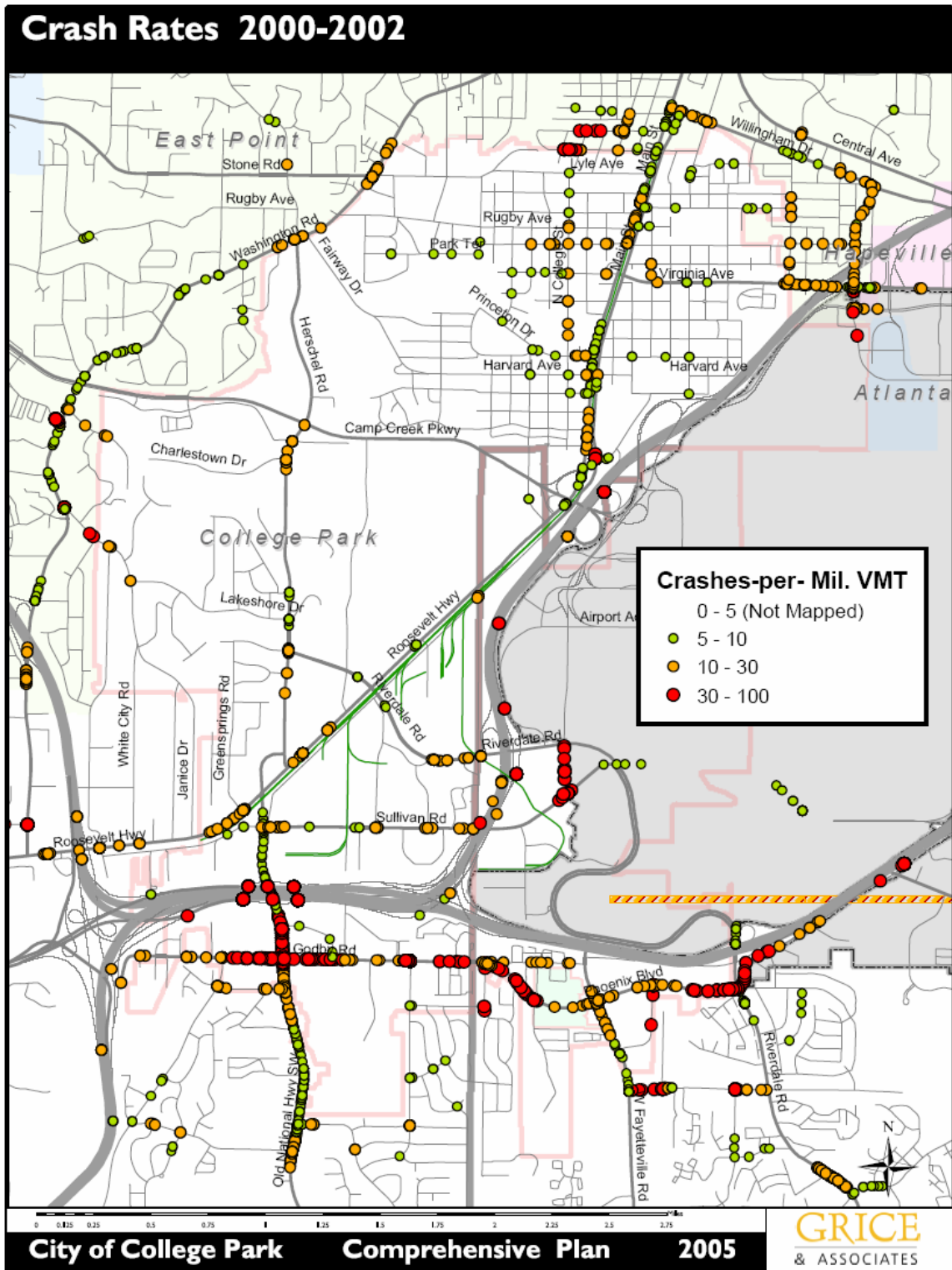
Pedestrian Crashes

GDOT Crash data was also analyzed to determine locations of vehicular crashes involving pedestrians. The results of this analysis are illustrated in Map 7.14.

High concentrations of pedestrian crashes were noted along Old National Highway, Godby Rd, and Main Street.

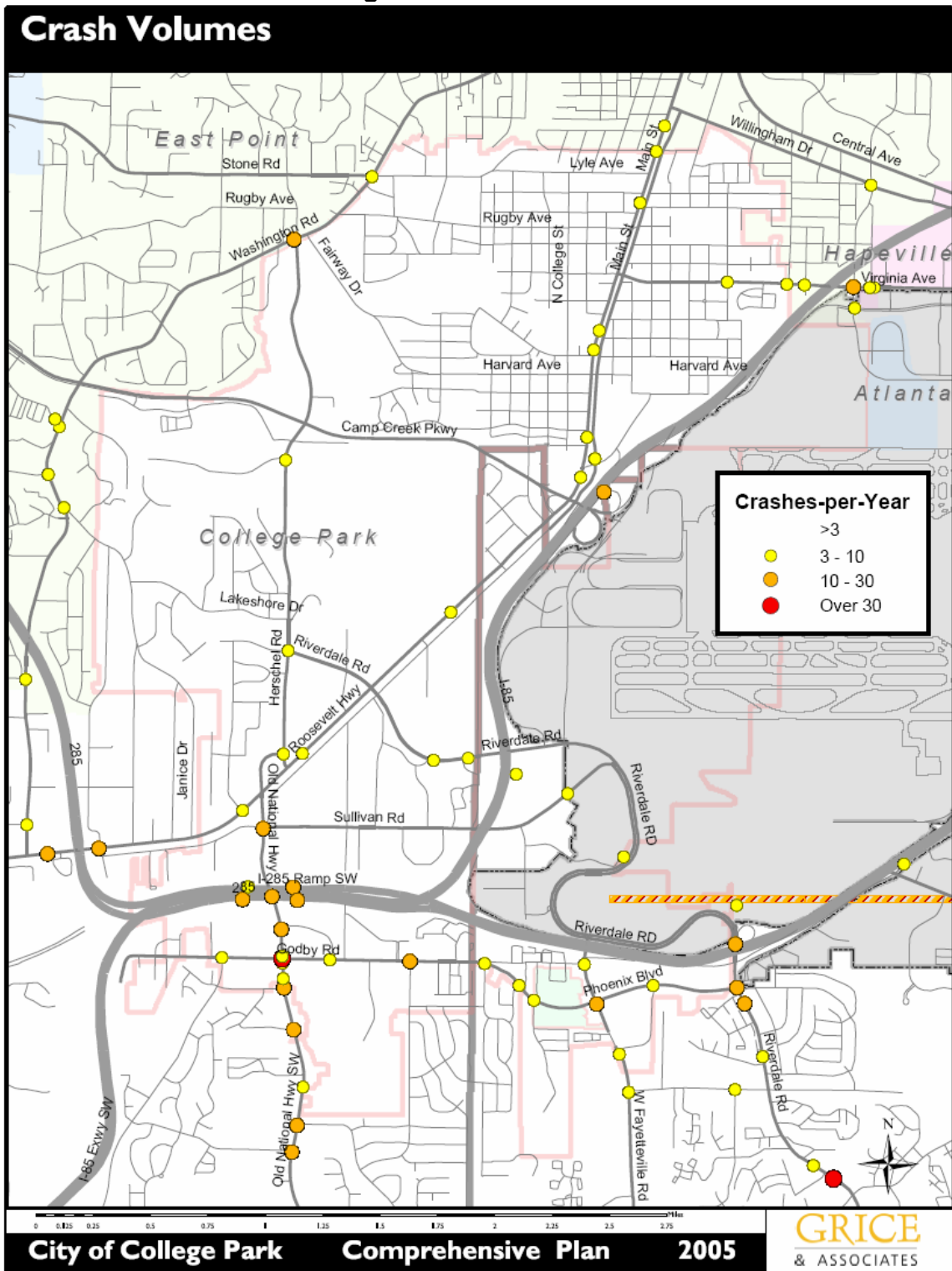
Map 7.12

College Park Crash Rates



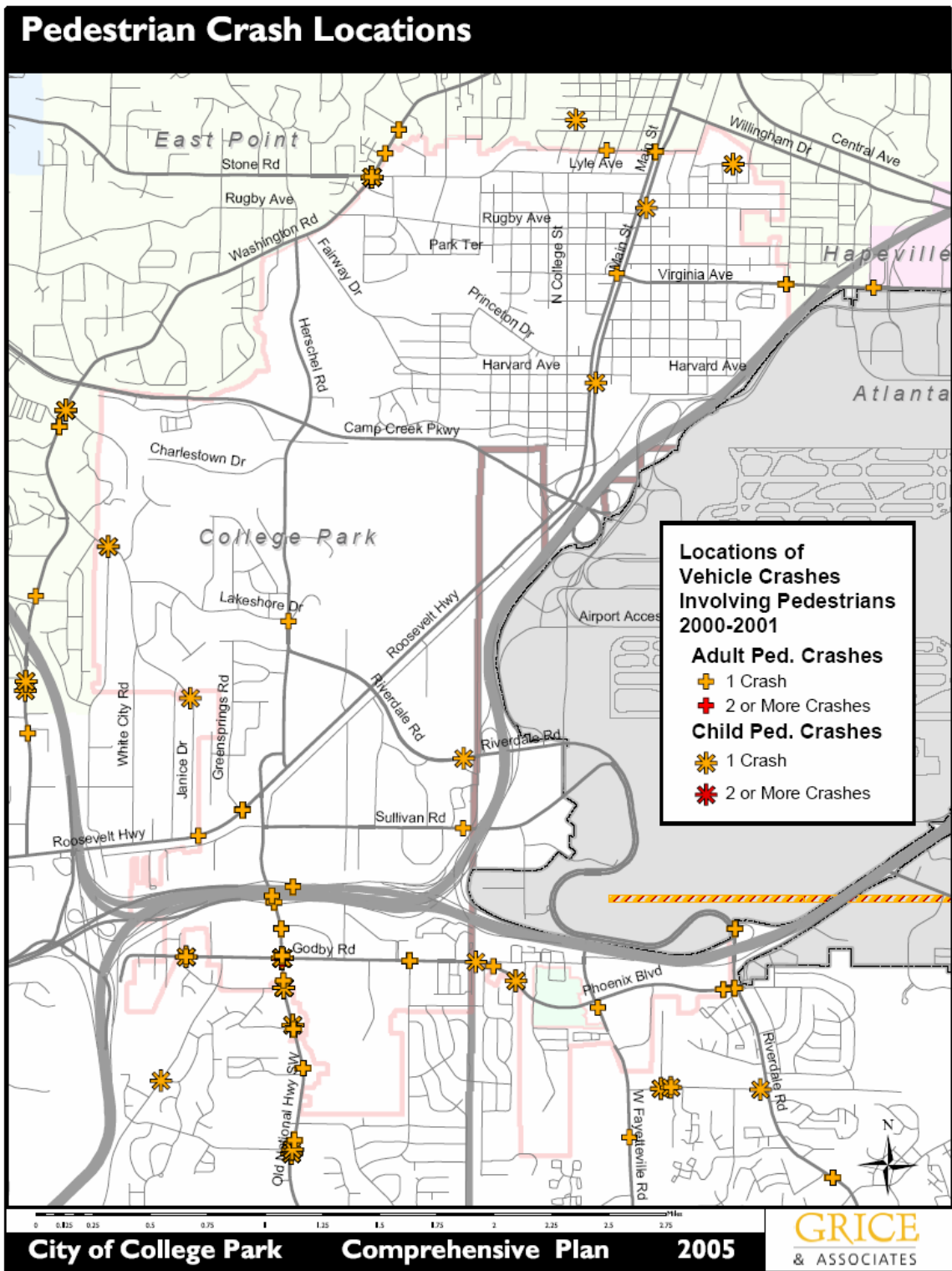
Map 7.13

College Park Crash Volumes



Map 7.14

College Park Pedestrian Crash Locations



Public Safety & Evacuations

Since College Park is not in a coastal region, there is a low probability of flooding and hurricane risk. Nevertheless, College Park is well served by interstates I-75, I-675 and I-285 which can be used in the event of the need for evacuation.

7.2.6 Air Quality

College Park is located within a federally designated Ambient Air Quality standards non-attainment area, thus compliance with the Federal Clean Air Act is required. Localities within non-attainment areas must include in their comprehensive plans the following: a map of the area designated as a non-attainment area for ozone, carbon monoxide, and/or particulate matter, a discussion of the severity of any violations contributed by transportation-related sources that are contributing to air quality non-attainment, and identification of measures, activities, programs, regulations, etc., the local government will implement consistent with the state implementation plan for air quality .

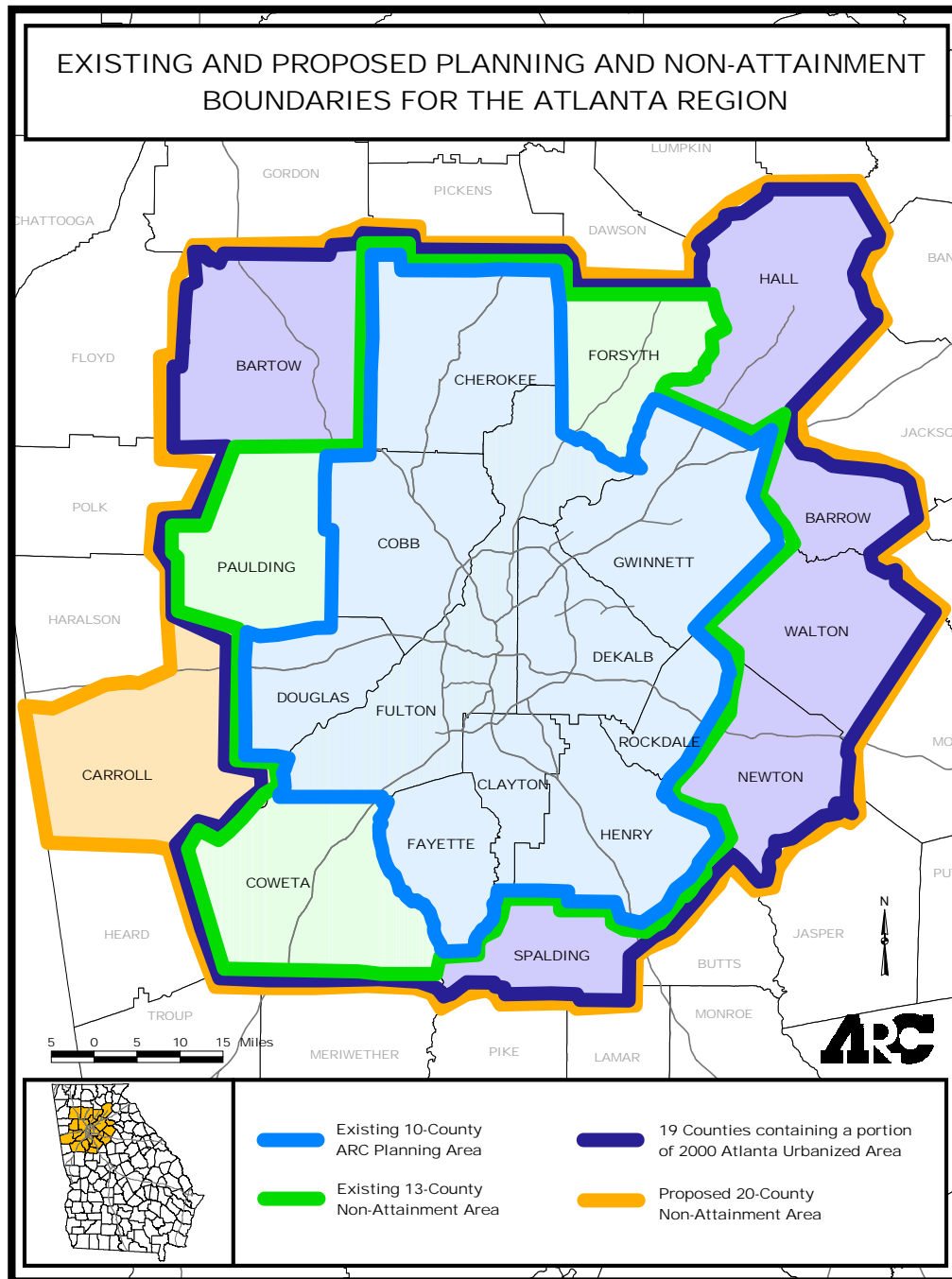
In April of 2005, the EPA tentatively approved the State of Georgia's request to the 13 counties of the Atlanta Metropolitan area, which includes Fulton and Clayton, and thus the entirety of the City of College Park, as meeting the Federal 1-hour standard for ozone pollution. Along with this classification change is a pending change from the National Ambient Air Quality Standard (NAAQS) 1-Hour Ozone Standard to the 8-hour standard, which sets a lower threshold for ozone-compliance, but allows measurements to be averaged over 8 hours. The region must also comply with NAAQS standards for Particulate Matter

Measures to reduce ozone and particulate emissions can be implemented at the state, regional, and local level. The following techniques to reduce ozone and particulate matter are incorporated into the City of College Park's Comprehensive plan, in compliance with the Georgia State Implementation Plan:

- Travel Demand Management Programs
- Promotion of Alternative Transportation options, such as walking, biking and transit
- Land-use and development-based trip-reduction strategies such as Transit-Oriented and mixed-use development.
- Implementation of recommendations from Livable Centers Initiative Studies
- Capital Investment in pedestrian, bicycle and transit facilities
- Design and implementation of ATMS systems to improve roadway operations and reduce congestion.

Map 7.15

Non-attainment Areas, Atlanta Metro Region



7.3 Public Input

A series of public meeting was held to gather input from members of the College Park community. Over 70 members of the public came to a workshop at Camp Truett on Mar 28, to discuss and provide input on land-use and transportation issues and opportunities.

The following issues and opportunities were identified:

Congested Roadways:

- Old National Highway at Interstate 285
- Virginal Avenue near Interstate 285
- Consider Bypass opportunities around Old National Highway using Old Bill Cook Rd & Old National Parkway

Roadway Operational Problems:

- Turning movements, Old National Highway at Interstate 85
- Turning Movements & Safety, Herschel Rd at Washington Road

Bike & Pedestrian Facility Improvements

- Sidewalks across entirety of Central College Park
- Sidewalks in US 29/Roosevelt Highway Corridor
- Sidewalks & Crossings on Old National Highway from Roosevelt Highway south to City Limit
- Sidewalks and Crossings on Godby Rd throughout city
- Bicycle paths near GICC/Camp Creek Pkwy/Global Gateway connector
- Greenways along watershed on east side of city

Signage

- Improved directional signage
- Improved Gateway signage

7.4 Articulation of Community Vision and Goals

Transportation Goals and Policies

- Goal 7.1 Provide accessibility and mobility for people, services, and goods.
 - Policy 7.1.1 Identify congestion & develop strategies.
 - Policy 7.1.2 Identify connectivity issues and develop strategies to mitigate them.
 - Policy 7.1.3 Identify deficiencies for all modes of travel and address them.
 - Policy 7.1.4 Ensure that all citizens have access to adequate transportation services and mobility.
 - Policy 7.1.5 Balance needs of local and through traffic.
 - Policy 7.1.6 Provide adequate public transit services and amenities.
 - Policy 7.1.7 Encourage connectivity in redevelopment opportunities.

- Goal 7.2 Attain or exceed regional air quality goals.
 - Policy 7.2.1 Provide adequate services and facilities to ensure that low-emission travel modes are safe, convenient and pleasant.
 - Policy 7.2.2 Encourage transportation demand management.
 - Policy 7.2.3 Consider full range of options to reduce congestion.
 - Policy 7.2.4 Provide adequate public transit services and amenities.
 - Policy 7.2.5 Provide safe and adequate pedestrian, bicycle and public transit facilities.

- Goal 7.3 Improve coordination of land use and transportation planning.
 - Policy 7.3.1 Encourage mixed-use development and “smart-growth” strategies to reduce trips.
 - Policy 7.3.2 Provide bike paths, sidewalks, and safe street crossings near parks, schools, and activity centers.

Goal 7.4 Maintain and improve transportation system performance, safety and preservation.

Policy 7.4.1 Improve dangerous intersections and roadways.

Policy 7.4.2 Improve sidewalk and pedestrian crossing facilities.

Policy 7.4.3 Maintain and improve transit facilities, stops and shelters.

Policy 7.4.4 Address congested roadways by implementing improvements or other congestion mitigation techniques.

Policy 7.4.5 Maintain or improve roadways and intersections to maximize efficient operational performance.

Policy 7.4.6 Provide sidewalks, bicycle paths and facilities near schools, libraries, parks, and other places used by children.

Policy 7.4.7 Develop access control guidelines for each functional class of roadway to ensure that each roadway achieves the optimum balance of mobility, and accessibility.

Goal 7.5 Protect and improve the environment and the quality of life.

Policy 7.5.1 Ensure that sidewalks are safe, continuous and in good condition.

Policy 7.5.2 Provide streetscaping amenities to enhance the physical appearance the City's streets.

Policy 7.5.3 Provide streetscaping amenities to make sidewalks more pleasant and functional.

Policy 7.5.4 Enhance public health by providing safe, pleasant and convenient pedestrian bicycle facilities that encourages walking and cycling instead of driving.

Policy 7.5.5 Maintain the cities streets and sidewalks public to enhance public pride and ownership.

Goal 7.6 Develop and maintain a transportation planning framework to facilitate the planning and maintenance of College Park's transportation network.

Policy 7.6.1 Develop and adopt a thoroughfare plan which categorizes each roadway by its appropriate function within the City's overall road system.

Policy 7.6.2 Classify and size roadways according to existing and future demand and develop access standards based on these functions.

Policy 7.6.3 Develop and adopt a City-wide sidewalk plan that promotes the improvement of pedestrian sidewalks in residential areas.

Policy 7.6.4 Align existing plans and performance measures with any future plans to achieve more detailed transportation goal and policy development.

Policy 7.6.5 Ensure that measures to manage or control land uses and natural resources are included in the City's transportation planning process.

- Policy 7.6.6 Develop design standards for each roadway classification to preserve the appropriate balance between its traffic service and land use functions.
- Policy 7.6.7 Coordinate transportation planning activities with county, regional, and state agencies.
- Policy 7.6.8 Recognize fixed barriers to connectivity and mobility, and articulate new development opportunities and land-use decisions so as to improve connectivity, mobility, and accessibility.

7.5 Programmed Improvements

Below is a current list of projects in and around City of College Park as listed in the Atlanta Regional Commission's RTP and TIP.

ARC TIP and RTP Projects

The following projects are listed under the Atlanta Regional Commission Transportation Improvement Plan (TIP). These projects are scheduled for the 2005 – 2010 planning period.

ARC Project Number – FS - 045

GDOT Project Number – N/A

Best Road from Sullivan Road to West Point Avenue

Description – Widen Roadway from two through lanes to four through lanes.

Service Type – Roadway Capacity

Completion Date – 2010

Corridor Length – 1.01 miles

Total funding commitment - \$7,950,000

Funding Source – Local Jurisdiction/Municipality

ARC Project Number – AR – 924D

GDOT Project Number – 752690

SR 6 (Camp Creek Parkway) Truck Lanes, Segment from I-285 West to Herschel Road

Description – Widen Roadway from four through lanes to six through lanes

Service Type – Roadway Capacity

Completion Date – 2030

Corridor Length – 1.61 miles

Total funding commitment - \$6,104,000

Funding Source – Q05-National Highway System

ARC Project Number – AR – 465

GDOT Project Number – 0006755

SR 6 (Camp Creek Parkway/Thornton Road/C.H. James Parkway) Corridor Study from I-85 South in Fulton County to West Hiram Parkway in Paulding County

Description – Access mobility needs for this critical corridor including the connection of Paulding County (and all points west) and the multimodal truck/rail facility in Austell to I-20, the Fulton Industrial Boulevard corridor, I-285, I-85, and Hartsfield-Jackson Atlanta International Airport.

Service Type – Studies

Completion Date – 2007

Corridor Length – 19.75 miles

Total funding commitment - \$750,000

Funding Source – Q23 – Surface Transportation Program

ARC Project Number – AR - 504

GDOT Project Number – N/A

CONRAC Access Road at I-85 South of Camp Creek Parkway – No Interstate Access

Description – This projects involves constructing a new two lane roadway and crossing of I-85 between the main terminal area to a planned new consolidated rental car facility on the west side of the freeway.

Service Type – Roadway Capacity

Completion Date – 2008

Corridor Length – 0.31 miles

Total funding commitment - \$ 93,700,000

Funding Source – Local Jurisdiction/Municipality

ARC Project Number – CL - 238

GDOT Project Number – 0006860

Godby Road from South Hampton Road to SR 314 (West Fayetteville Road) – Design Phase will Include Corridor Management Plan

Description – This project will involve widening Godby Road from two to four lane road with raised median. The project will also include the construction of sidewalks on both sides of the road and pedestrian signals. The project will improve the road alignment, safety, and capacity and operational efficiency of the east-west corridor for the County.

Service Type – Roadway Capacity

Completion Date – 2010

Corridor Length – 0.58 miles

Total funding commitment - \$ 3,085,000

Funding Source – Q23-Surface Transportation Program

ARC Project Number – FS-AR – BP029D

GDOT Project Number – 762522

Parkway Multi-use trail: segment 4 from Harriett Tubman Elementary School to Brannon Park to Camp Truitt Road

Description – FS-AR – BP029D is a Phase IV of four phases of the Parkway Multi-Use Trail project. This project includes the construction of a multi-use path along Parkway from Camp Truitt Road to Brannon Park to Harriett Tubman Elementary. This facility is approximately 1 mile in length

Service Type – Multi-use Bike/Ped Facility

Completion Date – 2008

Corridor Length – 0.5 miles

Total funding commitment - \$ 265,000

Funding Source – Local Jurisdiction/Municipality

ARC Project Number – AR – H – 150A

GDOT Project Number – 0003162

I-85 South HOV Lanes from I-75/85 in City of Atlanta to Riverdale Road in Clayton County

Description – Addition of 1 HOV lane in both directions for 6 miles from the lower connector split to Riverdale Road. Dedicated HOV –only ramps will be provided but have not been determined at this time. The HOV lanes will be barrier separated with median breaks in certain locations to allow for egress and ingress from the HOV lanes as well as for emergency vehicles

Service Type – HOV Lanes

Completion Date – N/A

Corridor Length – 6.3 miles

Total funding commitment - \$ 4,020,000

Funding Source – GRV – Garvee bond

ARC Project Number – AR – H – 150B

GDOT Project Number – 0003162

I-85 South HOV Lanes from I-75/85 in City of Atlanta to Riverdale Road in Clayton County

Description – Addition of 1 HOV lane in both directions for 6 miles from the lower connector split to Riverdale Road. Dedicated HOV –only ramps will be provided but have not been determined at this time. The HOV lanes will be barrier separated with median breaks in certain locations to allow for egress and ingress from the HOV lanes as well as for emergency vehicles

Service Type – HOV Lanes

Completion Date – 2021

Corridor Length – 6.3 miles

Total funding commitment - \$ 121,000,000

Funding Source – Q05 – National Highway System

ARC Project Number – AR – 469

GDOT Project Number – 713372

I-285 South ITS – Communications and Surveillance from I-85 South in Fulton County to I-75 South in Clayton County

Description – The addition of fiber optic cable, surveillance cameras and changeable message signs from I-85 South to I-75 South.

Service Type – ITS – Smart Corridor

Completion Date – 2007

Corridor Length – 4.1 miles

Total funding commitment - \$ 4,352,000

Funding Source – Q05 – National Highway System

ARC Project Number – FS – AR – 181

GDOT Project Number – 0005132

I-285 West Noise Barriers from I-85 South to I-20 West

Description – N/A

Service Type – Other

Completion Date – 2025

Corridor Length – 10.4 miles

Total funding commitment - \$ 23,100,000

Funding Source – FEDAID – 2011-2030

ARC Project Number – AR – 295

GDOT Project Number – 713371

I-285 West ATMS from I-85 South to I-20 West (City of Atlanta)

Description – The addition of fiber optic cable, surveillance cameras and changeable message signs from I-85 South to I-20 West.

Service Type – ITS – Smart Corridor

Completion Date – 2007

Corridor Length – 10.4 miles

Total funding commitment - \$ 8,615,600

Funding Source – Q05 – National Highway System

ARC Project Number – AR - 506

GDOT Project Number – N/A

North Airport Parkway from Riverdale Road to I-85 South

Description – Widen Roadway from four through lanes to six through lanes.

Service Type – Roadway Capacity

Completion Date – 2025

Corridor Length – 2.16 miles

Total funding commitment - \$ 34,120,000

Funding Source – Local Jurisdiction/Municipality

ARC Project Number – FS - 195

GDOT Project Number – 0006912

SR 279 (Old National Highway) Transit Oriented Development Implementation Program from Flat Shoals Road to Sullivan Road

Description – FS-195 is transit oriented development implementation project along SR 279 (old National Highway). This project includes installing new sidewalks, streetscaping improvements and stidymog [sic] transit service in the corridor.

Service Type – Bicycle/Pedestrian Facility

Completion Date – 2008

Corridor Length – 3 miles

Total funding commitment - \$ 1,650,000

Funding Source – Q23 – Surface Transportation Program

ARC Project Number – FS-AR – BP029A

GDOT Project Number – 762520

Parkway Multi-use trail: Segment 1 from MARTA College Park Rail Station to Virginia Avenue

Description – FS-AR – BP029A is a Phase I of four phases of the Parkway Multi-Use Trail project. This project includes the construction of a multi-use path along Parkway from Virginia Avenue to the MARTA rail Station. This facility is approximately 1 mile in length.

Service Type – Multi-use Bike/Ped Facility

Completion Date – 2008

Corridor Length – 0.5 miles

Total funding commitment - \$ 343,000

Funding Source – Local Jurisdiction/Municipality

ARC Project Number – FS-AR – BP032

GDOT Project Number – 762525

Phoenix Multi-Use Trail from Intersection of SR 314 (West Fayetteville Road) and Phoenix Boulevard to intersection of US 29 (Roosevelt Highway) and Lesley Drive near Georgia International Convention Center

Description – The phoenix Multi-use Trail includes the construction of a multi-use facility from commerce Gateway to the Convention Center Gateway to Phoenix Gateway. This facility is approximately one mile in length.

Service Type – Multi-use Bike/Ped Facility

Completion Date – 2007

Corridor Length – 2 miles

Total funding commitment - \$ 1,197,000

Funding Source – Q40 – Congestion Mitigation/Air Quality

ARC Project Number – CL - 057

GDOT Project Number – 742900

US 29 (Roosevelt Highway) from SR 6 (Camp Creek Parkway) to Old National Highway

Description – Widen Roadway from two through lanes to four through lanes.

Service Type – Roadway Capacity

Completion Date – 2020

Corridor Length – 2.14 miles

Total funding commitment - \$ 3,200,000

Funding Source – FEDAID – 2011-2030

ARC Project Number – FS - 049

GDOT Project Number – N/A

US 29 (Roosevelt Highway) from SR 279 (Old National Highway) to Clayton County Line

Description – Widen Roadway from two through lanes to four through lanes.

Service Type – Roadway Capacity

Completion Date – 2020

Corridor Length – 1.85 miles

Total funding commitment - \$ 5,200,000

Funding Source – FEDAID – 2011-2030

ARC Project Number – FS - 030

GDOT Project Number – N/A

US 29 (Roosevelt Highway) from SR 279 (Old National Highway) to SR 14 Spur (South Fulton Parkway)

Description – Widen Roadway from two through lanes to four through lanes.

Service Type – Roadway Capacity

Completion Date – 2030

Corridor Length – 2.41 miles

Total funding commitment - \$ 14,700,000

Funding Source – FEDAID – 2011-2030

ARC Project Number – FS-AR – BP177

GDOT Project Number – 771130

US 29 (main Street) Bike Lanes and Sidewalks from Conley Street to Vesta Avenue

Description – FS-AR 177C includes the installation of bicycle lanes and sidewalk on US 29/Main Street. Part of this project is in Clayton County, but it is sponsored by the City of College Park.

Service Type – Multi-use Bike/Ped Facility

Completion Date – 2008

Corridor Length – 0.5 miles

Total funding commitment - \$ 1,275,000

Funding Source – Local Jurisdiction/Municipality

ARC Project Number – FS - 021

GDOT Project Number – N/A

Virginia Avenue Connector from US 29 (Main Street) to I-85 South

Description – Widen Roadway from two through lanes to four through lanes.

Service Type – Roadway Capacity

Completion Date – 2030

Corridor Length – 0.9 miles

Total funding commitment - \$ 5,900,000

Funding Source – FEDAID – 2011-2030

ARC Project Number – FS – 200C

GDOT Project Number – 751140

Washington Road: Segment 3 from Delowe Drive to Legion Way

Description – N/A.

Service Type – Roadway Capacity

Completion Date – 2030

Corridor Length – 0.92 miles

Total funding commitment - \$ 3,639,800

Funding Source – FEDAID – 2011-2030

ARC Project Number – FS – 199

GDOT Project Number – 0006731

SR 279 (Old National Highway) ATMA from SR 138 (Jonesboro Road) to I-285 South

Description – The proposed scope of work includes installing fiber optic interconnect and upgrades to the traffic signal system along Old National Highway from I-285 to Jonesboro Road. These signals would be connected to the Fulton County Traffic Control Center.

Service Type – ITS – Smart Corridor

Completion Date – 2010

Corridor Length – 0.92 miles

Total funding commitment - \$ 800,000

Funding Source – Q23- Surface Transportation Program

ARC Project Number – FS - 059

GDOT Project Number – N/A

SR 319 (Riverdale Road) extension from near intersection with US 29 (Roosevelt Highway) to SR 6 (Camp Creek Parkway)

Description – FS -059 is new roadway project on SR 314 (Riverdale Road) from US 29 (Roosevelt Highway) to SR 6 (Camp Creek Parkway). It will extend SR 314 (Riverdale Road) 1.03 miles and will be widened from a 2 to a 4 lane facility.

Service Type – Roadway Capacity

Completion Date – 2012

Corridor Length – 1.03 miles

Total funding commitment - \$ 22,500,000

Funding Source – Local Jurisdiction/Municipality

ARC Project Number – AR - 508

GDOT Project Number – N/A

SR 139 (Riverdale Road) from I-285 South to Airport Boulevard

Description – This project involves upgrading the horizontal and vertical alignment of Riverdale Road between I-285 and Aviation Boulevard.

Service Type – Roadway Operation

Completion Date – 2006

Corridor Length – 4 miles

Total funding commitment - \$ 36,531,554

Funding Source – Local Jurisdiction/Municipality

ARC Project Number – AR - 505

GDOT Project Number – N/A

South Airport Parkway (SR 139-Riverdale Road) Realignment from South of I-285 to West of I-85 South

Description – N/A

Service Type – Roadway Capacity

Completion Date – 2025

Corridor Length – 1.73 miles

Total funding commitment - \$ 163,170,000

Funding Source – FEDAID – 2011-2030

ARC Project Number – AR - 509

GDOT Project Number – 751855

SR 314 (West Fayetteville Road) From SR 139 (Riverdale Road) to Godby Road/Phoenix Boulevard

Description – This project will involve widening SR 314/Fayetteville Road from Norman Drive/CR 255 to SR 139/Riverdale Road from 2 to 4 lanes. The added capacity will relieve bottlenecks and congestion as well as improve traffic flow and safety in this corridor.

Service Type – Roadway Operational

Completion Date – 2007

Corridor Length – 0.9 miles

Total funding commitment - \$ 14,050,000

Funding Source – Local Jurisdiction/Municipality

Chapter 8 - Intergovernmental Coordination

The boundaries for use of community facilities and transportation corridors as well as the effects of land use often go beyond the legal boundaries of a municipal or county government. Poor coordination between interdependent governmental entities can jeopardize the effective implementation of the comprehensive plan. The purpose of this element is to inventory the existing intergovernmental coordination mechanisms and processes between the City of College Park, surrounding municipalities, and Fulton County. This element will address the adequacy and suitability of existing coordination mechanisms to serve the current and future needs of the city as well as articulate goals and formulate strategies for the effective implementation of policies and objectives that involve more than one governmental entity.

8.1 Adjacent Local Governments

Some of the services provided to College Park residents are contracted out through Fulton County, Clayton County, the City of Atlanta and private contractors. Fulton County has a total of ten municipalities. The Fulton County Government hosted a meeting with each chief administrator for the ten municipalities within the County to discuss the Service Delivery Strategy (SDS). The SDS is a State mandated agreement between all local governments within a county whose purpose is to promote effectiveness, cost efficiency, and funding equity.

This document serves as the primary coordination mechanism between the county and city governments located within its boundaries. The Fulton County Manager does meet with each jurisdiction on an as needed basis. During the Fulton County Comprehensive Plan update, the Director of the Fulton County Department of Environment and Community Department hosted regular meetings with the planning department staff of the cities. During the comprehensive plan update process, these meetings were held on a bi-monthly basis.

The Transportation Division of the Fulton County Department of Public Works meets quarterly with the cities and the Community Improvement Districts (CID's) to discuss any planning issues they may have so as to avoid duplication of projects, improvements that create bottlenecks and unnecessary gaps. Fulton County departments work cooperatively and meet with their respective local government counterparts for the purposes of coordination on an as needed basis.

In addition to these local meetings, College Park participates with the Atlanta Regional Commission and attends meetings relevant to their planning area.

8.2 School Board

The Fulton County Board Of Education oversees the Fulton County Public Schools (FCPS). FCPS serves the area of Fulton County outside the city limits of Atlanta, including the cities of Alpharetta, Roswell, and Mountain Park in the north, and College Park, East Point, Fairburn, Hapeville, Union City, Palmetto in the south and all of the unincorporated portions of Fulton County. Furthermore, the Clayton County Board of Education serves Clayton County Public Schools (CCPP). The CCPP serves the Cities of College Park, Forest Park, Jonesboro, Morrow, and Riverdale.

8.3 Other Local Governmental Entities

8.3.1 East Point Water Authority

The East Point Water Plant treats College Park's water supply. Negotiated in July 1977, the water treatment contract remains in effect through July 2007. According to the contract, it can be renewed every three years thereafter, but can be cancelled at any time by either party. Along with College Park, the East Point Water Plant treats East Point and Fort McPherson. This facility also services the City of Atlanta as an emergency backup and Hapeville through emergency interconnect. (See Community Facilities Chapter 6)

8.3.2 Development and Redevelopment Authority of Clayton County

The Development and Redevelopment Authority of Clayton County provides economic development services to the City of College Park. The authority has the jurisdiction to issue tax exempt or taxable bonds to businesses wishing to locate in Clayton County. In accordance with the Georgia Redevelopment Powers Act, of 1985, the Authority can also create special district taxes on approved urban redevelopment issues. The authority also has jurisdiction to provide incentives such as tax breaks, venture capital programs, tax abatements and enterprise zones to new businesses locating in Clayton County as well as existing businesses. Additionally, the authority has the power to buy and sell property and construct buildings.

The largest recent initiative undertaken by the Development and Redevelopment Authority of Clayton County concerning College Park is the 2002 Riverwalk Plan for the redevelopment of areas surrounding Southern Regional Medical Center along Upper College Park Road. While much of the Riverwalk Plan's study area falls outside of the City of College Park, the success of the plan is essential to College Park's efforts to attract medical office development and high-end housing.

Increased coordination between the Development and Redevelopment Authority and the City of College Park Planning staff will be necessary to ensure implementation of the Riverwalk Plan. Specifically, the City of College Park should carefully coordinate any future development of the airport fill dirt excavation site just north of Southern Regional Medical Center with hospital area redevelopment plans. For example, future industrial development of the dirt excavation site could present a serious land use conflict with the Riverwalk Plan.

During the formulation of the Clayton County Comprehensive Plan 2005 – 2025, planners worked closely with representatives of the Development Authority to identify opportunities for development and redevelopment. This level of coordination should be continued, specifically to assist in the implementation of improvement and development projects identified in the City of College Park’s Comprehensive Plan Update.

8.3.3 Business Industrial Development Authority

The College Park Business and Industrial Development Authority (CPBIDA) have the power to issue city-backed bonds for the purpose of major economic development initiatives. The CPBIDA was instrumental in providing the bond financing for the construction of the Georgia International Convention Center (GICC).

8.3.4 South Fulton Chamber of Commerce

The South Fulton Chamber of Commerce grew out of the merger of the East Point Chamber of Commerce and the College Park Chamber of Commerce in 1969. After merging with the Metro Atlanta Chamber of Commerce from 1992 through 2002, the South Fulton Chamber is again focused exclusively on economic development and business advocacy in South Fulton. The South Fulton Chamber of Commerce conducts monthly business forums on issues and opportunities facing the region. It also holds small business development sessions including “Lunch ‘n’ Learn” educational/advice and networking opportunities.

8.3.5 South Fulton Revitalization Corporation

South Fulton Revitalization, Inc. is a community-based nonprofit organization founded in 1994, and is governed by a volunteer Board of Directors. The mission of SFRI is to promote quality economic development initiatives in south Fulton County. The South Fulton Revitalization Corporation has sponsored economic development studies such as the forthcoming Roosevelt Highway (US29) Corridor Enhancement Plan, which focuses on economic development and transportation improvements along US Highway 29 from College Park to Palmetto. The organization also holds promotional tours and distributes marketing materials showcasing development opportunities in South Fulton, such as the South Fulton Parkway corridor.

8.3.6 College Park Downtown Business Association

The College Park Downtown Business Association promotes revitalization and economic development in the city's historic Main Street district. The College Park Downtown Business Association helps administer the city's Main Street Program. The College Park Downtown Business Association holds revolving monthly meetings at downtown area businesses.

8.3.7 Old National Highway Merchant's Association

The Old National Highway Merchant's Association provides a voice for businesses located along the commercial corridor. The Merchant's Association has been an active participant in redevelopment planning efforts for the corridor, such as the Old National Highway Livable Centers Initiative Study.

8.3.8 Clayton County Chamber of Commerce

A non-profit membership organization, the Clayton County Chamber of Commerce provides assistance to new businesses wishing to locate their establishments in the county. The agency's activities are focused in the areas of business recruitment and retention.

8.3.9 The Small Business Development Center (SBDC)

This center, located at Clayton College and State University, is a partnership between the U.S. Small Business Administration and colleges and universities from around the state. The SBDC office at CCSU serves new and existing businesses in Clayton, Fayette, Henry and Spalding Counties. The center provides one-on-one counseling on a wide range of issues including: developing and updating business plans, identifying sources of capital, financial records analysis, and specialized research geared to the specific needs of the business owner, accounting, marketing strategies, and governmental regulation compliance. The center also provides confidential services to companies seeking operational and strategic planning advice.

8.3.10 Joint Development Authority of Metro Atlanta

Through participation in the Joint Development Authority of Metropolitan Atlanta, Clayton, DeKalb, Douglas and Fulton Counties work together to address economic development as a region. The combined population of counties participating in the Joint Authority represents approximately 25% of the population of Georgia. By participating in the alliance, the member counties enable each company located within its jurisdiction to take advantage of a \$1,000-per-job state tax credit.

8.3.11 Metro South

Founded in 1993, Metro South was among the nation's first regional economic development marketing initiatives. The organization initially incorporated only four of its current members: Clayton, Fayette, Henry and South Fulton counties. Within two years, both Coweta and Spalding were added.

8.3.12 Hartsfield-Jackson Atlanta International Airport

Hartsfield-Jackson Atlanta International Airport abuts the eastern edge of College Park. The presence of one of the nation's busiest airports has had significant impacts on the development and redevelopment potential of the City of College Park. The airport and city will continue to coordinate on issues related to the airport's expansion and long-range plans. The future land use plan included in this Comprehensive Plan Update is coordinated with the airport's long-range plan. The coordination of the airport and city's planning efforts is accomplished through staff level interaction between the airport's Community and Land Use Planning Department and the City of College Park.

8.4 Regional and State Entities

The City of College Park works closely and in cooperation with larger bodies of government, such as regional and state governmental entities. Positive communication between all of these entities is essential in order for College Park to incorporate its smart growth initiative. A successful political relationship between all government entities will ensure that College Park can utilize its vision and achieve its goals. Listed below are the current governmental entities that are responsible for carrying out state legislature.

8.4.1 The Atlanta Regional Commission (ARC)

The Atlanta Regional Commission (ARC) serves as the regional development center for metropolitan Atlanta area including the City of College Park. The ARC is responsible for serving the public interest of the state by promoting and implementing the comprehensive planning process among its ten county region. This agency focuses heavily on involvement in local, regional and state planning related to: land use, transportation, recreation, historic preservation, natural resources, and solid waste.

The ARC provides a variety of services to College Park, such as land use and transportation planning coordination, services for the elderly and workforce development. The existing mechanisms of coordination between the City of College Park and the Atlanta Regional Commission are considered adequate and expected to remain constant through the planning period.

8.4.2 Metropolitan North Georgia Water Planning District

With a finite water resource and a population of nearly 4 million and growing, the need to carefully and cooperatively manage and protect Metropolitan Atlanta's rivers and streams has become a priority. The Metropolitan North Georgia Water Planning District was signed into law on April 5, 2001 (2001 S.B. 130) and is developing regional and watershed specific plans for stormwater management, wastewater management, and water supply and conservation in a 16 county area which encompasses Clayton County and Bartow, Cherokee, Cobb, Coweta, DeKalb, Douglas, Fayette, Forsyth, Fulton, Gwinnett, Hall, Henry, Paulding, Rockdale and Walton Counties. Local governments within the District that do not substantially adopt the model ordinances will be ineligible for state grants or loans for stormwater related projects. This decision may be appealed to the District Board with a majority vote required to overturn. Those governments that do not implement plans that apply to them would have their current permits for water withdrawal, wastewater capacity or NPDES stormwater permits frozen. The city has developed and adopted watershed and stream buffer protection ordinances complying with the directive of the MNGWPD.

The Metropolitan North Georgia Water Planning District sponsors model ordinance training seminars to assist local government officials in enacting ordinances that comply with the agency's directives.

8.4.3 Georgia Department of Transportation (GDOT)

The Georgia Department of Transportation (GDOT) maintains and improves state and Federal highways in the City of College Park and provides financial assistance for local road improvements. College Park coordinates closely with GDOT through the city's Public Works Department. This coordination is expected to continue throughout the planning period.

8.4.4 Georgia Department of Natural Resources (DNR)

The Georgia Department of Natural Resources (DNR) provides assistance and guidance to the city in a number important areas including; water conservation, environmental protection, wildlife preservation, and historic preservation. When required there is staff level interaction between the city and DNRs divisions and this interaction will continue during the planning period.

8.4.5 Georgia Department of Human Resources (DHR)

Georgia Department of Human Resources (DHR) is responsible for the delivery of health and social services. The department is one of the largest agencies in state government and serves all Georgia citizens through regulatory inspection, direct service and financial assistance programs. The County department charged with primary coordination of Georgia DHR programs is the Fulton County Department of Health and Wellness, which also services College Park's Health Department.

8.4.6 Georgia Department of Community Affairs (DCA)

The Georgia Department of Community Affairs (DCA) has overall management responsibilities for the State's coordinated planning program and reviews plans for compliance with minimum planning standards. DCA provides a variety of technical assistance and grant funding opportunities to the city.

8.4.7 Georgia Greenspace Program

The Georgia Greenspace Program was created during the 2000 Georgia legislative session as a means of encouraging preservation efforts in rapidly developing counties. The law also created the Georgia Greenspace Trust Fund as a mechanism for financing greenspace acquisition. For a county to be eligible to qualify for a greenspace grant it must have a population of at least 50,000 or average annual population growth of 800 people. The city of College Park is actively participating in the Georgia Greenspace Program. To date, the city has used grants from the Georgia Greenspace Trust Fund to acquire 8.5 acres of land. The Georgia Greenspace Program; however, was replaced by the Land Conservation Partnership program.

The preservation of greenspace has become a significant concern for many local municipalities throughout the state of Georgia. The Land Conservation Partnership was created 2003 after Governor Sonny Purdue signed an executive order, which created a Conservation Council who is responsible of creating a comprehensive Land Conservation Plan (LCP). The LCP is founded upon the following facts: the State of Georgia ranks fifth in the nation in overall species diversity; Georgia ranks in the top ten for its abundance of amphibians, freshwater fish, crayfishes, reptiles, and vascular plants; Georgia is the fifth fastest growing state in the nation; Georgia ranks 12th in the Southeast for percentage of state funds subsidized for conservation; and from 1992 to 1997 approximately 1,053,200 acres of land within the state were developed. (Source: Georgia Conservation Briefing Book 2005/2006 <http://www.gavoters.com>)

8.5 Private Entities

Private entities are quasi-governmental, non-profit agencies, which work to better the public sector initiatives and quality of life. These entities can work under contracts, bond issues, grants, etc. The private entities working under these parameters are listed below.

8.5.1 Airport Chamber of Commerce

A non-profit membership organization, the Airport Area Chamber of Commerce promotes the development and growth of business and professional activities in the vicinity of the Atlanta airport. The Chamber promotes the business support and networking and assists with programs such as health insurance, discount programs on credit card processing, business phone service and advertising. The Chambers activities are focused in the areas of business recruitment and retention.

8.6 Service Delivery Strategy

In 1997 the State passed the Service Delivery Strategy Act (HB489). This law mandates the cooperation of local governments with regard to service delivery issues. Each government was required to initiate development of a Service Delivery Strategy (SDS) between July 1, 1997 and January 1, 1998. Service Delivery Strategies must include an identification of services provided by various entities, assignment of responsibility for provision of services and the location of service areas, a description of funding sources, and an identification of contracts, ordinances, and other measures necessary to implement the SDS.

The Service Delivery Strategy for Clayton County and its municipalities including College Park was adopted and submitted for compliance review in October 1999 and extension agreements were signed in April 2000 and April 2004. The local governments are in the process of evaluating the need to make changes to the existing strategy, and if required will prepare an official update and submittal of appropriate forms to the Georgia Department of Community Affairs. The provision of services in the city is discussed in detail in the Chapter 6 - Community Facilities element of the Comprehensive Plan. The major agreements included in the Service Delivery Strategy are summarized here, except where it is noted the existing agreements between the county and cities are considered adequate. However, as the local governments meet to review and update the current Clayton County Service Delivery Strategy it is recommended that each of the existing agreements be examined and evaluated.

8.6.1 Police Services

Emergency agreements do exist with Fulton and Clayton County Sheriff Departments for assistance during emergency circumstances. Currently, College Park will send their sentenced inmates to the Fulton County or Clayton County jail. During the Clayton County comprehensive planning process it was identified that there may be some discrepancy concerning which jurisdiction provides police protection to a number of unincorporated and incorporated islands which exist throughout the county. This issue should be explored during the county's SDS update.

8.6.2 Jails

The Service Delivery Strategy includes an agreement by which Fulton County provides jail services to the City of College Park. This agreement is being reassessed at this time, and a new agreement is being negotiated with the City of East Point to determine who will provide future inmate services.

8.6.3 Solid Waste Management

The City of College Park contracts their solid waste pickup and disposal with BFI, a private waste management firm. (See Community Facilities Chapter, Section 6.3) BFI transports refuse to a solid waste transfer station leased from East Point, and eventually the waste is shipped to one of three landfills: 1) Richmond Creek Landfill at 5611 South Richland Creek, Buford, Georgia, 2) Hickory Ridge Landfill at 3330 Moreland Avenue, Conley, Georgia, 3) Taylor County Landfill at 773 County Road 33 Stewart Road, Mauk, Georgia. Coordination mechanisms regarding solid waste are considered adequate at this time.

8.6.4 Fire Protection and EMS

The City of College Park is protected by a Class 4 ISO rated fire department. The City takes an aggressive role in emergency management and disaster preparedness & mitigation; although, Clayton and Fulton County Emergency Management Agency is charged with the duty of transporting for College Park. The unit responding is based on the location of need within the City.

8.7 Summary of Dispute Resolution Process

Located in two counties, College Park participates in the Service Delivery Strategies of both Fulton and Clayton Counties, and as such, the city has adopted a dispute resolution mechanism in both jurisdictions to address issues that arise to annexation requests. The agreement relates to land adjacent to the unincorporated areas that border the City of College Park. In July 2004, the State of Georgia adopted new requirements for annexation procedures in House Bill 709 that supplant all existing agreements. It is recommended that College Park, in coordination with the counties and municipalities located in Clayton and Fulton counties respectively, review and revise the dispute resolution on annexation to bring it into compliance with the state regulation.

8.7.1 Summary of Current Dispute Resolution Process

Within twenty-one days of notification, the affected local governments must respond to the annexing city that it has no objection to the proposed land use and zoning classification for the property to be annexed or that it objects. If the affected local government objects, it must include a list of curative conditions/stipulations that will allow them to respond with no objection to the proposed land use and zoning classifications.

If there is an objection the annexing city will respond to the affected local government in fourteen days either agreeing to implement the affected government's stipulation, agreeing to cease action on the proposed annexation, initiating a fourteen day mediation process to discuss compromises or disagreeing that the objections of the affected government are *bona fide* within the meaning of O.C.G.A § 36-36-11(b) and that it will avail itself of any available legal remedies.

If the annexing city moves forward with the annexation agreeing to the stipulations of the affected government, the city concurs that irrespective of future changes in land use or zoning, the site-specific mitigation/enhancement measures or site-design stipulations included in the agreement are binding on all parties for a three year period following execution of the annexation agreement.

When a municipality initiates an annexation, the county and any other affected jurisdiction must be notified in order that they can analyze the effects of the proposed change in land use and issue any objections they have to the annexation. The response must occur within twenty-one days of the notification, and a list of conditions must accompany an objection.

In response to an objection, the city must respond within fourteen days in one of the following methods: 1) agree to the conditions set forth by the affected local government and apply the binding site-design stipulations for a three year period; 2) cease action on the proposed annexation; 3) mediate in a fourteen day review process in order to discuss compromises; and 4) if an agreement is not possible, initiate legal remedies if the annexing party disagrees that the objection is *bona fide* under O.C.G.A § 36-36-11(b).

8.8 Service Provision Conflicts or Overlaps

The Service Delivery Strategy includes a thorough assessment of service responsibilities outlining those areas where joint or coordinated services are provided and stating reasons in cases where the county and municipalities provide separate services. College Park has worked closely with Fulton County Government to assure this takes place.

The City of College Park has taken part in the development of the Service Delivery Strategy with both Fulton and Clayton counties. The strategy includes an assessment of service providers and lists reasons for providing separate services when necessary.

8.9 Land Use

8.9.1 Compatibility of Land Use Plans

College Park has worked with Fulton, Clayton, and representatives of Hartsfield-Jackson International Airport in developing its future land use plan. There are areas in the vicinity of the city that call for an increase in land use intensity. In places where the city has a different future land use designation than either county, the city will work with the respective jurisdiction to mitigate the conflict for a more compatible growth pattern.

8.9.2 Land Use and Siting Facilities of Countywide Significance

The land use planning effort undertaken to develop this comprehensive plan has addressed the concerns held by the county regarding the siting of public and private facilities.

8.9.3 Developments of Regional Impact

Developments of Regional Impact (DRIs) are large-scale developments likely to have effects outside of the local government jurisdiction in which they are located. The Georgia Planning Act of 1989 authorizes the Department of Community Affairs (DCA) to establish procedures for intergovernmental review of these large-scale projects. These procedures are designed to improve communication between affected governments and to provide a means of revealing and assessing potential impacts of large-scale developments before conflicts relating to them arise. At the same time, local government autonomy is preserved because the host government maintains the authority to make the final decision on whether a proposed development will or will not go forward. State law and DCA rules require a regional review prior to a city or county taking any action (such as a rezoning, building permit, water/sewer hookup, etc.) that will further or advance a project that meets or exceeds established size thresholds.

For the City of College Park, the Atlanta Regional Commission (ARC) and the Georgia Regional Transportation Authority (GRTA) administer this process when an application meeting the state set threshold criteria is received from a developer.

8.9.4 Annexation

Annexation is a process used to expand the boundaries of a municipality. While most are beneficial, poorly planned annexations can cause traffic congestion, school overcrowding, environmental damage, and other impacts with few positive effects. Vacant or under developed land adjoining the municipality in most cases is ideal land for annexation purposes.

When this underdeveloped property reaches its full development potential the jurisdiction can reap the benefits in the form of increased tax revenue. Of course the municipality will also have to pick up the cost of providing public services. If the added revenue exceeds the additional expenses, then the municipality will benefit from either lower taxes or improved services.

It is recommended that the city work with the Clayton County to facilitate the annexation of the “islands” of unincorporated land that exist within the city limits.

Per the requirements of House Bill 489, Service Delivery Strategy and Dispute Resolution procedures, it is recommended that the City coordinate with the County on these issues with an initial emphasis on the unincorporated land that exists within the city limits.

8.10 Intergovernmental Coordination Goals and Policies

Goal 8.1 Resolve land use conflicts with other local governments through the established dispute resolution process included in the Fulton County and Clayton County Service Delivery Strategy.

Policy 8.1.1 Assess and amend the current dispute resolution process as needed to ensure its effectiveness.

Goal 8.2 Maintain coordination between the vision, goals, and policies set forth in the Comprehensive Plan and the land use planning and facility siting actions of the City of College Park and the Fulton County Board of Education.

Policy 8.2.1 Develop agreements as needed to ensure the sharing of resources and information by all governmental entities in and around College Park.

Policy 8.2.2 Develop a formal forum for coordination between the Fulton County Board of Education and the City of College Park with regard to new schools and residential developments deemed to have a significant impact on school capacity.

Goal 8.3 Maintain coordination between the vision, goals, and policies of the Comprehensive Plan and the programs and requirements of all applicable regional and state programs.

Policy 8.3.1 Continually seek methods of enhancing the current service delivery strategy to make the best use of local governmental resources and to provide the highest level of services to all residents of College Park.

Chapter 9 – Land Use

Purpose of the Land Use Element

The Comprehensive Plan's land use chapter provides local governments with an inventory of existing land use patterns and trends, and serves as a guide or roadmap for future patterns of growth. Land use patterns impact a community's transportation flow, energy consumption, property taxes, and uses for adjacent lands and potential for growth.

The inventories detail existing land use patterns. Recommendations for future land use and growth are guided by community needs and desires. Recommendations also outline goals, policies and strategies for future land use that reflect the economic, housing, community service and natural and cultural policies of the plan. The Future Land Use Plan should serve as a guideline when considering future land uses. The plan outlines all areas that should be considered when designing land use patterns. As the city grows, the Land Use Plan can change and may be amended at any time provided there are necessary public hearings and justification for amendments.



Used primarily as a general and long-range policy guide for decisions regarding future land development, cities rely on the land use section when considering development proposals and the location of public facilities. It also serves as the foundation for zoning and subdivision regulations, as well as Capital Improvement Programs, which implement the previously established goals and policies. Changes in zoning or subdivision policies must be based on the land use patterns outlined in the future land use map.

Once adopted by the city, these policies serve as a guide for all land use decisions. These policies also are used to forecast the future land needs of the city. The policies may only be changed by amending the plan. Land Use forecasts are made for twenty years into the future, but only have a life expectancy of five to six years. So, despite the state mandate of updating the plan every ten years, to ensure accuracy, the plan should be revised every five years. The Georgia Department of Community Affairs (DCA) outlines the requirements that should be used in the plan. These requirements outline a standard land category system that should be shown for each specific land use. The requirements are outlined below.

9.1 The Department of Community Affairs Standards

The Department of Community Affairs (DCA) recommends that land use classification in local plans be consistent with the standard system established for the State of Georgia.

Local governments are free to develop additional, more detailed categories; however, they must be grouped under one of these nine standard categories. These categories are as follows.

Agriculture: This category is for land dedicated to farming (fields, lots, pastures, farmsteads, specialty farms, livestock production, etc.) or other similar rural uses such as pasture; land is not used for commercial purposes.

Forestry: This category includes land dedicated to commercial timber or pulpwood harvesting and woodlands not in commercial use.

Commercial: This category is for land dedicated to non-industrial business uses, including retail sales, office, service, 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.

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

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, national forests, golf courses, recreation centers, and similar uses.

Public/Institutional: This category includes certain state, federal, or local government uses and institutional land uses. Examples of institutional land uses include colleges, churches, cemeteries, and hospitals. Government uses in this category include City halls or government building complexes, police and fire stations, libraries, prisons, post offices, schools and military installations.

Residential: The predominant use of land within the residential category is for single family and multi-family dwellings.

Transportation/Communication/Utilities: Also referred to as “TCU,” this category encompasses various land use types associated with transportation, communication, and utilities. This category includes major transportation routes, public transit stations, power generation plants, railroad facilities, radio towers, airports, water authority facilities and similar uses. However, it should be noted that much of the TCU acreage is accounted for in other categories, particularly roads and their right-of-ways, which are absorbed into the context of a more dominant land use.

College Park does not use all of these categories, as they are not applicable in all cases. For example, there is no agricultural or forestry land uses in College Park.

9.2 Existing Land Use

9.2.1 Methodology

The Existing Land Use Map illustrates present land use patterns in the city and provides a basis for the development of the future land use plan and future zoning map. An existing land use survey was conducted to update and verify the land use types within the City of College Park. This comprehensive survey of existing land uses first reviewed aerial photos of the city taken in early 2003, which are considered reasonably current and accurate.

Data was then verified by doing a field inventory that involved site visits to land parcels throughout College Park. The field work was recorded on tax parcel maps and aerial photos, and each parcel was coded according to its present primary land use and then transferred to a large base map. This became the updated existing land use map. The Existing Land Use Map was presented to the public for review and final comment during the public involvement workshops.

9.2.2 Existing Land Uses

The following categories are identified on the College Park Existing Land Use Map and are in accordance with State Department of Community Affairs guidelines:

Single Family Residential – This category includes individual homes, many of which are located in the historic downtown area or in organized subdivisions to the west of Herschel Road.

Duplex Residential – This category includes two or more units divided from a single structure. These units are primarily within single family areas and aesthetically resemble a single family detached home by blending into the neighborhood.

Multi-Family Residential – This category includes all attached residential buildings that are not owner occupied. Developments in this category contain more than two units per structure.

The primary existing land use (23%) within College Park is residential when the single family, duplex, and multi-family residential uses are combined.

Commercial – This category includes all commercial developments including neighborhood commercial uses, regional commercial uses, and other.

Predominant uses for this category include establishments offering goods or merchandise for sale, or rent and other commercial uses that do not operate in office settings. Because there are so many major thoroughfares in College Park, there are several areas that have commercial nodes of development. These areas include: Virginia Avenue, Main Street, Camp Creek Parkway, Roosevelt Highway, Riverdale Road, and Old National Highway.

Office/Professional – This category includes professional office parks. College Park has a healthy office park located off Phoenix Boulevard. This area is made up of class B office space.

Light Industrial – This category includes businesses that concentrate on the manufacturing, production and transporting of goods. College Park has a healthy industry trade. The vast majority of the industrial land uses are found south of Roosevelt Highway and north of Interstate 85.

Public/Institutional – This category includes state, federal, local government uses and quasi-public institutions are included in this category. Public uses include: City Hall, Police, Fire, Public Works, Library, Post Office, Schools. Institutional Uses include: Cemetery, Church, Private non-profit uses.

Park/Recreation/Conservation – This category includes city parks, greenspace, wetlands, and other environmentally sensitive or protected areas which serve the interest of the public.

Transportation/Communications/Utilities – This category includes such uses as MARTA, power lines, transmission lines, highways, telephone switching stations, and right of way along roads.

Hartsfield Jackson Airport - The City of College Park is unique because the largest single land use within the jurisdictional boundaries is owned and operated by Hartsfield-Jackson International Airport at 18.4%.

Vacant/Unused - Most of the vacant land identified on the existing land use map was once developed, but was purchased by the airport and structures were demolished. Today, much of the land to the East of Main Street is no longer developed.

The existing land use distribution is included in Table 1. Land Use categories have been depicted in acres, and each category is expressed as a percentage of the total city area. This survey is useful for identifying existing estimated land use acreage and potential available land for future development. In addition, a map of existing land uses is provided in Map 9.1.

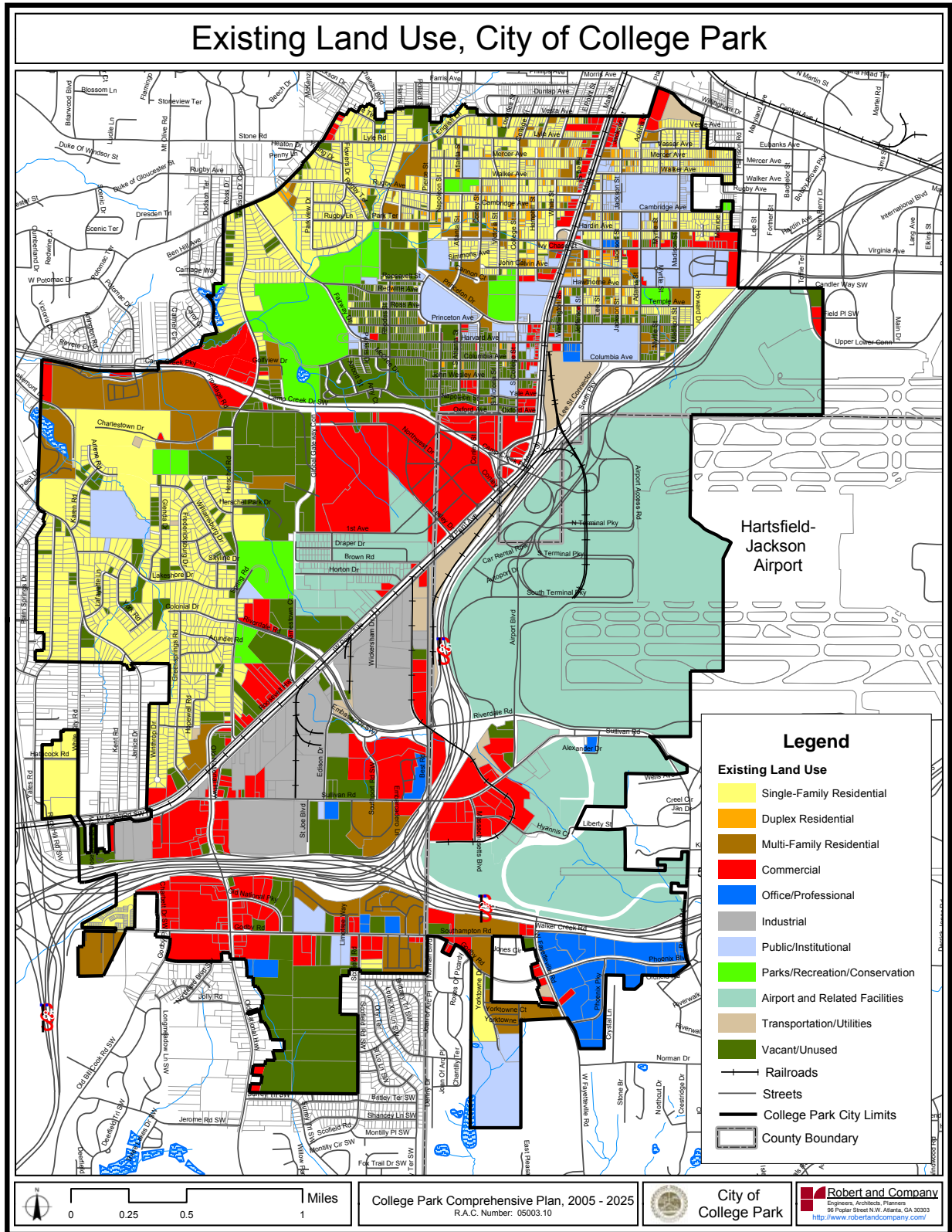
Table 9.1

Existing Land Use 2005, City of College Park

Land Use	Acres	%
Single Family Residential	1,012.5	16.2%
Duplex Residential	42.3	0.7%
Multi-Family Residential	380.7	6.1%
Commercial	730.3	11.7%
Office/Professional	128.0	2.0%
Light Industrial	229.1	3.7%
Public/Institutional	249.9	4.0%
Parks/Recreation/Conservation	237.7	3.8%
Transportation/Utilities	1118.2	17.9%
Hartsfield-Jackson Airport	1,149.2	18.4%
Vacant/Unused	968.1	15.5%
TOTAL	6,246.1	100.0%

Source: City of College Park, Updated and Verified with Land Use Survey by
The Collaborative Firm, LLC

Map 9.1



9.2.3 Historical Factors for Current Development Patterns

The city of College Park is primarily divided into three sections: North, Central and South.

North:

This area is located north of the Camp Creek Parkway and East and West of Main Street. The area along Main Street constitutes the city's original boundary known as the Historic Downtown District. Established in 1896, the original city boundaries developed as a result of the Atlanta-West Point Railroad. Today, according to the Historic Preservation Division, the historic downtown district is the fourth largest National Register District in the State of Georgia. The foundation of the original district is in tact with a street grid system, historic commercial district and a large residential historic district area which is pedestrian friendly.

In the late 1980s, 600 acres of land was purchased from the City of College Park residents by the City of Atlanta's Airport Development and Acquisition Program (ADAP). Most of these purchased structures were demolished, yet the transportation and utility infrastructure still remain. Since that time, the city's new building regulations require new structures to be built and comply with some of the most noise resistant standards in the nation.

Various revitalization studies and efforts have been heavily focused on through the years to keep the downtown area viable. In 2000, an Urban Redevelopment Plan was prepared and adopted by the City. This plan was used as a reference by the City's Consulting Team when considering the future land use plan for College Park.

Central:

This area is located south of Camp Creek Parkway, north of Interstate 285, and west of Hartsfield Jackson International Airport. The character of this area is primarily defined as suburban. No street grid system or commercial core exists and the road system is not pedestrian friendly. Commercial areas are not within easy walking distance from the residential components. At a minimum, more sidewalks are needed so the pedestrian is ensured a safe environment. The majority of the residential area is made up of planned subdivisions to the west, apartments along the Southside of Camp Creek Parkway, and commercial development along Riverdale Road and north of Roosevelt Highway. The major attraction within this portion of the city is the Georgia International Convention Center (GICC), Delta Airlines Parking Lot and planned area for the Consolidated Rental Agency Complex (CONRAC). The relocation of the GICC to this area of the city will continue to make the area thrive.

South:

This area is located south of Interstate 285 and west of Hartsfield-Jackson International Airport. During the mid-1980s, Old National Highway was a thriving corridor which consisted of a variety of retail and commercial services and diverse housing. However, business closings and relocation to competing areas during the early-1990s subjected the corridor to an unexpected economic downturn. Major providers of goods and services such as Levitz Furniture Store, Service Merchandise, Target, and National 7 Movie Theater, closed their businesses and left the community inundated with large vacant structures. Kroger once located at Old National Highway and Godby Road relocated to Old National Highway and Flat Shoals Road, thereby producing another vacant “big box” property.

The existing residential land uses support an older, stable single-family residential community. The existing multi-family units were developed approximately twenty (20) years ago. Noise generated from airport air traffic has had an impact on residential development in the area. Due to the current expansion of the airport, noise contours have extended further south along Old National Highway.

9.3 Future Land Use

A land use plan should ensure that resource management decisions take into account the needs of communities, the economy and the environment. The planning process should be open and community-based. The development of this plan was heavily structured by the public input at three workshops throughout the Comprehensive Plan Update. The plan was structured to encourage participation by the public, stakeholders and various levels of government. The process goes through a number of stages: consultation, planning, preparation, decision-making, implementation, monitoring and amendment.

Two major work elements comprised the preparation of the Future Land Use Plan: 1) determining the quantities of various land use categories needed to sustain anticipated future growth through the planning period 2) selecting areas of the city that are best suited for a particular type of land use activity.

The Future Land Use Map that is part of this Comprehensive Plan should guide future developments and land uses. All decisions for future modifications to any planning or development concern such as zoning ordinances, development proposals, rezoning request or variance requests should be guided by the future land use plan.

9.3.1 Purpose and Importance of the Future Land Use Plan

The future land use plan is a road map to reaching a fully developed city. These developments should take place over time and in a manner that agrees with established policies that are pertinent to environment, infrastructure and other related matters. The plan must be carefully followed to achieve its purpose. Any decisions which are in direct conflict with the future land use map may result in undermining the long-term objectives of the community. Deviations from the plan may jeopardize a community's consistency with respect to planning and development matters.

Deviations may be in order if detailed information is presented depicting condition changes or in other cases where the alteration does not contradict the plan's overall purpose and intent.

In cases of proposed deviations that significantly alter the direction set forth for the land use map to follow, the future land use map must be updated. The Future Land Use Map will have to be amended if developments are proposed that are not consistent with the adopted map.

Despite its 20 year forecast, the realistic life expectancy of a land use plan, especially in rapidly growing areas, is five to six years. The Land Use Plan should be reviewed periodically to ensure it is still applicable to the community's growth patterns and in case of the occurrence of unforeseen events. This provides an opportunity to make any needed adjustments to the plan before the target year is reached.

9.3.2 Methodology

When drafting the Future Land Use Plan, it must be considered that it will be used in the decision making process, therefore for it to be a useful policy tool, it must be composed with care.

Factors such as existing land use patterns, growth trends, and zoning patterns, should be considered. Several other factors should also be looked at including:

- Projected future land use needs based on projected future population and employment converted to the number of acres needed to accommodate projected growth levels,
- Flood plains, excessive slopes (over 20 percent), and soil types,
- Location of major streets/roads and open space,
- Public Input
- Building permit trends, and
- Land use policies.

9.3.3 Future Land Use Guiding Principles

When deciding where land activities should be placed, location criteria should be used. These principles and standards have developed within the planning profession throughout its existence and are used universally. The criteria involve:

- Avoiding flood prone areas,
- Environmental concerns in respect to urban activities,
- Distance from one location to another and the amount of time it takes to get to each destination,
- The uses of adjacent land and how it corresponds socially, economically and environmentally,
- The physical characteristics of each location,
- If the land is suitable for development and the pattern of land values.

There are five major areas considered when dealing with the general principles of location of land uses. The principles are explained as follows:

Work areas

Access to transportation and the types of transit routes available throughout the community should be considered when employers are deciding where to locate. Businesses should be convenient to living areas, offering citizens easy access to their jobs. Work areas should be distributed so they correspond with interurban patterns of interaction.

Living Areas

Residential communities should be built near sources of employment and leisure activities. There should also be easy access to transportation sources. Each cultural segment comprising the community and the various activities they enjoy should also be considered when locating residential communities. Living areas should be near large open spaces, but should include smaller open spaces within them. Residential areas should be located within walking distance of community facilities and be protected from traffic and incompatible uses. Residential areas are most prosperous in areas that are economic, energy-efficient and attractive to developers, as well as offer desirable residential densities that ensure a range of choice.

Shopping areas and entertainment centers

Shopping malls, restaurant areas, cultural centers and educational complexes should be centrally located, on sites suited for their purpose, and in convenient proximity to living areas.

Community facilities

Service delivery concepts should dictate the design of systems and subsequent programs and the service levels appropriate to the groups that use each facility. Facilities crucial to all community members, such as recreational facilities, schools, libraries, medical facilities, law enforcement and fire stations, should be convenient to all user groups and developed on economically feasible sites.

Open-space system and environmental protection

When locating major parks and large open spaces communities should take advantage of and protect natural processes and unusual landscape features in order to offer a variety of outdoor recreational activities.

Land and water should be protected from pollution caused by urban areas and other incompatible users. Wooded areas should be preserved as to continue its multi-purpose of climate, noise and light control. Avoid placing urban type developments near areas of natural hazards to life and property such as floods, slides and unstable soils. Urban development near present and future water supply drainage basins should be compatible with protection of the water quality.

9.4 Development Issues

Based on the analysis of the existing conditions, airport impact, past revitalization and strategic planning efforts, environmental conditions, and public input, several planning assumptions were made and listed below indicating the anticipated and desired future land use trends and requirements for College Park over the next 20 years.

9.4.1 Development Patterns

The major influences on College Park are the transportation networks which divide the city into sections. These include:

- Airport expansion and buyouts
- Transit such as MARTA Bus and Rail
- Interstate 85
- Roosevelt Highway

9.4.2 Redevelopment Opportunities

For the update of the Comprehensive Plan, public workshops were held to collect information from the College Park residence, businesses, and employees. This information was a major focus for the update of the Future Land Use Plan. In addition to this input, the consulting team analyzed the redevelopment plans that had been a priority of the city's since the last Comprehensive Plan Update. Each of the studies were analyzed for their applicability under current conditions. There were four studies done over the past six years. These studies were compared with the public input and the analysis that was conducted by the consulting team. The redevelopment opportunities are listed below. See Map 9.2 for Redevelopment Opportunities.

Redevelopment Sites and Strategies:

Old National Highway Redevelopment

Overview

This study examined five areas along Old National Highway.

Site 1

Old National Parkway

- Expand site to include storage to the west of the site
- Create “Urban Village” by developing community retail along Old National and new housing on remainder of site
- Develop Gateway Park” at Interstate
- Have Georgia Department Of Transportation install noise barriers
- Improve interstate landscaping and signage

Site 2

Old National Mall Plaza

- Redevelop as part of an urban village with community retail in front and housing behind

Site 3

Old Kroger Site/ City of Atlanta Property

- Consolidate old Kroger site with City of Atlanta Property
- Create integrated office park on north side of site
- Develop community retail along Old National
- Develop new housing on southern portion of site
- Create park separating office from residential

Site 4

North Side of Godby Road

- Extend MARTA from South Terminal at Hartsfield
- Build new MARTA station
- Institute shuttle system to connect MARTA and convention center with all areas of Old National District
- Build new office park/light distribution
- Upgrade landscaping at Post Office

Site 5

Hospitality/ Entertainment District

- Define district with identifying signage and landscape features
- Modify Old National Parkway to create a pedestrian friendly environment by reducing pavement width, increasing sidewalks, adding landscaping and pedestrian scale lighting
- Attract new full service hotel and new, high quality restaurants and entertainment

Old National Highway Livable Centers Initiative (LCI)

Overview

This study included Fulton County and College Park jurisdictions. Two sites were identified in College Park for redevelopment.

Site 6

Old Service Merchandise Shopping Center

- Mixed use and multi-family (west side)
- Office Space (east side)
- Single family residential (further west) with a greenspace buffer between high density, mixed-use development and single family residential.

Site 7

Old Target Shopping Center

- Regional Retail
- Hospitality District
- Commercial/ Retail (west side)
- Mixed use and multi-family (east side)
- Lower density residential (further west)

Urban Redevelopment Plan

Overview

This study examined four different areas in the City of College Park.

Site 8

Princeton Village (32 acres)

- Mixed use development featuring:
 - Single family detached and attached dwellings
 - Senior housing
 - Medical
 - Retail
 - Institutional
 - Restaurant uses
- Well developed street grid

Site 9

Manchester Pointe (411 acres)

- 151 acre, 18 hole championship golf course
- Business park
- Residential development (north of golf course)
- Less developed street system (needs new construction)

Site 10

Loudermilk/Rohig (154 acres)

- Mix of downtown retail
- Accessory residential uses
- Office buildings
- Hotel development
- Limited warehouse uses
- Well developed street grid with street realignment for pocket parks

Site 11

(410 acres)

- Office and business park uses
- Hospitality uses
- Commercial parking lots
- Rental car agencies (CONRAC)
- Light industrial
- Suburban street pattern

Northwest Clayton Livable Centers Initiative (LCI)

Overview

This study examined the Northwestern portion of Clayton County that is a part of the City Limits of College Park.

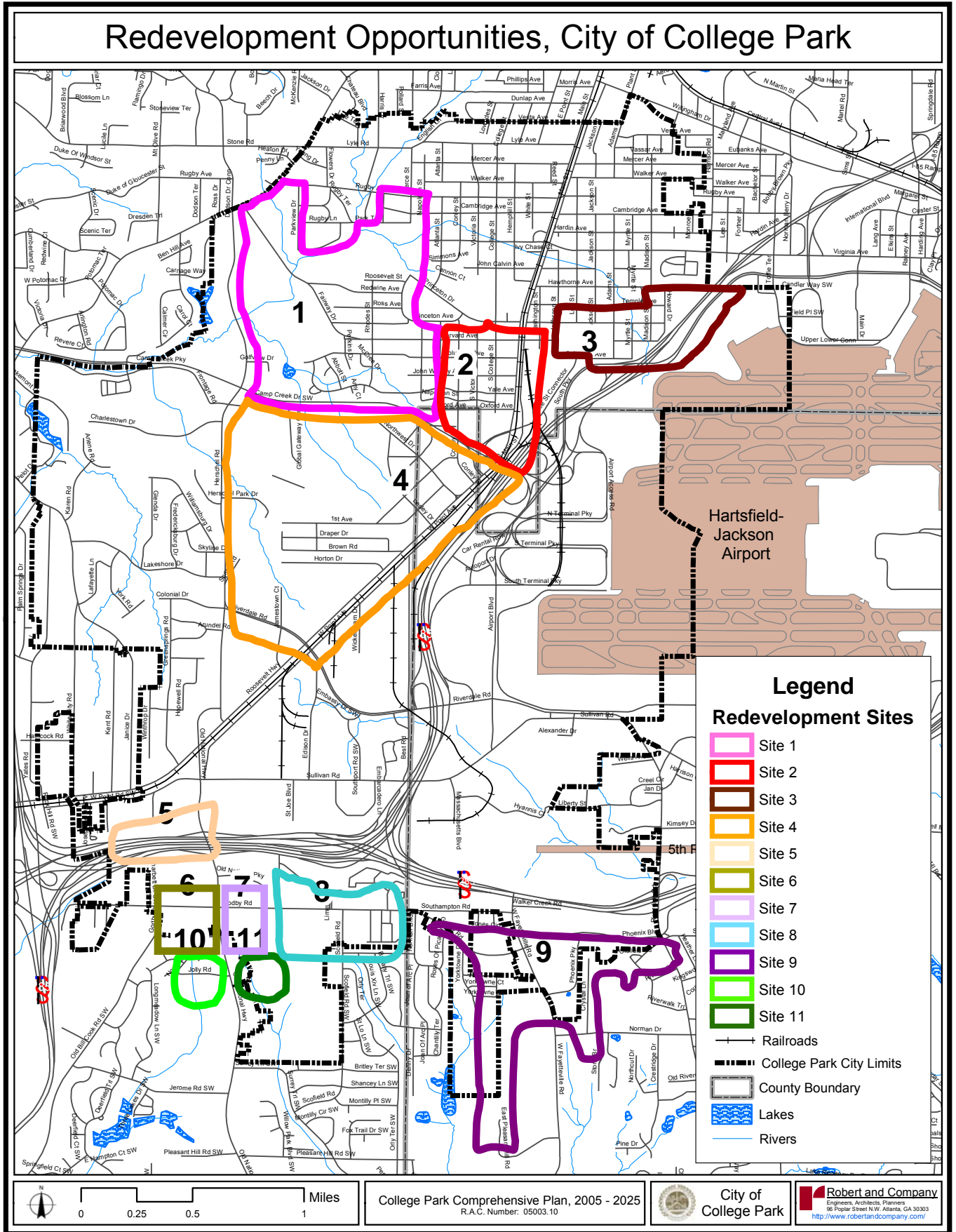
Site 12

- Office professional
- Mixed use
- Medium density residential (4 units per acre)
- Public/ institutional (Anchor Hospital)

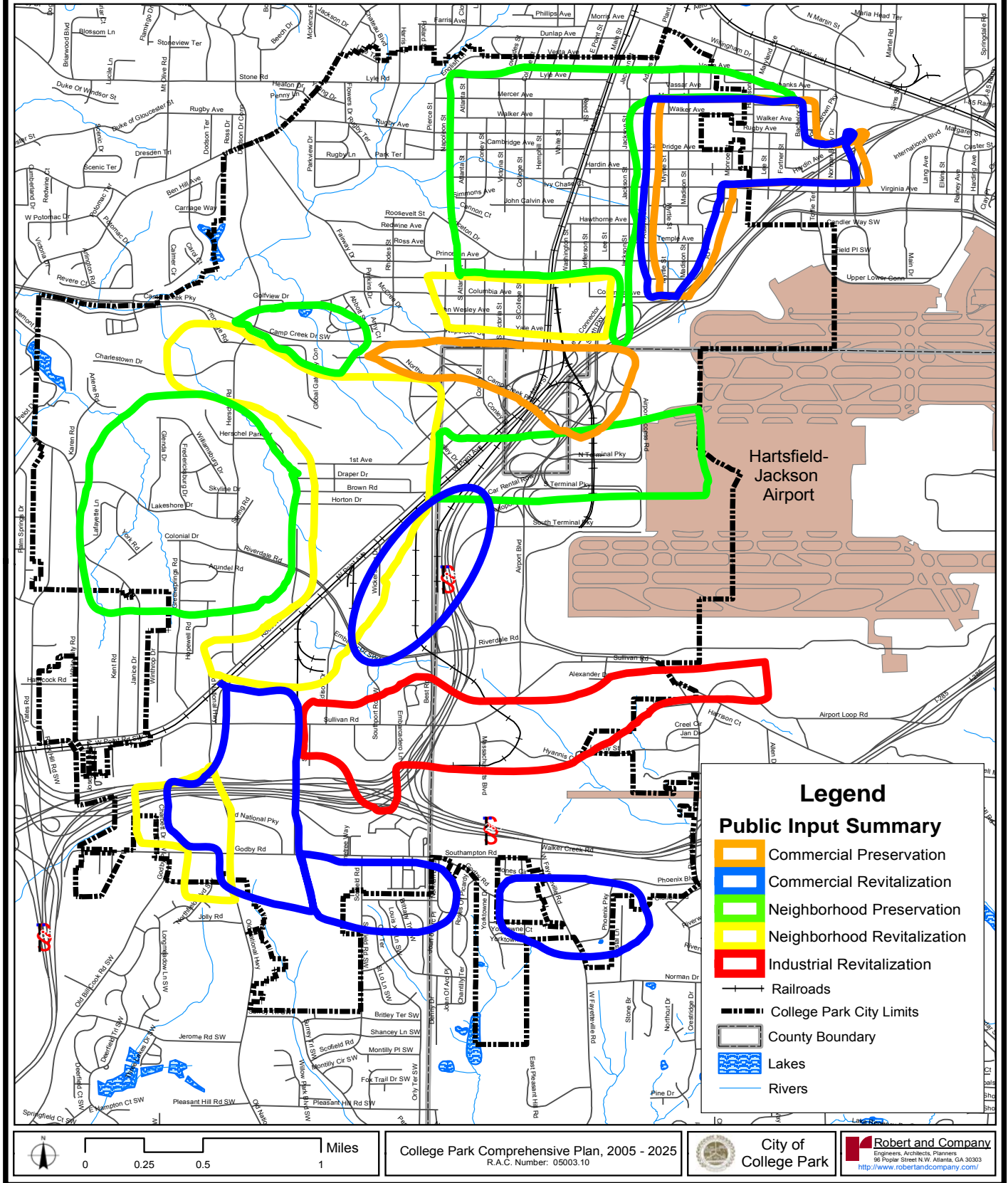
See Map 9.2 for site locations.

College Park Public Involvement Redevelopment Input

During the course of the College Park Comprehensive Plan Update, several Public Workshops including Visioning Sessions were held with citizens to collect input. These work sessions were incremental in developing the redevelopment plan for this area. After analyzing the input, the majority of the information was complementary and consistent with the recommendations of the above referenced studies. See Map 9.3 for the outline.



Public Input Summary, City of College Park



9.4.3 Projected Land Use Needs

In order to assure the city is proactive in accommodating the needs of the public for the next twenty five years; projections for the future population are taken into consideration. Below is an analysis of the residential and commercial needs for the future.

9.4.4 Projected Residential Acreage Needs

Population projections are useful in developing quantitative recommendations for each broad land use category. To determine future residential acreage, it is necessary to use projected persons per household ratio. Over the next twenty years, the average household size is anticipated to increase to 2.85 persons by 2025 (United States Census Bureau). This increase is not consistent with the state and county household size, whose average household size is anticipated to decrease over the next twenty years.

While the City of College Park's average household ratio is anticipated to increase, the overall population projections are anticipated to decrease. This decrease is based on a probability that the older apartment complexes located in the flight path of the new runway at Hartsfield-Jackson International Airport will be lost. College Park should anticipate a loss of 59 homes over then next twenty years with a shift toward more Single Family Detached dwelling units.

9.4.5 Projected Commercial/Industrial Acreage Needs

The City of College Park's location to the airport and the Georgia International Convention Center's influence on the area, commercial and industrial acreage is expected to grow. The current commercial and industrial acreage for the City is 956 acres.

The current job per acre ratio on commercial and industrial land is 17.6 jobs per acre. The projected employment growth including government is 6,846 additional jobs through 2030. This places the projected new commercial and industrial needs at 1,197 acres. Based on these projections an additional 241 acres are needed to accommodate employment growth over the next twenty five years (United States Census Bureau).

To estimate commercial land use needs for 2025, it is necessary to determine the current ratio will apply in 2025. Generally, the percentages of land uses do not fluctuate greatly over time. The problem in calculating the employees per acre ratio is the 2000 Census Employment by Industry Sector figures reflects only the employment of County residents; therefore, the census tract level data was extrapolated to find the estimated employment projections based on industry. However, there is no data available to determine these numbers with any degree of accuracy. For the purposes of this plan, it is also assumed that the future commercial employment needs of the population in the study area will be met within the College Park jurisdiction.

9.5 Future Land Use Map (FLUM) Categories

There were thirteen land use classifications used to describe the Future Land Use Map (FLUM) for the City of College Park. The land use classifications are represented by color coding, as depicted on the Future Land Use Map (Map 9.4). Pictures which scored most favorably by the public for the Visual Preference Survey were used to associate how the public would like their community to develop. These pictures help further illustrate the type of development which is desired by the public. Additionally, a FLUM table identifying the number of acres needed is included in Table 2. The land use classifications include:

Single Family Residential (yellow) – This classification includes single-family detached unit residential development on individual parcels of land.



Planned Community Residential (pea green) – This classification will encourage residential development that has creative site design and a mix of housing types by incorporating and allowing flexibility in City ordinances, especially with regard to setbacks and minimum lot sizes. This will allow developers to build projects that otherwise would fail to meet traditional zoning standards, while allowing local governments to be more restrictive on design guidelines and community openspace.



Mixed Residential (orange) – This classification includes single-family detached, single-family attached, apartments, town homes and condominiums within the City.

Multi-Family Residential (brown) - This classification includes all attached residential buildings that are not owner occupied.

General Commercial (red) – This classification concentrates on businesses that rely on and serve a broader customer-base including the entire City, surrounding County residents, and pass-by traffic.

Appropriate uses include auto dealerships, professional and medical offices, grocery stores, restaurants and large retail centers. Special consideration needs to be given to these commercial uses to minimize their impact on adjacent land uses, to accommodate the volumes of vehicular traffic generated, their potential impact on the aesthetics of the site and surrounding area, and the need to ensure compatibility.

Hospitality Commercial (pink)– This classification will provide for uses which are supportive of the Georgia International Convention Center, which serves as a major source of tourism and revenue within the city by hosting conventions, trade shows, and related events.

Additionally, these areas will serve to protect the aesthetics of the community and to encourage a variety of support services to convention center patrons, including additional hotel accommodations, retail stores, and personal service establishments.

Airport Commercial/Convention (purple) – This classification focuses primarily on regional and international facilities to serve the public which may or may not be governmental related.

Uses in this classification include the Georgia International Convention Center, and the Consolidated Rental Agency Complex (CONRAC).

Mixed Use Towncenter (lavender) – This classification allows for a mix of housing units and nonresidential uses with a unified site design, encouraging the cluster of buildings, designation of common open space, and incorporation of a variety of building types and land uses in a centralized area.

Uses include neighborhood friendly retail commercial uses such as, drugstores, grocery stores, banks, etc. These facilities may front on commercial streets with a mixture of residential units include condominiums, apartments, town homes, and smaller single family detached residential units and/or offices located above or behind.



Mixed Use Office (blue) – This classification promotes a mixed use work environment focusing heavily on a pedestrian friendly atmosphere within a professional employment node providing such services as: business and professional offices including medical, dental, legal, financial, architectural, engineering, real estate, insurance, governmental offices, hospitals, medical and dental clinics, nursing and rest homes, and complimentary accessory uses.



Industrial (light gray)- This classification is for land dedicated to manufacturing facilities, processing plants, factories, warehousing and wholesale trade facilities or other similar uses with a major focus around the airport industry.

Public/Institutional (light blue) - This classification includes certain state, federal, and/or local government uses and institutional land uses. Examples of institutional land uses include educational facilities, churches, cemeteries, hospitals and government uses such as city hall, government building complexes, police and fire stations, libraries, prisons, post offices, etc.

Parks/Recreation/Conservation (bright green) - 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, golf courses, recreation centers, and similar uses.



Transportation/Utilities (tan) - This category encompasses various land use types associated with transportation and utilities. This category includes major transportation routes, public transit stations, power generation plants, railroad facilities, radio towers, airports, water authority facilities and similar uses. However, it should be noted that much of the acreage may be accounted for in one of the other classifications listed on the Future Land Use Map, particularly roads and their right-of-ways, which are absorbed into the context of a more dominant land use.

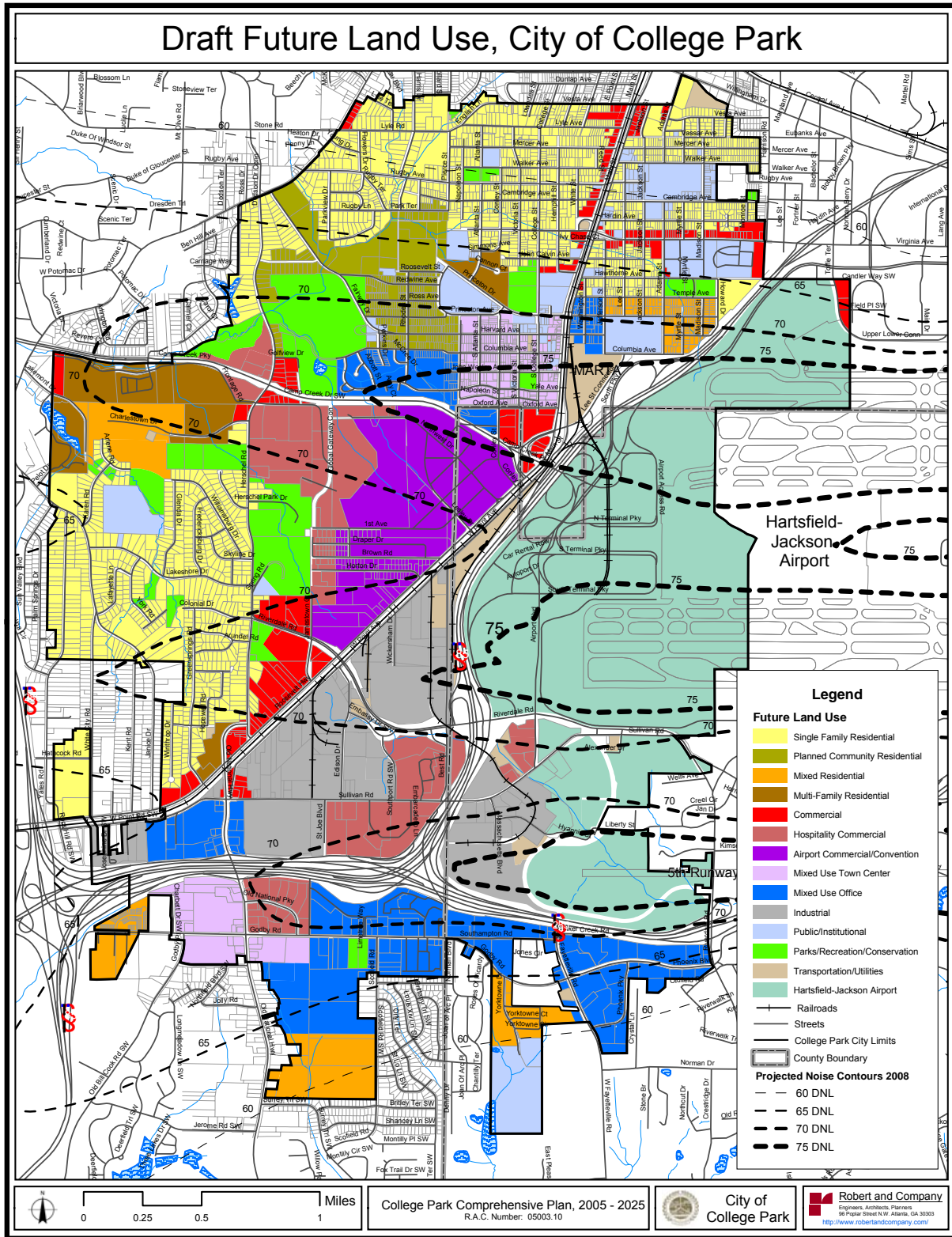
Hartsfield-Jackson International Airport (mint green) – This property is owned and operated by the airport.

Table 9.2

Future Land Use 2025, City of College Park

Land Use	Acres	%
Single Family Residential	1,015.9	16.3%
Planned Community Residential	162.8	2.6%
Mixed Residential	230.6	3.7%
Multi Family Residential	152.7	2.4%
Commercial	185.8	3.0%
Airport Commercial	278.3	4.5%
Hospitality Commercial	323.1	5.2%
Mixed Use Town Center	152.7	2.4%
Mixed Use Office	446.9	7.2%
Light Industrial	413.7	6.6%
Public/Institutional	253.4	4.1%
Parks/Recreation/Conservation	288.8	4.6%
Transportation/Utilities	11193.3	18%
Hartsfield-Jackson Airport	1,222.1	19.6%
TOTAL	6,246.1	100.0%

Map 9.4



9.6 Land Use Goals and Policies

The Land Use Goals and Policies set forth a set of standards which are used to accomplish desired future land uses. These goals and policies are formulated by integrating citizen's ideas, concerns and preferences into statements of how the City of College Park should be developed, what development regulations should accomplish, and what facilities and services levels are needed.

- Goal 9.1 Provide for orderly, balanced, and high quality development which responds to the physical and economic conditions of the City.
 - Policy 9.1.1 Guide new development, redevelopment and infill development to areas identified for mixed-use areas.
 - Policy 9.1.2 Provide for adequate and equitable administration and enforcement of the City's zoning and subdivision ordinances and other development regulations.
 - Policy 9.1.3 Preserve the single-family residential character of College Park's neighborhoods.
 - Policy 9.1.4 Continue to update and apply strict building codes for development within College Park which consider airport noise and prescribe new minimum standards as needed for the construction and maintenance of buildings.
 - Policy 9.1.5 Preserve and enhance the current quality of residential life and affordability for family lifestyles within College Park.

- Goal 9.2 Provide for the coordination of planning efforts among local citizens, adjacent jurisdictions, the City and the region.
 - Policy 9.2.1 Periodically review the status of services provided to the City by state, county and any other outside agencies. Require changes where necessary to better serve the needs of the community.
 - Policy 9.2.2 Revise current City zoning regulations to encourage transit-oriented, pedestrian-oriented, mixed-use developments and planned community residential developments
 - Policy 9.2.3 Adopt design guideline overlays for all mixed-use and planned community areas.
 - Policy 9.2.4 Periodically review zoning regulations and, when appropriate, institute newer and more innovative methods and practices as have proven beneficial in other similar communities
 - Policy 9.2.5 Participate in and support cooperative and combined efforts between the county and cities which contribute to the future development and better living conditions throughout the county.

Policy 9.2.6 Encourage increased involvement of citizens in the planning and zoning process, particularly associated with key activity centers and corridors.

Goal 9.3 Promote new development and redevelopment in areas that have existing infrastructure to promote “smart growth” within College Park and provide a strong live, work, play community.

Policy 9.3.1 Promote compact rather than sprawled and scattered development, especially through mixed-use developments, and preservation of the existing historic downtown area.

Policy 9.3.2 Plan for growth to occur in an orderly manner within the City.

Policy 9.3.3 Ensure compatibility between land uses when making land development decisions.

Policy 9.3.4 Provide up-to-date development regulations that protect the health, safety, and welfare of the residents of College Park.

Goal 9.4 Establish appropriate planning procedures and innovative planning tools to guide College Park's growth and development.

Policy 9.4.1 Enforce adherence to the zoning ordinances.

Policy 9.4.2 Actively seek the participation of residents in the planning and development process.

Policy 9.4.3 Provide clarity, efficiency, equity, and consistency in City department policies and procedures relating to land development review.

Goal 9.5 Encourage all development is located, sited, and designed to carefully fit its surrounding environment and promote health, safety and general welfare of College Park residents.

Policy 9.5.1 Encourage pedestrian oriented developments that promote compatible uses and focus on enhanced architectural designs which create uniformity.

Policy 9.5.2 Encourage the building of industrial sites to retain as much of the surrounding natural environment into its design and placement

Policy 9.5.3 Plan and program improvements to City recreational facility as suitable for all age groups and interests in the City.

Policy 9.5.4 Encourage the provision for recreational and open space areas in new developments within the City.

Policy 9.5.5 Continue to require minimal disturbance of development sites and replacement of trees and vegetation where appropriate

- Policy 9.5.6 Discourage development in locations that would conflict with environmentally sensitive areas of the City
- Policy 9.5.7 Strive for a balanced distribution of land uses within the City by encouraging compatible land uses. Encourage use of transitional zones and buffers between residential and non-residential development.

Goal 9.6 Preserve and enhance the neighborhoods while providing for transition from residential land uses to commercial neighborhood land uses which enhance the quality of life while not jeopardizing the quality of the neighborhoods.

- Policy 9.6.1 Promote the growth of those preservation, revitalization and rehabilitation areas in College Park in which the land use transition is encouraged to occur.
- Policy 9.6.2 Encourage improvements to housing and neighborhoods in College Park and protect residential areas from any negative influences due to past or potential redevelopment.
- Policy 9.6.3 Provide high quality community services to neighborhoods in College Park.
- Policy 9.6.4 Provide for adequate and timely infrastructure improvements.
- Policy 9.6.5 Emphasize new homeowner education and code enforcement to address issues associated with College Park’s increasingly diverse resident population

Goal 9.7 Provide sufficiently available, safe and varied housing opportunities for existing and future residents.

- Policy 9.7.1 Maintain a current database on existing housing units and proposed residential developments.
- Policy 9.7.2 Adopt and enforce appropriate regulations which serve to provide for maintenance of quality housing and housing opportunities.
- Policy 9.7.3 Encourage infill and higher density multi-family housing where appropriate.
- Policy 9.7.4 Maintain the integrity and viability of stable single-family neighborhoods from the negative impacts of encroachment by incompatible land uses.
- Policy 9.7.5 Facilitate mixed-use (residential/commercial/office) development in appropriate areas by modifying current zoning codes and promoting development opportunities

Goal 9.8 Provide for the development of adequate commercial facilities in appropriate areas on both City-wide and neighborhood levels.

- Policy 9.8.1 Preserve, Revitalize and Enhance Historic Downtown College Park as a Mixed-use Towncenter that is viewed as a desirable place to provide a wide range of mixed retail, entertainment, cultural, and office uses which benefit from proximity to each other.
- Policy 9.8.2 Promote a Mixed-use Towncenter area south of I-285 that is compact and distinct from other commercial developments including a wide range of mixed retail, entertainment, cultural, and office uses which benefit from proximity to each other.
- Policy 9.8.3 Promote the area surrounding the Georgia International Convention Center as an International and Regional attraction directly associated with the Hartsfield-Jackson International Airport.
- Policy 9.8.4 Promote commercial development which contains compatible and complimentary uses, and which does not detract from the residential character of the City.
- Policy 9.8.5 Promote safe and adequate ingress and egress from commercial development and require adequate land for off-street parking and internal vehicular circulation.
- Policy 9.8.6 Restrict encroachment into stable residential areas.
- Policy 9.8.7 Implement design standards for development to minimize adverse impacts on adjacent land uses.

Goal 9.9. To retain existing office and professional businesses and to provide for the development of suitable areas for business.

- Policy 9.9.1 Encourage reuse and revitalization of obsolete office and commercial facilities.
- Policy 9.9.2 Ensure that commercial developments are designed for adequate buffering, parking, and open space.
- Policy 9.9.3 Wherever possible, promote compact and planned rather than strip commercial development.
- Policy 9.9.4 Provide safe and adequate pedestrian access from nearby areas to commercial and other activity centers.
- Policy 9.9.5 Locate neighborhood commercial uses in areas convenient to existing and future residential development.

Goal 9.10 To encourage industrial development in areas set aside specifically for that type of land use.

- Policy 9.10.1 Encourage reuse and revitalization of obsolete industrial facilities.
- Policy 9.10.2 Encourage the development of clean, environmentally safe industry within industrial land use zones.
- Policy 9.10.3 Ensure that industrial sites are designed for adequate buffering, parking, and open space.

Policy 9.10.4 Locate industrial uses to ensure access to major thoroughfares.

Policy 9.10.5 Discourage industrial uses which are incompatible with surrounding uses.

Chapter 10 – Plan Implementation

Comprehensive plans document the desires and wishes of a community for its future growth. An essential component of a comprehensive plan is its implementation, which details how the community's goals and objectives will be carried out. Often, a community achieves its vision for the future through the incremental day-to-day decisions of its municipal leaders and staff. Therefore, it is extremely important to develop regulatory ordinances that will actually realize the policies, goals and objectives of the comprehensive plan.

In order to achieve the goals set out in a comprehensive plan, there are many tools that a jurisdiction can utilize.

1. Capital improvement programs will ensure public facilities have been provided to meet future growth demands. A CIP will enable a municipality to target its financial resources to areas where growth is planned. It should reflect both existing deficiencies a community has, as well as anticipated capacities.
2. Regulations, such as subdivision, sign or zoning ordinances, should be adopted to establish community standards and ensure compliance with the comprehensive plan. Land use regulations will set forth the design characteristics that will allow the community to develop according to its vision.
3. The persuasion, leadership and coordination of the city's decision makers should be utilized to help realize the land use goals established in the plan. If a plan does not have the support of its council, then its goals and objectives will not be realized. Leaders should utilize the future land use objectives in making its decisions, from passing a budget that funds CIP projects to relying on the future land use map when making a decision on a rezoning case.
4. It is essential to treat the Comprehensive Plan as a living document. The plan should be updated at least every five years with a Short Term Work Program and every ten years with a plan update. Major and minor amendments should be made as needed.

This chapter will detail the means through which the city of College Park will implement its Comprehensive Plan. It will detail the work program the city will undertake to carry out the goals and objectives of the community. It will further establish a CIP for funding capital projects over the course of the plan. The plan will also set forth the regulatory ordinances that are needed to achieve the city's vision.

2003 – 2007 Short Term Work Program Report

10.1 Economic Development

1. *Implement 2000 Urban Redevelopment Plan*

Estimated Cost: \$1 Billion

Funding Source: City of College Park/Developers/City of Atlanta

Scheduled Year: 2003 - 2007

Responsibility: City of College Park/Developers/City of Atlanta

Status: Ongoing.

2. *Market Redevelopment Area*

Estimated Cost: \$10,000 to \$15,000 per year

Funding Source: CPBIDA/MEAG

Scheduled Year: 2003 - 2007

Responsibility: City of College Park

Status: Ongoing

3. *Update and Implement Downtown Revitalization Plan*

Estimated Cost: \$25,000 per year

Funding Source: City of College Park

Scheduled Year: 2003 - 2007

Responsibility: City of College Park

Status: Ongoing

4. *Old National Redevelopment: Overlay District and Master Plan*

Estimated Cost: \$25,000 per year

Funding Source: CPBIDA/City of College Park/The Collaborative Firm, LLC

Scheduled Year: 2003 - 2007

Responsibility: City of College Park/CPBIDA

Status: Ongoing

5. *Gateway Center*

a. *Convention Center Expansion*

Estimated Cost: \$110 Million

Funding Source: City of College Park/CPBIDA

Scheduled Year: 2003

Responsibility: City of College Park/ CPBIDA

Status: Rescheduled for 2006 at a cost of \$50 Million.

b. *5 Hotels/2 office Buildings*

Estimated Cost: \$300 Million

Funding Source: City of College Park/Developer/Gateway

Scheduled Year: 2003 – 2007

Responsibility: City of College Park/Developer/Gateway

Status: Ongoing; one hotel site selection completed.

6. *Implement City-Wide Marketing Plan*

Estimated Cost: \$100,000

Funding Source: City of College Park

Scheduled Year: 2003 - 2007

Responsibility: City of College Park

Status: Ongoing; Development Department is marketing College Park.

7. *Prepare Transit System Feasibility Study*

Estimated Cost: \$100,000

Funding Source: City of College Park

Scheduled Year: 2003-2004

Responsibility: City of College Park

Status: Rescheduled for 2007 – 2008; Lack of Funding.

8. *Develop a Transit System*

Estimated Cost: \$1 Million

Funding Source: City of College Park

Scheduled Year: 2004 - 2005

Responsibility: City of College Park

Status: Rescheduled for 2007 – 2008; Lack of Funding.

10.2 *Natural and Historic Resources*

9. *Establish an Historic Preservation Ordinance*

Estimated Cost: In-House

Funding Source: City of College Park

Scheduled Year: 2003-2004

Responsibility: City of College Park/Consultant

Status: Rescheduled for 2006-2007.

10. *Update Main Street Design Standards*

Estimated Cost: In-House

Funding Source: City of College Park/TE21

Scheduled Year: 2003 – 2004

Responsibility: City of College Park/Consultant

Status: Rescheduled for 2006-2007.

11. *Adopt Tree Ordinance*

Estimated Cost: In-House

Funding Source: City of College Park

Scheduled Year: 2003 – 2004

Responsibility: City of College Park/Consultant

Status: Rescheduled for 2006.

12. *Train Depot Restoration*

Estimated Cost: \$297,000

Funding Source: City of College Park/TE21

Scheduled Year: 2003 – 2004

Responsibility: City of College Park

Status: Rescheduled for 2006.

13. *Implement Main Street Streetscape*

Estimated Cost: \$1.5 Million

Funding Source: City of College Park/TE21

Scheduled Year: 2003 – 2004

Responsibility: City of College Park

Status: Rescheduled for 2006-2007.

10.3 Community Facilities & Services

14. *Build Public Safety Building*

Estimated Cost: \$18 Million

Funding Source: City of College Park

Scheduled Year: 2003 – 2004

Responsibility: City of College Park

Status: Completed by November, 2005.

15. *Implement Parkway Trail: Phase I*

Estimated Cost: \$205,000

Funding Source: CMAQ

Scheduled Year: 2004 – 2005

Responsibility: City of College Park/Consultant

Status: Studies completed by PBS&J, construction phase scheduled, funding secured.

16. *US 29 – Main Street*

a. Historic District Connector

b. Transit Oriented Connector

Estimated Cost: +/- \$283,000

Funding Source: CMAQ

Scheduled Year: 2006

Responsibility: City of College Park/Consultant

Status: Ongoing.

17. *Implement Parkway Trail: Phase IV*

Estimated Cost: \$216,000

Funding Source: CMAQ

Scheduled Year: 2003

Responsibility: City of College Park/Consultant

Status: Rescheduled for 2006 – 2007.

18. *Implement Parkway Trail: Phase II & III*

Estimated Cost: \$587,000

Funding Source: US/GA/City of College Park

Scheduled Year: 2005 – 2010

Responsibility: City of College Park/Consultant

Status: Ongoing.

19. *Construct Brady Trail.*

Estimated Cost: \$504,000

Funding Source: TE21

Scheduled Year: 2003 – 2004

Responsibility: City of College Park

Status: Completed.

20. *Construct Phoenix Trail*

Estimated Cost: \$ 1 Million

Funding Source: CMAQ/TE21

Scheduled Year: 2005 – 2007

Responsibility: City of College Park

Status: Rescheduled for 2006-2007; study being conducted by Pond & Co.

21. *Develop a Recreation Master Plan*

Estimated Cost: \$25,000 to \$35,000

Funding Source: City of College Park/DNR/DCA

Scheduled Year: 2004

Responsibility: City of College Park/Consultant

Status: Rescheduled for 2007.

22. *Construct Historic District/Transit Oriented Sidewalk Connector*

Estimated Cost: \$375,000

Funding Source: City of College Park/CMAQ/TE21

Scheduled Year: 2003 – 2004

Responsibility: City of College Park

Status: Rescheduled for 2006 - 2007.

Physical Improvements to City Park Facilities

23. *Barrett Park*

Estimated Cost: \$1 Million

Funding Source: City of College Park

Scheduled Year: 2003

Responsibility: City of College Park

Status: Completed.

24. *Zupp Park*

Estimated Cost: \$50,000

Funding Source: City of College Park

Scheduled Year: 2006

Responsibility: City of College Park

Status: Rescheduled to 2009.

25. *Brannon Park*

Estimated Cost: \$50,000

Funding Source: City of College Park

Scheduled Year: 2005

Responsibility: City of College Park

Status: Upgraded plan, rescheduled for 2006 – 2007 at a cost of \$1 Million.

26. *Jamestown Park*

Estimated Cost: \$900,000

Funding Source: City of College Park

Scheduled Year: 2003

Responsibility: City of College Park

Status: Completed.

27. *S.R. Young, Partial Demolition & Renovation.*

Estimated Cost: \$2.4 Million

Funding Source: City of College Park

Scheduled Year: 2003 - 2004

Responsibility: City of College Park

Status: Completed.

28. *Investigate New Park Land for Jamestown.*

Estimated Cost: \$175,000

Funding Source: City of College Park

Scheduled Year: 2003

Responsibility: City of College Park/Consultant

Status: Completed.

29. *Public Works/Public Utilities Facility*

Estimated Cost: \$2 Million

Funding Source: City of College Park

Scheduled Year: 2005 – 2007

Responsibility: City of College Park

Status: Public works facility construction rescheduled for 2008 – 2010. Originally, these departments were planned to be located into one facility. This has been abandoned and separate facilities are planned. To date, the Power Division of the Utilities Department is scheduled to start design/construction on June 21, 2005. An anticipated completion date of 120 days is planned.

30. *Prepare Water & Wastewater CIP*

Estimated Cost: \$15,000

Funding Source: City of College Park

Scheduled Year: 2006-2007

Responsibility: City of College Park/Consultant

Status: Rescheduled for 2006 - 2007.

31. *US 29 Beautification Project*

Estimated Cost: \$2 Million

Funding Source: City of College Park/TE21

Scheduled Year: 2004 – 2005

Responsibility: City of College Park/Consultant/South Fulton Revitalization

Status: Proposal from Bron Cleveland & Associates to submit grant in 2005. Rescheduled for 2006 – 2010.

32. *Conversion of 9-Hole Golf Course to 18-Hole*

Estimated Cost: \$10 Million

Funding Source: City of College Park

Scheduled Year: 2005 - 2007

Responsibility: City of College Park

Status: Rescheduled for 2008 - 2010.

10.4 Housing

33. *Promote "In-Fill" Housing Opportunities*

Estimated Cost: \$10,000 per year

Funding Source: City of College Park

Scheduled Year: 2003 – 2007

Responsibility: City of College Park

Status: Ongoing.

10.5 Land Use

34. *Re-Adopt Zoning Map*

Estimated Cost: \$10,000

Funding Source: City of College Park

Scheduled Year: 2003 – 2007

Responsibility: City of College Park/Consultant

Status: Ongoing.

35. *Update Zoning Ordinance*

Estimated Cost: \$15,000

Funding Source: City of College Park/DCA

Scheduled Year: 2004 - 2005

Responsibility: City of College Park/Consultant

Status: Rescheduled for 2007 – 2008.

36. *Update Future Land Use Map*

Estimated Cost: \$15,000

Funding Source: City of College Park

Scheduled Year: 2004 – 2005

Responsibility: City of College Park/Consultant

Status: Updating with Comprehensive Plan.

37. *Implement Digital Mapping System*

Estimated Cost: \$12,000 per year

Funding Source: City of College Park

Scheduled Year: 2003 - 2007

Responsibility: City of College Park/Consultant

Status: Ongoing.

38. *Implement Annexation Program*

Estimated Cost: \$10,000 per year

Funding Source: City of College Park

Scheduled Year: 2005 – 2007

Responsibility: City of College Park/Consultant

Status: Completed; purchased 30 acres in 2004.

2006 – 2010 Short Term Work Program

The Plan Implementation chapter outlines the needs and costs for the City of College Park for 2006 through 2010. Each need is numbered and titled, which includes an estimated cost for each specific need, a description of the funding source, the scheduled year that the item is to be implemented, which organization is responsible for the implementation, and its current status.

10.1.1 Economic Development

1. *Implement 2000 Urban Redevelopment Plan*

Estimated Cost: \$1 Billion

Funding Source: City of College Park/Developers/City of Atlanta

Scheduled Year: 2006-2010

Responsibility: City of College Park/Developers/City of Atlanta

2. *Market Redevelopment Area*

Estimated Cost: \$10,000 to \$15,000 per year

Funding Source: CPBIDA/MEAG

Scheduled Year: 2006-2010

Responsibility: City of College Park

3. *Update and Implement Downtown Revitalization Plan*

Estimated Cost: \$25,000 per year
Funding Source: City of College Park
Scheduled Year: 2006-2010
Responsibility: City of College Park

4. *Old National Redevelopment: Overlay District and Master Plan*

Estimated Cost: \$25,000 per year
Funding Source: CPBIDA/City of College Park/The Collaborative Firm, LLC
Scheduled Year: 2006-2010
Responsibility: City of College Park/CPBIDA

5. *Gateway Center*

Estimated Cost:
Funding Source:
Scheduled Year: 2006
Responsibility:

6. *Convention Center Expansion*

Estimated Cost: \$50 Million
Funding Source: City of College Park/CPBIDA
Scheduled Year: 2006
Responsibility: City of College Park/ CPBIDA

7. *5 Hotels/2 office Buildings*

Estimated Cost: \$300 Million
Funding Source: City of College Park/Developer/Gateway
Scheduled Year: 2006-2010
Responsibility: City of College Park/Developer/Gateway

8. *CONRAC*

Estimated Cost: \$500 Million
Funding Source: City of Atlanta
Scheduled Year: 2006-2008
Responsibility: Hartsfield-Jackson International Airport

9. *Implement City-Wide Marketing Plan*

Estimated Cost: \$100,000
Funding Source: City of College Park
Scheduled Year: 2006-2010
Responsibility: City of College Park

10. *Prepare Transit System Feasibility Study*

Estimated Cost: \$100,000
Funding Source: City of College Park
Scheduled Year: 2006-2007
Responsibility: City of College Park

11. *Develop a Transit System*

Estimated Cost: \$1 Million

Funding Source: City of College Park

Scheduled Year: 2007-2008

Responsibility: City of College Park

10.1.2 Natural and Historic Resources

12. *Establish an Historic Preservation Ordinance*

Estimated Cost: In-House

Funding Source: City of College Park

Scheduled Year: 2006-2007

Responsibility: City of College Park/Consultant

13. *Update Main Street Design Standards*

Estimated Cost: In-House

Funding Source: City of College Park/TE21

Scheduled Year: 2006-2007

Responsibility: City of College Park/Consultant

14. *Adopt Tree Ordinance*

Estimated Cost: In-House

Funding Source: City of College Park

Scheduled Year: 2006

Responsibility: City of College Park/Consultant

15. *Train Depot Restoration*

Estimated Cost: \$297,000

Funding Source: City of College Park/TE21

Scheduled Year: 2006

Responsibility: City of College Park

16. *Implement Main Street Streetscape*

Estimated Cost: \$1.5 Million

Funding Source: City of College Park/TE21

Scheduled Year: 2006-2007

Responsibility: City of College Park

10.1.3 Community Facilities & Services

17. *Build Public Safety Building*

Estimated Cost: \$18 Million

Funding Source: City of College Park

Scheduled Year: 2006

Responsibility: City of College Park

18. *Implement Parkway Trail: Phase I*

Estimated Cost: \$205,000

Funding Source: US/GA/City of College Park

Scheduled Year: 2006-2007

Responsibility: City of College Park/Consultant

19. *Implement Parkway Trail: Phase II & III*

Estimated Cost: \$587,000

Funding Source: US/GA/City of College Park

Scheduled Year: 2008-2010

Responsibility: City of College Park/Consultant

20. *Implement Parkway Trail: Phase IV*

Estimated Cost: \$216,000

Funding Source: US/GA/City of College Park

Scheduled Year: 2006-2007

Responsibility: City of College Park/Consultant

21. *Construct Phoenix Trail*

Estimated Cost: \$ 1 Million

Funding Source: CMAQ/TE21

Scheduled Year: 2006-2010

Responsibility: City of College Park

22. *Develop a Recreation Master Plan*

Estimated Cost: \$25,000 to \$35,000

Funding Source: City of College Park/DNR/DCA

Scheduled Year: 2007

Responsibility: City of College Park/Consultant

23. *Construct Historic District/Transit Oriented Sidewalk Connector*

Estimated Cost: \$375,000

Funding Source: City of College Park/CMAQ/TE21

Scheduled Year: 2006-2007

Responsibility: City of College Park

24. *Jamestown Shopping Center*

Estimated Cost: \$1 Million

Funding Source: City of College Park

Scheduled Year: 2006

Responsibility: City of College Park/Consultant

10.1.4 Recreation Division

Physical Improvements to City Park Facilities

25. Godby Road Park

Estimated Cost: \$2 Million

Funding Source: City of College Park

Scheduled Year: 2006-2007

Responsibility: City of College Park

26. Zupp Park

Estimated Cost: \$50,000

Funding Source: City of College Park

Scheduled Year: 2009

Responsibility: City of College Park

27. Brannon Park

Estimated Cost: \$1 Million

Funding Source: City of College Park

Scheduled Year: 2006-2007

Responsibility: City of College Park

28. MARTA Park

Estimated Cost: \$500,000

Funding Source: City of College Park

Scheduled Year: 2010

Responsibility: City of College Park

29. Public Works/Public Utilities Facility

Estimated Cost: \$2 Million

Funding Source: City of College Park

Scheduled Year: 2008-2010

Responsibility: City of College Park

30. Prepare Water & Wastewater CIP

Estimated Cost: \$15,000

Funding Source: City of College Park

Scheduled Year: 2006-2007

Responsibility: City of College Park/Consultant

31. US 29 Beautification Project

Estimated Cost: \$2 Million

Funding Source: City of College Park/TE21

Scheduled Year: 2006-2010

Responsibility: City of College Park/Consultant/South Fulton Revitalization

32. *Conversion of 9-Hole Golf Course to 18-Hole*

Estimated Cost: \$10 Million
Funding Source: City of College Park
Scheduled Year: 2008-2010
Responsibility: City of College Park

33. *Gody Road Park & Athletic Complex.*

Estimated Cost: \$3 Million
Funding Source: Car Rental Tax
Scheduled Year: 2006
Responsibility: City of College Park

34. *Digital Score Boards Evans, Badgett, Auditorium, Brady.*

Estimated Cost: \$24,000
Funding Source: City Budget
Scheduled Year: 2007
Responsibility: City of College Park

35. *Zupp Park (Remove Sod; Laser Grade and Install New Sod).*

Estimated Cost: \$36,000
Funding Source: Car Rental Tax
Scheduled Year: 2008
Responsibility: City of College Park

36. *Insulated Non-Glare Windows-City Auditorium.*

Estimated Cost: \$105,000
Funding Source: Car Rental Tax
Scheduled Year: 2009
Responsibility: City of College Park

37. *New Seating-Bill Evans Field.*

Estimated Cost: \$200,000
Funding Source: Car Rental Tax
Scheduled Year: 2010
Responsibility: City of College Park

10.1.5 Housing

38. *Promote "In-Fill" Housing Opportunities*

Estimated Cost: \$10,000 per year
Funding Source: City of College Park
Scheduled Year: 2006-2010
Responsibility: City of College Park

10.1.6 Land Use

39. *Re-Adopt Zoning Map*

Estimated Cost: \$10,000

Funding Source: City of College Park

Scheduled Year: 2006-2010

Responsibility: City of College Park/Consultant

40. *Update Zoning Ordinance*

Estimated Cost: \$15,000

Funding Source: City of College Park/DCA

Scheduled Year: 2007-2008

Responsibility: City of College Park/Consultant

41. *Update Future Land Use Map*

Estimated Cost: \$15,000

Funding Source: City of College Park

Scheduled Year: 2007-2008

Responsibility: City of College Park/Consultant

42. *Implement Digital Mapping System*

Estimated Cost: \$12,000 per year

Funding Source: City of College Park

Scheduled Year: 2006-2010

Responsibility: City of College Park/Consultant

43. *Implement Annexation Program*

Estimated Cost: General Fund

Funding Source: City of College Park

Scheduled Year: 2008-2010

Responsibility: City of College Park/Consultant

10.1.7 Police Department

44. *Vehicles/Replace*

Estimated Cost: \$809,000

Funding Source: General Funds

Scheduled Year: 2006-2010

Responsibility:

Status: Currently scheduled.

45. *Other Equipment/New*

Estimated Cost: \$179,969

Funding Source: General Fund

Scheduled Year: 2006

Responsibility: City of College Park

46. *Other Equipment/Replace*

Estimated Cost: \$11,284

Funding Source: General Fund

Scheduled Year: 2006

Responsibility: City of College Park

47. *Replace Jail Van*

Estimated Cost: \$40,000

Funding Source: General Fund

Scheduled Year: 2007

Responsibility: City of College Park

10.1.8 Investigation Criminal Division

48. *Vehicle Replaced*

Estimated Cost: \$17,000

Funding Source: General Fund

Scheduled Year: 2006

Responsibility: City of College Park

49. *Vehicles Replaced*

Estimated Cost: \$51,000

Funding Source: General Fund

Scheduled Year: 2007

Responsibility: City of College Park

50. *Crime Scene Vehicle*

Estimated Cost: \$22,676

Funding Source: General Fund

Scheduled Year: 2006

Responsibility: City of College Park

51. *Replace Two Vehicles*

Estimated Cost: \$51,000

Funding Source: General Fund

Scheduled Year: 2008

Responsibility: City of College Park

52. *Lab Equipment*

Estimated Cost: \$35,000

Funding Source: General Fund

Scheduled Year: 2007

Responsibility: City of College Park

53. Fingerprint Comparison

Estimated Cost: \$30,000

Funding Source: General Fund and/or Grant

Scheduled Year: 2009

Responsibility: City of College Park

10.1.9 Fire Department

54. Replace SCBA Units

Estimated Cost: \$115,335

Funding Source: General Fund

Scheduled Year: 2006

Responsibility: City of College Park

55. Replace (3) P.P.V. (s)

Estimated Cost: \$6,000

Funding Source: General Fund

Scheduled Year: 2006

Responsibility: City of College Park

57. PosiCheck III Upgrade

Estimated Cost: \$1,795

Funding Source: General Fund

Scheduled Year: 2006

Responsibility: City of College Park

58. SCBA Face Piece Conversion

Estimated Cost: \$16,800

Funding Source: General Fund

Scheduled Year: 2006

Responsibility: City of College Park

59. 4-Way Hydrant Valves

Estimated Cost: \$4,200

Funding Source: General Fund

Scheduled Year: 2006

Responsibility: City of College Park

60. Communications

Estimated Cost: \$5,000

Funding Source: General Fund

Scheduled Year: 2006

Responsibility: City of College Park

61. *New ¾ Crew Cab Pick Up*

Estimated Cost: \$24,000

Funding Source: General Fund

Scheduled Year: 2006

Responsibility: City of College Park

62. *Refurbish Station 2*

Estimated Cost: \$200,000

Funding Source: Car Tax Rental

Scheduled Year: 2007

Responsibility: City of College Park

63. *Mobile Computer Units*

Estimated Cost: \$45,000

Funding Source: General Fund

Scheduled Year: 2007

Responsibility: City of College Park

64. *Refurbish Unit #20*

Estimated Cost: \$85,000

Funding Source: General Fund

Scheduled Year: 2007

Responsibility: City of College Park

65. *Purchase Land*

Estimated Cost: \$80,000

Funding Source: General Fund

Scheduled Year: 2008

Responsibility: City of College Park

66. *New Station 3*

Estimated Cost: \$350,000

Funding Source: Car Rental Tax

Scheduled Year: 2008

Responsibility: City of College Park

67. *New Fire Apparatus*

Estimated Cost: \$900,000

Funding Source: General Fund

Scheduled Year: 2008

Responsibility: City of College Park

68. *Replace Furniture in Station 2*

Estimated Cost: \$7,000

Funding Source: General Fund

Scheduled Year: 2009

Responsibility: City of College Park

69. *Replace Unit #26*

Estimated Cost: \$35,000

Funding Source: General Fund

Scheduled Year: 2009

Responsibility: City of College Park

70. *Replace Unit #24*

Estimated Cost: \$500,000

Funding Source: General Fund

Scheduled Year: 2009

Responsibility: City of College Park

71. *Thermal Imaging Camera*

Estimated Cost: \$15,000

Funding Source: General Fund

Scheduled Year: 2009

Responsibility: City of College Park

72. *Hydraulic Rescue Equipment*

Estimated Cost: \$16,100

Funding Source: General Fund

Scheduled Year: 2010

Responsibility: City of College Park

73. *Foam Equipment*

Estimated Cost: \$6,000

Funding Source: General Fund

Scheduled Year: 2010

Responsibility: City of College Park

74. *Rope Rescue Equipment*

Estimated Cost: \$2,500

Funding Source: General Fund

Scheduled Year: 2010

Responsibility: City of College Park

75. *¾ Ton Ford F250*

Estimated Cost: \$24,471

Funding Source: General Fund

Scheduled Year: 2006

Responsibility: City of College Park

76. *Pickup Pak for Truck*

Estimated Cost: \$3,000

Funding Source: General Fund

Scheduled Year: 2006

Responsibility: City of College Park

77. Emergency Equipment for Truck

Estimated Cost: \$1,932

Funding Source: General Fund

Scheduled Year: 2006

Responsibility: City of College Park

78. Body Armor

Estimated Cost: \$500

Funding Source: General Fund

Scheduled Year: 2006

Responsibility: City of College Park

79. UHF/VHF Radio for Truck

Estimated Cost: \$1,808

Funding Source: General Fund

Scheduled Year: 2006

Responsibility: City of College Park

80. Hand Held Computers for Fire Inspectors

Estimated Cost: \$25,000

Funding Source: General Fund

Scheduled Year: 2007

Responsibility: City of College Park

81. Replace Unit 35

Estimated Cost: \$35,000

Funding Source: General Fund

Scheduled Year: 2008

Responsibility: City of College Park

82. Fire Ground Simulator

Estimated Cost: \$25,000

Funding Source: General Fund

Scheduled Year: 2009

Responsibility: City of College Park

83. Replace Unit 26

Estimated Cost: \$35,000

Funding Source: General Fund

Scheduled Year: 2009

Responsibility: City of College Park

84. Computer Hardware Upgrades

Estimated Cost: \$25,000

Funding Source: General Fund

Scheduled Year: 2010

Responsibility: City of College Park

85. *Broselow/Hinkle Resuscitation System*

Estimated Cost: \$3,300

Funding Source: General Fund

Scheduled Year: 2006

Responsibility: City of College Park

86. *Life Pack Battery Upgrade*

Estimated Cost: \$6,321

Funding Source: General Fund

Scheduled Year: 2006

Responsibility: City of College Park

87. *Replace Two Defibrillators*

Estimated Cost: \$26,000

Funding Source: General Fund

Scheduled Year: 2007

Responsibility: City of College Park

88. *Replace Resuscitators*

Estimated Cost: \$21,000

Funding Source: General Fund

Scheduled Year: 2008

Responsibility: City of College Park

89. *Replace Suction Units*

Estimated Cost: \$24,500

Funding Source: General Fund

Scheduled Year: 2008

Responsibility: City of College Park

90. *Replace Unit 51*

Estimated Cost: \$150,000

Funding Source: General Fund

Scheduled Year: 2009

Responsibility: City of College Park

91. *Replace Unit 22*

Estimated Cost: \$150,000

Funding Source: General Fund

Scheduled Year: 2010

Responsibility: City of College Park

10.1.10 Communications Department

92. *New Radio System 800mhz*
Estimated Cost: \$1.5 Million
Funding Source: Car Rental Tax/ODP Grant
Scheduled Year: 2007
Responsibility: City of College Park

10.1.11 Public Works Department

93. *Lease Agreement #201 Street Sweeper*
Estimated Cost: \$115,745.70
Funding Source: General Fund
Scheduled Year: 2006-2010
Responsibility: City of College Park

94. *Lease Agreement Backhoe (5 year lease) #206*
Estimated Cost: \$49,610
Funding Source: General Fund
Scheduled Year: 2006-2010
Responsibility: City of College Park

95. *Loader #210 (12 years) 5 Year Lease.*
Estimated Cost: \$24,700
Funding Source: General Fund
Scheduled Year: 2008
Responsibility: City of College Park

96. *Backhoe #207 (11 years) 5 Year Lease.*
Estimated Cost: \$15,500
Funding Source: General Fund
Scheduled Year: 2010
Responsibility: City of College Park

97. *Vehicle Replacement (F-350 Pickup)*
Estimated Cost: \$37,000
Funding Source: General Fund
Scheduled Year: 2007
Responsibility: City of College Park

98. *Improvements to Storm Water.*
Estimated Cost: \$625,000
Funding Source: General Fund
Scheduled Year: 2006-2010
Responsibility: City of College Park

99. *Street Resurfacing.*

Estimated Cost: \$750,000

Funding Source: General Fund

Scheduled Year: 2006-2010

Responsibility: City of College Park

100. *Curb Replacement.*

Estimated Cost: \$175,000

Funding Source: General Fund

Scheduled Year: 2006-2010

Responsibility: City of College Park

101. *One Four Door Crew Cab Landscape Truck to Replace Unit #174.*

Estimated Cost: \$33,302

Funding Source: General Fund

Scheduled Year: 2006

Responsibility: City of College Park

102. *One ½ Ton Pickup Truck to Replace Unit #167.*

Estimated Cost: \$14,000

Funding Source: General Fund

Scheduled Year: 2007

Responsibility: City of College Park

103. *Replacement of Two Walk-Behind Mowers (Self Propelled).*

Estimated Cost: \$7,000

Funding Source: General Fund

Scheduled Year: 2008 & 2009

Responsibility: City of College Park

104. *Replacement of Two Push Mowers.*

Estimated Cost: \$1,200

Funding Source: General Year

Scheduled Year: 2007

Responsibility: City of College Park

105. *Replacement of One John Deere F911 Riding Mower to Replace Unit #139.*

Estimated Cost: \$6,350

Funding Source: General Fund

Scheduled Year: 2006

Responsibility: City of College Park

106. *Replacement of Unit #102 John Deere 5200 Utility Tractor.*

Estimated Cost: \$19,000

Funding Source: General Fund

Scheduled Year: 2007

Responsibility: City of College Park

107. *Replacement of Two Bushhog 60" Flail Mowers.*

Estimated Cost: \$6,350

Funding Source: General Fund

Scheduled Year: 2006

Responsibility: City of College Park

108. *F350 XL Ford Dually Dump Pickup to Replace Unit #184.*

Estimated Cost: \$31,000

Funding Source: General Fund

Scheduled Year: 2007

Responsibility: City of College Park

109. *F150 Ford Pickup to Replace Unit #144.*

Estimated Cost: \$20,000

Funding Source: General

Scheduled Year: 2007

Responsibility: City of College Park

110. *Cushman Groom Master Unit #169 (Ball field pulling screen for smoothing ball field infield).*

Estimated Cost: \$8,500

Funding Source: General

Scheduled Year: 2006

Responsibility: City of College Park

10.1.12 Department of Public Works

111. *Replacement Truck #344.*

Estimated Cost: \$27,000

Funding Source: Water & Sewer

Scheduled Year: 2009

Responsibility: City of College Park

112. *Replacement Truck #370.*

Estimated Cost: \$30,000

Funding Source: Water & Sewer

Scheduled Year: 2010

Responsibility: City of College Park

113. *Replacement of Truck #337.*
Estimated Cost: \$25,000
Funding Source: Water & Sewer
Scheduled Year: 2007
Responsibility: City of College Park

114. *Replacement of Truck #345.*
Estimated Cost: \$25,000
Funding Source: Water & Sewer
Scheduled Year: 2008
Responsibility: City of College Park

115. *New Air Compressor.*
Estimated Cost: \$22,000
Funding Source: Water & Sewer
Scheduled Year: 2007
Responsibility: City of College Park

116. *New Dump Truck.*
Estimated Cost: \$64,000
Funding Source: Water & Sewer
Scheduled Year: 2006-2009
Responsibility: City of College Park

117. *Replacement of Unit #335.*
Estimated Cost: \$34,798
Funding Source: Water & Sewer
Scheduled Year: 2006
Responsibility: City of College Park

118. *Replacement of 4" Pump.*
Estimated Cost: \$17,000
Funding Source: Water & Sewer
Scheduled Year: 2007
Responsibility: City of College Park

119. *Water Line Replacement.*
Estimated Cost: \$587,632
Funding Source: Water & Sewer
Scheduled Year: 2006-2010
Responsibility: City of College Park

120. *Sewer Improvement.*

Estimated Cost: \$360,000

Funding Source: Water & Sewer

Scheduled Year: 2007-2010

Responsibility: City of College Park

121. *New 6" Trash Pump.*

Estimated Cost: \$23,000

Funding Source: Water & Sewer

Scheduled Year: 2006

Responsibility: City of College Park

122. *Push Camera.*

Estimated Cost: \$8,195

Funding Source: Water & Sewer

Scheduled Year: 2006

Responsibility: City of College Park

123. *Diesel Light Tower.*

Estimated Cost: \$8,000

Funding Source: Water & Sewer

Scheduled Year: 2006

Responsibility: City of College Park

124. *Meters-New.*

Estimated Cost: \$15,000

Funding Source: Water & Sewer

Scheduled Year: 2006

Responsibility: City of College Park

125. *Meters-Replace.*

Estimated Cost: \$35,000

Funding Source: Water & Sewer

Scheduled Year: 2006

Responsibility: City of College Park

126. *Other System.*

Estimated Cost: \$141,940

Funding Source: Water & Sewer

Scheduled Year: 2006-2010

Responsibility: City of College Park

10.1.13 Department: Convention Center

127. *Table Linens.*

Estimated Cost: \$200,000
Funding Source: General Fund
Scheduled Year: 2006-2010
Responsibility: City of College Park

128. *Radios.*

Estimated Cost: \$30,000
Funding Source: General Fund
Scheduled Year: 2006-2010
Responsibility: City of College Park

129. *Folding Chairs.*

Estimated Cost: \$500,000
Funding Source: General Fund
Scheduled Year: 2007
Responsibility: City of College Park

130. *Computers.*

Estimated Cost: \$90,000
Funding Source: General Fund
Scheduled Year: 2006-2007, and 2009
Responsibility: City of College Park

131. *GICC Expansion.*

Estimated Cost: \$50 Million
Funding Source: General Fund
Scheduled Year: 2009
Responsibility: City of College Park

10.1.14 Recommended Intersection Improvements

132. *City Wide: Improved Directional and Navigational Signage to the Downtown Business District and Hartsfield-Jackson Atlanta International Airport.*

Estimated Cost: \$260,000
Funding Source: CMAQ, TE, General Fund
Scheduled Year: 2008
Responsibility: City of College Park

133. *Virginia Avenue between Madison Street and Eastern City Limit: Access Management Improvements.*

Cost Estimate: \$290,000
Funding Source: TE
Scheduled Year: 2008
Responsibility: City of College Park

10.1.15 Recommended Pedestrian and Bicycle Improvements

134. *Phoenix Boulevard between Riverdale Road and West Fayetteville Road: Add Sidewalks, Two Sides (3000’).*

Cost Estimate: \$246,000

Funding Source: TE, General Fund

Scheduled Year: 2010

Responsibility: City of College Park

135. *College Street from Harvard Avenue to Oxford Avenue: Sidewalk Improvements, Two Sides (1600’).*

Cost Estimate: \$132,000

Funding Source: TE, General Fund

Scheduled Year: 2010

Responsibility: City of College Park

10.1.16 Other Improvements

136. *Improved “Gateway” Signage at All Entrances to the City of College Park.*

Cost Estimate: \$45,000

Funding Source: TE, General Fund

Scheduled Year: 2010

Responsibility: City of College Park

Appendix A

Public Participation Materials

**COLLEGE PARK COMPREHENSIVE PLAN
UPDATE
PUBLIC INFORMATION MEETING
November 1, 2004
6:00 p.m.**



What is a Comprehensive Plan?

In 1989, the Georgia General Assembly passed the Georgia Planning Act, which established a coordinated planning program for the State of Georgia. This program provides local governments with opportunities to plan for their future and to improve communication with their neighboring governments.

The cornerstone of the coordinated planning program is the *preparation of a long-range comprehensive plan* by each local government in the state. This plan is intended to highlight community goals and objectives as well as determine how the government proposes to achieve those goals and objectives. It is intended that the comprehensive plan be used to guide local government decision-making on a daily basis. The Georgia Department of Community Affairs (DCA) is the over-seeing agency for the final approval and acceptance of this plan. The Atlanta Regional Commission is the other agency involved with this planning process.

What's in a Comprehensive Plan?

Elements of the city's Comprehensive Plan include:

- 1. PUBLIC INVOLVEMENT AND PARTICIPATION (Community Vision)**
2. Population/Demographics
3. Economic development
4. Natural and historic resources
5. Community facilities and services
6. Housing
7. Land use
8. Intergovernmental coordination
9. Transportation

These elements are all minimum requirements established by the State of Georgia and are critical for the guidance and long range planning of your community. *Other required deliverables include maps for each element depicting current and planned future conditions.*

PUBLIC INVOLVEMENT AND PARTICIPATION

The Community Vision element is of particular importance in the planning process. The more public input, the better the comprehensive plan will be for the community. The Community Vision, or "Vision for the Future of the Community" must:

- Be based on public input, assessment of current and future needs, and other elements of the plan;
- Address Community, Regional and State planning goals;
- Include pictures, illustrations, and/or descriptions of development patterns to be encouraged within the jurisdiction, including clear identification of areas to be developed, areas to remain as open space or rural land, and areas where mixed use development and similar development will be encouraged; and
- Include both a generalized overall Vision for the community with more specific detailed Visions for sub-areas of the community.



How will College Park update their plan and what is the timeline?

Schedule and Milestones

The process for updating the City of College Park's Comprehensive Plan should be consistent with the DCA standard process, including the following basic three steps:

- 1) Inventory of Existing Conditions
- 2) Assessment of Current and Future Needs
- 3) Articulation of Goals and Implementation Program

The following table of public participation activities describes a general recommended schedule for conducting the City of College Park Comprehensive Plan update.

Time Line

Notice to Proceed	November 1, 2004
Meet with City Officials	November 2-15, 2004
Begin Visioning Process	January – May, 2005
Commence Plan Update	February 1, 2005
Draft Plan	June, 2005
Final Draft Plan	July, 2005



AGENDA

College Park Comprehensive Plan Updates

Steering Committee Meeting

City Hall Conference Room

December 15, 2004

6:00 PM

- I. Welcome and Introductions
- II. Comprehensive Plan Overview
- III. Planning Trends
- IV. Homework:
 - Goals and Policies Worksheet
 - Visioning Worksheet
- V. Determine Regular Meeting Dates for Steering Committee

Goals and Policies
City of College Park Comprehensive Plan*
Adopted 1995

Please review the comment on the following previously adopted goal and policy statements for the City of College Park.

ECONOMIC DEVELOPMENT

GOAL I: TO ACHIEVE A GROWING AND BALANCED ECONOMY THAT EQUITABLY BENEFITS ALL SEGMENTS OF THE POPULATION.

AGREE **DISAGREE**

Objective 1-1: Continue and expand current economic development programs and activities. Existing economic development programs will be continued and expanded as necessary during the planning period. The College Park Development Department will continue to serve as coordinator of the City's various activities and programs.

AGREE **DISAGREE**

Objective 1-2: Adopt and Implement College Park Redevelopment Plan.

The recently prepared Redevelopment Plan for the Newton Estates area will assist local officials in the marketing and redevelopment of the area. Local officials will use the plan during the course of the planning period in facilitating the redevelopment of the area. The plan will be adopted by the City in 1995.

AGREE **DISAGREE**

(*as indicated on the Plan Builder Website of Georgia Department of Community Affairs) (<http://www.geogiaplanning.com/planspub1>)

Objective 1-3: Encourage the development of facilities within College Park that will promote tourism and provide needed services to City residents.

The development of educational facilities within the City, such as Sci-Trek and the Fernbank Museum, will be promoted by local officials as a means of enhancing tourism and economic development. The City will also seek to reintroduce a college presence in College Park by pursuing the development of a satellite center for metropolitan area colleges and universities, such as Clayton State College. The old high school, which will become City property in the year 2000, should be considered for such a purpose. The need for a specialized healthcare facility within the City has also been identified. The City should also encourage historic preservation to enhance tourism and economic development.

AGREE DISAGREE

Objective 1-4: Prepare a Downtown Revitalization Plan.

To further enhance local tourism and economic development, local officials will prepare a downtown revitalization plan to guide improvements within the City's original downtown area. In addition to providing an analysis of the City's downtown area from a land use, historic preservation, and design perspective, the plan should provide specific recommendations regarding:

- (a) Street and facade improvements;
- (b) Merchant participation;
- (c) Adoption of design criteria and ordinances;
- (d) Financing mechanisms; and
- (e) Marketing

AGREE DISAGREE

Objective 1-5: Explore ways to attract higher income households to College Park.

Over the years, College Park has lost a sizable number of middle income households through land acquisitions by Atlanta Airport Development Acquisition Program (ADAP). The majority of these households relocated outside College Park. In an effort to rebuild its middle income residential base and in-fill vacant residential lots, local officials will examine various ways to attract middle and higher income households into the City.

AGREE DISAGREE

Objective 1-6: Continue cooperative efforts with neighboring jurisdictions to enhance sub-regional economic development efforts.

AGREE DISAGREE

Objective 1-7: Actively participate in statewide economic development organizations such as the Georgia Economic Developers Association (GEDA) and participate in economic development workshops conducted by state agencies, utility companies, and other organizations. The City should consider working with the Georgia Department of Trade and Tourism, Red Carpet Tours, and developers to promote economic development in College Park.

AGREE DISAGREE

Objective 1-8: Upgrade and expand the infrastructure (roads, water, sewer, electricity, etc.) necessary to attract and maintain business and industry. A Capital Improvement Program for water and sewer improvements will be prepared during the planning period to guide future upgrades and expansions.

AGREE DISAGREE

Objective 1-9: Encourage the recruitment of electric power intensive industry inside and outside the City. In addition to recruitment efforts within the City, the City should also continue pursuing those electrical customers outside College Park that can be served in compliance with the 1969 Territorial Act.

AGREE DISAGREE

LAND USE

GOAL V: TO ENSURE THAT THE LAND RESOURCES OF COLLEGE PARK ARE ALLOCATED FOR USES WHICH FACILITATE THE AREAS OF ECONOMIC DEVELOPMENT, NATURAL AND HISTORIC RESOURCES, COMMUNITY FACILITIES AND HOUSING AND TO PROTECT AND PROMOTE THE QUALITY OF LIFE.

AGREE DISAGREE

Objective V-1: Continue administering and enforcing the City's zoning ordinance and other development regulations in an equitable manner.

AGREE DISAGREE

Objective V-2: Through an active program of land use planning and zoning administration, protect the City's stable residential areas from the negative impacts of encroachment by incompatible land use.

AGREE DISAGREE

Objective V-3: Utilize the Future Land Use Plan in the review of rezoning requests and other development proposals occurring within the City.

AGREE DISAGREE

Objective V-4: Review and amend the City zoning ordinance and other codes to provide procedures for amending the Future Land Use Plan.

AGREE DISAGREE

HOUSING

GOAL IV: TO ENSURE THAT ALL RESIDENTS HAVE ACCESS TO ADEQUATE AND AFFORDABLE HOUSING.

AGREE DISAGREE

Objective IV-1: Through an active program of land use planning and zoning administration, preserve the City's stable residential areas.

AGREE DISAGREE

Objective IV-2: Work closely with the College Park Housing Authority and state/federal agencies to seek a solution for those public housing units located with the 75 LDN.

City officials are currently working with congressional representatives to obtain a waiver on U.S. Housing and Urban Development (HUD) requirements that are impeding progress on resolving the issue.

AGREE DISAGREE

Objective IV-3: Encourage private sector renovation/rehabilitation of multi-family units to upgrade housing conditions within the City.

Local banking institutions have recently been involved in five renovation projects within the City. Activities such as these should be encouraged and supported during the planning period.

AGREE DISAGREE

NATURAL AND HISTORIC RESOURCES

GOAL II: TO CONSERVE AND PROTECT COLLEGE PARK'S NATURAL AND HISTORIC RESOURCES.

AGREE DISAGREE

Objective II-1: Encourage and assist with the nomination of eligible properties to the National Register of Historic Places and/or the Georgia Register of Historic Places.

College Park possesses many historic residences and structures that may be eligible for inclusion on national or state preservation registers. During the course of the planning period, local officials will support efforts by the College Park Historical Society in furthering historic preservation.

AGREE DISAGREE

Objective 11-2: Initiate efforts to secure a facility to house the City's numerous historic artifacts, such as deeds, cornerstones, photographs, etc.

The City should examine the feasibility of using a portion of the train depot as a museum. 68

AGREE DISAGREE

Objective 11-3: Prepare various plans and ordinances to comply with Georgia Department of Natural Resources (DNR) Environmental Planning Standards, as applicable.

AGREE DISAGREE

Objective 11-4: Continue sound land use management practices in areas possessing floodplains. The City's Engineering Department will continue enforcing local development regulations regarding floodplains.

AGREE DISAGREE

COMMUNITY FACILITIES

GOAL III: TO ENSURE THAT PUBLIC INFRASTRUCTURE FACILITIES SERVING COLLEGE PARK HAVE THE CAPACITY AND ARE IN PLACE WHEN NEEDED TO SUPPORT AND ATTRACT GROWTH AND DEVELOPMENT AND/OR MAINTAIN AND ENHANCE THE QUALITY OF LIFE.

AGREE DISAGREE

Objective III-1: Review and update the City's Thoroughfare Plan and make amendments as necessary.

AGREE DISAGREE

The City's Engineering Department will continue implementing the Thoroughfare Plan through close coordination with the Planning Commission in the review of subdivision plats and other developments.

Objective III-2: Continue coordinating transportation improvements with regional and state agencies.

AGREE DISAGREE

Objective III-3: Monitor development in the FAA complex area and the Main Street area and initiate street/signalization improvements when warranted.

AGREE DISAGREE

Objective III-4: Consider renovating the City Train Depot for use as a functioning commuter rail station should College Park be included in the commuter-passenger rail route.

AGREE DISAGREE

Objective III-5: Prepare short-term (5 years) and long-term (20 years) Capita! Improvements Programs to identify, prioritize, and schedule needed infrastructure improvements.

AGREE DISAGREE

Objective III-6: Finalize and adopt a Solid Waste Management Plan.

AGREE DISAGREE

Objective III-7: Upgrade police and fire department capabilities on an on-going basis during the course of the planning period.

AGREE DISAGREE

Objective III-8: Encourage the development of a specialized health care facility within College Park.

The College Park Business and Industrial Development Authority are currently working with the Fulton County Health Department regarding local health care needs.

AGREE DISAGREE

Objective III-9: Prepare a Comprehensive Recreation Master Plan.

It is recommended that the City prepare a Recreation Plan that: (1) identifies needed facilities **and** programs based upon user preferences; (2) incorporates programs for all age groups, including senior citizens; (3) recommends specific projects; (4) provides detailed conceptual designs; (5) and provides a detailed financing strategy.

AGREE DISAGREE

Objective III-IP: Actively seek funding for recreation improvements from all available federal and state financial assistance programs, such as the Land and Water Conservation Fund and the Local Development Fund.

AGREE DISAGREE

Objective III-II: Explore the feasibility of expanding the College Park Golf Course.

AGREE DISAGREE

Objective III-12: Explore the feasibility of establishing a regional consolidated jail, drug treatment, and intervention center in a cooperative effort with the cities of Union City, Fairburn, Palmetto, Hapeville, and East Point.

AGREE DISAGREE

City of College Park Vision for the Future

Land Use Issues

1. What types of new commercial development are appropriate for College Park?

2. What types of open space (parks/plazas/trails/rec. area?) are appropriate for College Park?

3. What types of facilities/institutions are most needed in College Park?

4. Please list areas of College Park that need to be redeveloped or revitalized. List road and highway corridors, neighborhoods/subdivisions, and/or shopping areas/plazas.

Employment

5. I work in College Park ____ **yes** ____ **no** (if no, please complete 8 – 10)
6. I commute to work in _____ (Fill in County or City)
7. I would like to be able to work in College Park ____ **yes** ____ **no**
8. I do not work in College Park because:
 _____ Work in my field or a comparable position is unavailable
 _____ Work is available, but I choose to work elsewhere for other reasons
 (Please specify)

Housing

9. How would you describe housing and neighborhood conditions in College Park today?
 _____ Poor _____ Moderate _____ Good _____ Excellent
10. What types of additional housing does College Park need?

	Not Needed (1) ←			→ Needed (5)	
Apartments	1	2	3	4	5
Lofts	1	2	3	4	5
Condominiums	1	2	3	4	5
Town Homes	1	2	3	4	5
Cluster Homes	1	2	3	4	5
Single Family Homes	1	2	3	4	5

Transportation Issues

11. Where are the most congested areas in College Park?

12. What are the most appropriate ways to lessen congestion in College Park?

13. Where are the most difficult places to cross the street in College Park?

14. What measures are needed to improve the pedestrian environment within College Park?

15. What is your highest priority of public transportation improvement?

16. Please rank in order of importance from 1 to 5, with 1 being the most important, the need for the following transportation improvements.
- ___ Increased roadway traffic capacity
 - ___ Expanded bus routes or other public transit (specify) _____
 - ___ Improvements for pedestrians and bicyclists
 - ___ Safety improvements
 - ___ Access management improvements (controlling curb cuts, etc.)

Community Character:

17. What object or place evokes the strongest sense of place and identity?

18. What word would you use to best describe the character of College Park?

19. What buildings/areas should be:
Preserved?

Replaced?

20. What activity/measure would be most effective in enhancing the image of College Park?

Please use the space below to tell us what issues related to the future development of College Park are most important to you.

City of College Park Steering Committee Meeting

January 27, 2005

Hugh C. Conley Recreation Center

6:30 – 7:00 p.m.

- I. Welcome
- II. City Demographic Overview
- III. Review purpose of public meeting
- IV. Collect Assignments
- V. Next Steering Committee Meeting Dates:

February	6:30-7:30 p.m.
March	6:30-7:30 p.m.
April	6:30-7:30 p.m.
May	6:30-7:30 p.m.



AGENDA

College Park Comprehensive Plan Updates

Public Meeting

Hugh C. Conley Recreation Center

January 27, 2005

7:00 PM

- I. Overview of Comprehensive Plan
- II. Demographic Projections
- III. Visual Preference Survey and Vision Survey
- IV. Q & A
- V. Future meeting dates
- VI. Adjourn

City of College Park Vision for the Future

Land Use Issues

21. What types of new commercial development are appropriate for College Park?

22. What types of open space (parks/plazas/trails/rec. area?) are appropriate for College Park?

23. What types of facilities/institutions are most needed in College Park?

24. Please list areas of College Park that need to be redeveloped or revitalized. List road and highway corridors, neighborhoods/subdivisions, and/or shopping areas/plazas.

Employment

25. I work in College Park ____ **yes** ____ **no** (if no, please complete 8 – 10)
26. I commute to work in _____ (Fill in County or City)
27. I would like to be able to work in College Park ____ **yes** ____ **no**
28. I do not work in College Park because:
 _____ Work in my field or a comparable position is unavailable
 _____ Work is available, but I choose to work elsewhere for other reasons
 (Please specify)

Housing

29. How would you describe housing and neighborhood conditions in College Park today?
 _____ Poor _____ Moderate _____ Good _____ Excellent

30. What types of additional housing does College Park need?

	Not Needed (1) ←			→ Needed (5)	
Apartments	1	2	3	4	5
Lofts	1	2	3	4	5
Condominiums	1	2	3	4	5
Town Homes	1	2	3	4	5
Cluster Homes	1	2	3	4	5
Single Family Homes	1	2	3	4	5

Transportation Issues

31. Where are the most congested areas in College Park?

32. What are the most appropriate ways to lessen congestion in College Park?

33. Where are the most difficult places to cross the street in College Park?

34. What measures are needed to improve the pedestrian environment within College Park?

35. What is your highest priority of public transportation improvement?

36. Please rank in order of importance from 1 to 5, with 1 being the most important, the need for the following transportation improvements.

- Increased roadway traffic capacity
- Expanded bus routes or other public transit (specify) _____
- Improvements for pedestrians and bicyclists
- Safety improvements
- Access management improvements (controlling curb cuts, etc.)

Community Character:

37. What object or place evokes the strongest sense of place and identity?

38. What word would you use to best describe the character of College Park?

39. What buildings/areas should be:
Preserved?

Replaced?

40. What activity/measure would be most effective in enhancing the image of College Park?

Please use the space below to tell us what issues related to the future development of College Park are most important to you.



AGENDA

College Park Comprehensive Plan Updates

Steering Committee Meeting

City Hall Conference Room

February 17, 2005

6:30 PM

- I. Welcome
- II. Public Meeting Overview
 - Visual Preference Survey Results
 - Community Vision Survey Results
 - Draft Vision Statement
- III. Steering Committee Homework Overview
- IV. Demographic Overview
 - Finalizing the Projections
- V. Questions and Answers
- VI. Adjourn

COLLEGE PARK VISUAL PREFERENCE SURVEY RESULTS

RESIDENTIAL: SINGLE FAMILY

MOST DESIRED



- Pedestrian oriented setbacks
- Sidewalks
- Mature Street Trees/ Natural Environment



- Interactive Environment
- Parking in Rear
- Traditional Architectural Design
- Unique Neighborhood character/feel

DESIRED



- Neighborhood greenspace
- Historic Architectural Details
- Side and Rear entry for parking
- Street trees
- Sidewalks
- Homes framing the street

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- Few trees/ vegetation
- Front parking and garages
- Very little architectural character

COLLEGE PARK VISUAL PREFERENCE SURVEY RESULTS

RESIDENTIAL: MULTI-FAMILY

MOST DESIRED



- Designed landscaping with trees and natural vegetation
- Architectural design including archways, window and molding details, etc.
- Staggered facades
- Pedestrian and safety lighting
- Sidewalks with buildings framing the street
- Unique neighborhood character/ variety



DESIRED



- Unique Architectural Detail
- Manicured Landscaping
- Buildings frame the street
- Unique neighborhood character/ variety

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- No Architectural character
- Lack of sidewalks
- Plush facades
- No lighting

COLLEGE PARK VISUAL PREFERENCE SURVEY RESULTS

TRANSPORTATION

MOST DESIRED



- Sidewalks/ pedestrian oriented
- Seating areas
- Uniform look/ feel



DESIRED



- Bicycle friendly (bike lanes)
- Pedestrian friendly (sidewalks)



- Transit oriented
- Automobile alternative

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- Automobile oriented
- Unsafe for pedestrians
- Visual clutter (utility lines, signage)

COLLEGE PARK VISUAL PREFERENCE SURVEY RESULTS

COMMERCIAL

MOST DESIRED



- Sitting areas/ interactive community environment
- Mixed uses/ multi-story
- Large sidewalks for pedestrians
- Uniform architectural design features
- Zero setbacks (buildings framing the street)



DESIRED



- Pedestrian oriented
- Mixed uses live/ work
- Zero setbacks
- Large sidewalks
- Uniform design feature
- Uniform architectural and signage standards

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- Open parking lots
- Utility lines
- Lack of sidewalks and vegetation

COLLEGE PARK VISUAL PREFERENCE SURVEY RESULTS

COMMUNITY FACILITIES

MOST DESIRED



- Local cultural facility
- Theatre/ Performing Arts Center



DESIRED



- Municipal golf course
- Passive recreation



- Open sitting areas
- Community gathering space
- Manicured landscaping

UNDESIRED



- No architectural character
- Lack of sidewalks
- Plush facades
- No lighting

COLLEGE PARK VISION SURVEY RESPONSE RESULTS

Land Use Issues

1) What types of new commercial development are appropriate for College Park?

TOP RESPONSES:

- 1) **Large Grocery Store** – 34 responses
Specifically:
Publix, Kroger, or Whole Foods

- 2) **Retail Shops** - 30 responses
Specifically:
Drug Store (6) Music/Video (3) Bookstore (3)
Electronics (2) Computer (2) Hardware (2)
Wolfe Camera Jeweler Antique Stores
Hallmark card shop Men's Casual Clothing
Sewing/craft store Family Pet Stores

- 3) **Restaurants/Eating Establishments** – 26 responses
Specifically:
Coffee shop (2) Affordable but NOT Fast Food/Casual Dining
Fast Food Restaurants Restaurants accessible by foot, bicycle, or transit
Krispy Kreme Outdoor cafés on Virginia Avenue, Main Street, Old
National Highway

- 4) **Professional Offices** – 12 responses
Specifically:
Upgrading business frontage on Main Street, New office park/space (5)
Offices (3)
Professional buildings: CPA (2), doctors, attorneys
Bank

- 5) **Entertainment/Cultural** – 9 responses
Specifically:
Amphitheatre (2) Movie Theatre (2)
Cultural Facilities Arts

- 6) **Upscale Shopping/Boutique** – 9 responses
Specifically:
Diverse Stores/ Specialty Shops Service Related along Virginia Avenue
Specialty Retail along Old National

- 7) **Medical/Health Care Facility** – 5 responses
Specifically:
Health Complex (3) Medical Facilities (2)

- 8) **Hotel** – 4 responses

OTHER:

Light Industrial/Manufacturing – (3)

Shopping Mall/Centers – (3)

Mixed Use Developments – (2)

Specifically:

Offices that cater to high-end hospitality with hotels and amenities

Mixed Use residential and retail with parking underground

Spa

Neighborhood Scale Commercial along Main Street

2) What types of Open Space (parks/plazas/trails/recreational areas) are appropriate for College Park?

TOP RESPONSES

1) **Trails** – 39 responses

Specifically:

Bicycle Trails (18)

Walking Trails (17)

2) **Parks** – 23 responses

Specifically:

Barrett Park (2)

Existing Parks

3) **Passive Recreation** – 13 responses

Specifically:

Plazas (4)

Area to listen to concerts (2)

Nature Preserve

Fountains

Eateries and Outdoor Markets (2)

Dog Park (2)

Cultural Parks

4) **Active Recreation** – 10 responses

Specifically:

Golf Course (2)

Baseball Field (2)

Football Field

Bowling Lanes

Basketball Courts (2)

Tennis Courts (2)

Track

Ball Fields

5) **Greenspace** – 10 responses

OTHER:

Recreational Areas (3)

Senior Center

Recycle Center

Recreational Improvements

All types of where care and attention to detail is maintained

- 7) **Hotels** – 3 responses
Specifically:
Around GICC
- 8) **Housing** – 3 responses
Specifically:
Assisted Living Facility (2)
Affordable Residential Housing

OTHER:

Arts

Underground power lines

Quiet Zones at Railroad Crossing

Clean up Old National Highway

- 4) **Please list areas of College Park that need to be redeveloped or revitalized. List road and highway corridors, neighborhoods/subdivisions, and/or shopping areas/plazas.**

TOP RESPONSES

- 1) **Old National Highway** – 38 responses
Specifically:
Service Merchandise Plaza/Old Target Property (7)
Old National Highway at I-285
Old National Discount Mall (3)
Old Movie Theatre Plaza
Old Richway Location
LaQuinta Inn Location
- 2) **Main Street and Downtown Area** – 32 responses
Specifically:
The area around 1600 Vesta, major drainage, poor living conditions (2)
Old College Park
Store Fronts by Train Stations
South of Camp Creek along Main Street
Multi-family on Lyle by Main Street
Traffic Calming on Lyle Avenue by English Lane
- 3) **Jamestown** – 15 responses
Specifically:
Jamestown Shopping Center (3)
- 4) **Virginia Avenue** – 12 responses
Specifically:
Cemetery
Western Virginia Avenue between GICC and Main Street
Neighborhood south of Virginia Avenue

- 5) **Godby Road** – 8 responses
Specifically:
Kroger Shopping Center on Godby
- 6) **Washington Road** – 5 responses
Specifically:
Galaxy Foods on Washington Road
- 7) **Roosevelt Highway between Camp Creek and Herschel** – 5 responses
Specifically:
Herschel Road (2)
- 8) **Camp Creek Parkway** – 3 responses
Specifically:
Frontage Road
- 9) **Vesta Village** – 2 responses

OTHER:

Luttie Miller	K-Mart Plaza
Southampton	Fairway Drive
All arteries leading into the City	

Employment

41. I work in College Park ____ yes ____ no (if no, please complete 8 – 10)

Yes - 19 responses

No - 35 responses

42. I commute to work in _____ (Fill in County or City)

Atlanta - 13 responses

Fulton County - 3 responses

Ft McPherson

Newark, NJ

Alpharetta

Red Oak

Fulton County

Hapeville

Newnan Georgia

43. I would like to be able to work in College Park ____ yes ____ no

Yes – 16 responses

No – 7 responses

44. I do not work in College Park because:

Comparable position unavailable – 24 responses

I choose to work elsewhere – 2 responses

Specify

- Retired (7)
- Full-time College student
- Military
- Right now I work in the University System – perhaps in the future potential @ Woodward Academy
- Presently employed downtown with a major healthcare provider

Housing

45. How would you describe housing and neighborhood conditions in College Park today?

- Moderate** – 32 responses
- Good** - 15 responses
- Excellent** - 3 responses
- Poor** - 2 responses

Transportation Issues

46. Where are the most congested areas in College Park?

TOP RESPONSES

- 1) **Old National Highway** – 40 responses
Specifically:
 - Old National Highway and I-285 (10)
 - Godby Rd. and Old National Highway
 - Old National Highway and I-285 to Hwy 139
 - Any left turn on Old National Highway
 - Traffic cop on Old National & 285
- 2) **Main Street** – 11 responses
Specifically:
 - East Main at Marta Station
 - Railroad Crossing
 - Woodward Egress at 3 pm
 - Hwy 29
- 3) **Camp Creek** – 10 responses
Specifically:
 - At The Market Place
 - Camp Creek Parkway at I-285
- 4) **Virginia Ave** – 8 responses
Specifically:
 - Virginia Avenue at Harrison

- 5) **Herschel Rd** – 7 responses
- 6) **Sullivan Rd**
- 7) **Washington Road**

11) What are the most appropriate ways to lessen congestion in College Park?

TOP RESPONSES

- 1) **Widen streets** – 6 responses
Specifically:
Old National Highway (4)
Camp Creek Parkway
Better and more connectivity to Old National Highway
- 2) **Alternative modes vs. Automobiles** – 14 responses
Specifically:
Bike paths and lanes
More and wider sidewalks
Walking trails
Infrastructure other than roads
Allow affordable housing options near employment centers
MARTA
Trolley
- 3) **Better traffic signal management** - 5 responses
Specifically:
A good transportation plan
Coordinate traffic signals

OTHER:

- Local transit connect to MARTA, GICC and Virginia Ave**
- Traffic Calming**
- New route** – College or Conley
- Smart growth, traditional development with mixed uses**
- Create a square in downtown inside of a thoroughfare on Main St**
- Spread things out**
- Speed bumps in the historic district to cut out cut-through traffic**
- Better roads**
- Highway improvements**

12) Where are the most difficult places to cross the street in College Park?

TOP RESPONSES

- 1) **Old National Highway** – 28 responses
Specifically:
Godby and Old National (4)
Old National and I-285 (3)

- 2) **Main Street** – 17 responses
Specifically:
Pedestrian crossing on at any point parallel to railroad tracks
Main Street and Rail Road tracks
Main and Rugby (3)
In front of City Hall
Main and Harvard
Main Street, north at East Point
At the Ace Hardware store and the train depot
Anywhere in Downtown College Park

- 3) **Camp Creek** – 4 responses

- 4) **Godby Road** - 4 responses

- 5) **Virginia Avenue** - 4 responses
Specifically:
Virginia Avenue and I-85

OTHER:

- Lakeshore Drive**
- From my house to get onto a sidewalk**
- All major streets**

13) What measures are needed to improve the pedestrian environment within College Park?

TOP RESPONSES

- 1) **Sidewalks** – 23 responses
Specifically:
More (20)
Repaired (3)
Wider (2)
Tree Lined (2)
Extended on Rugby from Flowers to Washington
Keep foot traffic from cars and bus traffic

- 2) **Crosswalks** – 5 responses
Specifically:
Pedestrian Signals (2)
Law Enforcement for Speeders
Better to include overstreet/highways
- 3) **Pedestrian Safety** – 5 responses
Specifically:
Better Lighting (3)
- 4) **Trails** – 5 responses
Bicycle Trails (3)
Walking Trails (2)
- 5) **Increased Safety** – 4 responses
Specifically:
More community policing (2)
Cameras on the expressway
Ticket drivers who fail to yield

OTHER:

Fix traffic lighting system
More site-down parks
Add landscaping

14) What is your highest priority of public transportation improvement?

TOP RESPONSES:

- 1) **MARTA** – 9 responses
Specifically:
Trains blow horns shorter or not at all (2)
Reduce noise
No MARTA
Stop train noise at crossings
- 2) **Pedestrian Oriented** - 6 responses
Specifically:
Bicycle Lanes (3)
Sidewalks (3)
- 3) **Better Bus Service** – 3 responses
More

OTHER:

- Clean up Taxi Facilities**
- Need Transit Oriented Developments**
- Need a grid for traffic**
- Connectivity**
- Cross community transportation**
- Better Highway and roadways**

Community Character:

15) What object or place evokes the strongest sense of place and identify?

TOP RESPONSES:

- 1) **Historic District/ Main Street** – 34 responses
Specifically: The Brake Pad, Train Depot, Sooky’s, College Park Women’s Club, City Hall, Oxford Law Firm next to McClarin High, City Hall, Auditorium/library
- 2) **Woodward Academy**- 9 responses
- 3) **Rugby Ave** – 8 responses
- 4) **Greenspace** - 7 responses
Specifically: Barrett Park
- 5) **Homes** – 4 responses
- 6) **GICC** – 2 responses

OTHER:

- Welcome signs at city limits**
- Schools**
- Virginia Ave**
- Sidewalks**

16) What word would you use to best describe the character of College Park?

TOP RESPONSES:

- 1) **Historic** - 7 responses
- 2) **Diverse** - 4 responses
- 3) **Friendly** – 5 responses
- 4) **Mayberry** - 3 responses
- 5) **Quaint** - 3 responses

- 6) **Home** - 3 responses
- 7) **Divided City** – 2 responses

OTHER:

- | | |
|--------------------------|--|
| Classic | Up and Coming |
| Charming | Character/In town |
| Quiet | Struggling to maintain momentum |
| Neighborly | Planning |
| Strong | Need a lot of improvement |
| Eclectic | People |
| Prayerful | Wandering Warrior |
| Traditional | Easy going |
| Inclusive | Old and needs a face lift |
| Lovely | International |
| Unified | Non-existent |
| A place of growth | Classic |
| Growth | |

17) What buildings/areas should be preserved?

TOP RESPONSES:

- 1) **Historic District/ Main Street** -40 responses
Specifically: Train Depot, Business District, Main Street Store fronts, College Park Women’s Club, College Park Auditorium, College Park Presbyterian, College Park Methodist Church, Post Office, Downtown College Park (but revitalized), Historical Society Building.
- 2) **Woodward Academy** -3 responses
Specifically: Across the street/railroad from Ms. Winners and Homes near Woodward Academy
- 3) **Greenspace** - 4 responses
Specifically: Parks and Trees
- 4) **Historic homes** - 2 responses
Specifically: All old single family homes, Single Family Victorian, Those with valid architectural integrity and historic significance
- 5) **Rugby Ave** - 2 responses
- 6) **Schools** - 2 responses
Specifically: School behind Zupp Park
- 7) **CP Cemetery** - 2 responses

OTHER:

White City Road area

Camilla Hall

Palmour House

Undetermined

None

Replaced?

TOP RESPONSES:

- 1) **Old National Highway** – 11 responses
Specifically: Old National Highway Discount Mall, Old Richway/Target, Old movie theatre, Underutilized commercial, Industrial along Old National Highway, run down strip malls, former Service Merchandise Plaza.
- 2) **Main Street/ Roosevelt Highway** – 10 responses
Specifically: Ms. Winters, Captain D's, The non-historical buildings north of Ms. Winners, Plaza's on Roosevelt Highway, McClarin High, Crummy multi-housing at Lyle and Main St. . Stores on Main Street in bad condition, College Park Police, fire and courtroom building, vacant housing along Roosevelt Highway
- 3) **Apartments** - 5 responses
Specifically: Vacant and older apartments
- 4) **Vesta Ave Area** – 4 responses
Specifically: Major drainage issue
- 5) **Recreation Center** - 2 responses
- 6) **Recycling center on Herschel Road** – 2 responses
- 7) **Jamestown** – 2 responses
Specifically: Jamestown Park and vacant buildings near Jamestown Subdivision

OTHER:

All empty buildings (2)
All single family homes
Sprawling low grade retail
Vacant shopping plazas
Ace Hardware
Buildings and establishments north of Mercer Ave going towards East Point Marta Station
Dorn's Hardware, building across from Captain D's
Government Building
Park Terrace
Don't want Wal-Mart Superstores! Want small business
Fire station, police, court, city auditorium
Rundown homes
South of Virginia Ave; East of I-85
Empty Apartments

**M&R Flea Market
Old A&P
Power storage area**

18) What activity/measure would be most effective in enhancing the image of College Park?

TOP RESPONSES:

- 1) **Get rid of political division on the City Council** - 3 responses
- 2) **Development Director** - 3 responses
Specifically: Rehiring Christopher Jones or someone with the same vision, Hiring a dynamic development director with a proven track record who is highly visible and has authority to make things happen, having all vacancies (Dept. Heads filled with competent visionaries)
- 3) **Better shopping, more restaurants, and grocery store** - 2 responses
- 4) **Arts, Recreational, Entertainment**
Specifically: Concert/ Outdoor activities, 20,000 seat stadium for pro soccer team and other uses such as public concerts
- 5) **Old National**
Specifically: Revitalizing downtown and Old National Highway
- 6) **Main Street**
Specifically: Improve Main Street

OTHER:

**Bike Trails
Landscaping, remove asphalt, keeping it clean
Affordable housing opportunities allowing renters realistic opportunities to transition to homeownership
Reduce apartments
People working together and accepting each other
Facelifts to buildings
Instilling a manner of pride of place within all citizens
Stability
Race unity gatherings, monthly
Interfaith prayer and service groups
Community virtues programs in all schools
Resuming high quality development
Marketing
Continued residential development
Define historic District on Main Street**

**Keep and continue redeveloping downtown. Continue new high end housing
Greenspace
Economic Development
More Community input and involvement
Signage on freeway and business signage
Downtown revitalization**

19) Please use the space below to tell us what issues related to the future development of College Park are most important to you.

RESPONSES:

- **Reduce apartments (2)**
- **Parks and sidewalks and Main Street Development and cleaning up Virginia Ave**
- **Imbalance of rental-owned housing units, relative to other cities in GA. Avoid loss of diversity, avoid income segregation. Historic Preservation**
- **Making College Park desirable, not having an armpit image**
- **Get a city developer hired/economic developer**
- **Continued middle/high income housing renovation and infill**
- **Amenities, schools/public institutions**
- **Strong focus on economic development that will attract high-quality projects from the best developers. City needs to articulate what cities and projects we're trying to emulate**
- **Hotels**
- **Politics**
- **More homeowners, less transient residents**
- **Smart Growth, TND, mixed uses, historic preservation, preserve trees and natural areas**
- **Single family development**
- **Public schools (desperately need public school in order to attract families who can't afford WWA**
- **Preserving our historical buildings**
- **Saving our greenspace**
- **This city council is going to do what the airport almost did, kill College Park**
- **Traffic calming on Lyle**
- **Keeping Historic character alive**
- **Helping people to update their homes**
- **Resumption of high quality development both residential and commercial**
- **Better racial harmony**
- **Old section 8 housing needs redevelopment, just like downtown**
- **Hire an economic developer**

- That we could work together and not against each other
- Hotels at Convention Center
- Maintain historic district
- Buildings on Main Street restored and filled with new businesses
- More single family homes
- Permanent but affordable housing for our apartment community
- Component city officials
- Sense of community
- Nurturing diversity and community attitude
- Development that include greenspace
- We need housing to attract employers
- Balanced growth
- Buy out neighborhoods impacted by airport pollution
- A class grocery store
- Upscale movie theatre
- Residential development: diverse housing types, increased focus on arts and cultural facilities, better commercial services (grocery outlets, banks, personal services)
- Build bridge or new road from Old National to Main Street

Demographics Update

Updated population projections for the City of College Park are provided in Table 1 for the 2000 – 2025 planning period. Several factors have been incorporated into the city’s population forecasts including historic population change, recent and planned residential development, and the likely impacts of the fifth runway. Because of historic population losses in College Park following the airport buyout of the 1980s, future population has been derived from Atlanta Regional Commission projections for the Tri-Cities Area (College Park, East Point, and Hapeville). Some short-term population losses are anticipated between 2005 and 2010 as the fifth runway at Hartsfield-Jackson Airport becomes operational. However, renewed housing development in College Park is expected to cause net population growth over the 2000 – 2025 time frame.

Table 1 - Projected Population 2000 – 2025, City of College Park

	2000	2005	2010	2015	2020	2025	% Change 2000 - 2025
Population	20,382	20,242	20,144	20,786	21,411	22,271	9.3%

Source: Robert and Company, Based on ARC projections for Tri-Cities area.

Updated employment figures for the City of College Park are provided in Table 2. Because the most recent Economic Census data available is from 1997, current data from 2005 was purchased from Claritas Information Services.

Table 2 - Employment, Establishments, and Sales by Sector 2005, City of College Park

Sector	Establishments	Employees	Sales (Millions)
Agriculture, Forestry, and Mining	4	15	0.7
Construction	36	706	144.0
Manufacturing	25	387	38.0
Transportation, Communications, Utilities	71	2,054	206.0
Wholesale Trade	21	1,231	222.0
Retail Trade	205	3,267	244.0
Finance, Insurance, and Real Estate	130	2,533	271.0
Services	413	4,255	440.1
Government	40	2,239	0.0
Other	6	139	0.0
TOTAL	951	16,826	1,566

Source: Claritas



AGENDA

College Park Comprehensive Plan Updates

Steering Committee Meeting

City Hall Conference Room

March 17, 2005

6:30 PM – 7:30 PM

- I. Welcome & Introductions
- II. Public Meeting Overview
- III. Adjourn



AGENDA

College Park Comprehensive Plan Updates

Steering Committee Meeting

Camp Fulton-Truitt

March 28, 2005

7:00 PM

- IV. Welcome & Introductions
- V. Comprehensive Plan Overview
- VI. Purpose of the Meeting and Break Out Group Directions
- VII. Break Out Group Discussions
- VIII. Break Out Group Presentations
- IX. Wrap-Up and Announcements
- X. Adjourn

Other Information: The January 27, 2005 Public Meeting's Visual Preference Survey is on the City's website at www.collegeparkga.com. A hard copy of the survey is also available at the City Library and City Hall. Surveys will be collected through April 15, 2005. We encourage everyone who did not participate in the January workshop to take this survey.



City of College Park Comprehensive Plan Update 2005 – 2025

WHAT IS A COMPREHENSIVE PLAN UPDATE?

The Georgia Planning Act

In 1989, the State of Georgia adopted the Georgia Planning Act. The Act establishes Minimum Planning Standards and Procedures for Local Comprehensive Planning by local governments (counties and cities) in the State of Georgia. The Minimum Standards call for the development of 20 year plans every ten (10) years. The Minimum Planning Standards also established the three step planning process in developing comprehensive plans. The three steps are: A. Inventory of existing conditions, B. Assessment of current and future needs and C. Articulation of goals and as associated implementation program. Furthermore, the Minimum Planning Standards established the elements to be included in Comprehensive Plans. These elements are:

Element 1. Population This element will include historic, current and forecast population, households, age distribution, educational attainment, and income.

Element 2. Economic Development This element will include historic, current and forecast economic base, employment and earnings by sector, income, labor force, employment rates, and labor force participation by sex, economic development resources, economic development strategies, retention/expansion and incentives.

Element 3. Housing This element will include historic, current and forecast of housing types, housing units, age and condition of housing units, owner and renter characteristics, cost of housing, cost burden, and occupancy levels.

Element 4. Natural and Cultural Resources This element includes the identification of public water supply sources, water supply watersheds, ground water recharge areas, wetlands, protected rivers, flood plains, soil types, steep slopes, prime agricultural and forest land, plant and animal habitats, major park and conservation areas, scenic views and cultural, historic and archaeological resources.

Element 5. Community Facilities and Services This element includes general government, water supply, sewer and wastewater, solid waste, public safety, recreation and parks, hospitals and healthcare, libraries and cultural facilities.

Element 6. Land Use This element will include identification of existing land uses, assessment of current and future land use needs based on population and employment forecasts.

Element 7. Inter-Governmental Coordination All 10 cities in Fulton County and Fulton County will jointly develop this element. This element will include an inventory of intergovernmental coordination with adjacent local governments, school boards and special districts and discussion of land use conflicts, service provision conflicts and annexation issues.

Element 8. Transportation This element includes inventory, assessment of current and future needs of transportation facilities (streets, roads, highways, bridge, bicycle and pedestrian facilities), public transportation and services, railroads and airports.

Element 9. Implementation This element includes a five year Short Term Work Program and a Capital Improvements Element.

City of College Park's Plan will cover 2005 – 2025. While College Park's plan must be completed by October 2005, it will be submitted for review to the Atlanta Regional Commission and the Department of Community Affairs by late June, early July 2005.

Community participation is a key component in this planning process. Community meetings will take place through-out the planning process. The first public workshop to kick-off the plan was held on January 27, 2005. A second meeting was held on March 28, 2005. The final meeting is being held on May 23, 2005. The approval process for the plan is detailed in the table below.

There will be three deliverables of this planning effort. These are:

1. To meet or exceed Georgia's planning requirements for comprehensive planning by providing a complete plan document.
2. To produce a concise policy document for the Board of Commissioners and the public.
3. To produce a strategy for a unified work program for the City of College Park staff.

The goal is to produce a comprehensive plan that will provide focus and guidance to citizens and policy makers when making planning and service delivery decisions. It will also serve as a policy tool to guide future growth and development.

College Park's last Comprehensive Plan was adopted September 1995.

College Park Public Meeting Questions

Facilitator Directions:

FIRST:

Be Aware that this discussion should be limited to 30 minutes. It is critical that it take no longer. A maximum of 10 minutes should be spent on each of the three sections. **YOU WILL NEED TO BE AWARE OF THE TIME.**

SECOND:

To begin, ask the group to choose a citizen representative from their table that will present their tables finding to the entire room at the end of the table workshops.

THIRD:

Explain that there are three topics and that each topic has an explanation of what the group should focus on during their discussions. Read the Topic and the explanation, then read the questions. The parenthesis under each question is for your purpose as the facilitator.

FOURTH:

Allow the citizen representative to use your notes from the group to make the presentation. Get these responses back!!!

NOTE: This exercise is both written and map oriented. You will write the responses of the break-out group beneath each question; therefore, be sure it is legible and the presenter can read the responses at the end.

TOPIC: HOUSING (10 Minutes)

This element of the comprehensive plan looks into the adequacy and suitability for serving current and future population and economic development needs and to assure that there is adequate provision of housing for all sectors of the population. USE THE **ORANGE MARKER FOR THE HOUSING TOPICS ON THE LAND USE MAP.**

1. What types of housing are appropriate in College Park?
(Possible options: (a.) Single-family detached; (b.) Duplexes; (c.) Town homes; (d) Apartments; (e.) Accessory Dwellings (Mother-in-law suite); (f.) Senior Housing; (g.) Workforce Housing; (h.) Manufactured Housing; (i.) Mixed Income Housing)
2. What areas (if any) are appropriate for increased density housing?
*(Ask participants to name areas and have them circle areas on the map and mark as **D** for Density)*
3. Describe your ideal neighborhood.
4. Which areas should be encouraged for neighborhood preservation or redevelopment? *(Ask participants to name areas and have them circle the areas on the map. Circle them and write **NP** for Neighborhood Preservation Areas and **NR** for Neighborhood Redevelopment Areas)*

TOPIC: ECONOMIC DEVELOPMENT (10 minutes)

This element focuses on the economic needs and goals of the community by determining what types of opportunities and resources are needed for the future populations of College Park. USE THE **RED MARKER FOR THE ECONOMIC DEVELOPMENT TOPIC ON THE LAND USE MAP.**

5. Where should commercial or industrial redevelopment be encouraged?
*(Have the break out group name specific areas. Circle the area on the map and mark **CR** for Commercial Redevelopment , **IR** for Industrial Redevelopment)*
6. Should the city focus on a tourist economy or local-serving economy?
7. What types of uses should be encouraged in order to enhance the city's appeal for this type of destination/economy? *(If the participants answered tourist economy the answer should focus on tourist uses. If the participants answered local-serving economy, the answer should focus on local-serving uses. You should have examples of uses/attractions)*
8. What types of retail and services are lacking in College Park now that should be focused on for the future?

TOPIC: COMMUNITY FACILITIES (10 minutes)

These questions will focus on public facilities and services in order to make most efficient use of existing infrastructure as well as future investments for the community. When focusing on this element, concentrate on topics such as transportation, water, sewer, solid waste management, government buildings and facilities including but not limited to: City Hall, Parks and Recreation, Libraries and other Cultural facilities, Police Department and Fire Department, educational facilities, and public health facilities. USE THE BLUE MARKER FOR THE COMMUNITY FACILITIES TRANSPORTATION TOPIC ON THE TRANSPORTATION MAP.

9. What types of community facilities/institutions are most needed in College Park?
10. What transportation issue or opportunity in College Park needs the most attention right now? How about for the future?
11. Do you use public transit? #____ Yes #____No
12. What changes would you like to see to public transit in College Park?
13. Do you think that College park has adequate sidewalks? #____ Yes #____No
14. Where is sidewalk improvement needed? (*Name areas and circle areas in Blue on the transportation map. Identify the sidewalk improvement areas as **SI** on the map*)
15. Would you walk more if there were more sidewalks? #____ Yes #____ No
16. What road segments or intersections do you think are a problem because they are dangerous, congested, etc.?
(*Name areas and circle areas in blue on the transportation map. Identify the problems within the circled areas: dangerous, congested, etc.*)



AGENDA

College Park Comprehensive Plan
Steering Committee Meeting
City Hall Conference Room
April 21, 2005
6:30 PM – 7:30 PM

- I. Welcome
- II. Public Meeting Recap
- III. Housing and Population Draft Chapters
- IV. Draft Vision Statement
- V. Questions & Answers
- VI. Adjourn

Next Meeting: May 19, 2005



AGENDA

College Park Comprehensive Plan
Steering Committee Meeting
City Hall Conference Room
May 19, 2005
6:30 PM – 8:30 PM

- I. Welcome
- II. Draft Chapters Review
 - Transportation
 - Economic Development
 - Community Facilities and Services
- III. Future Land Use Map Recommendations
- IV. Finalize Vision Statement
- V. Comprehensive Plan Goals & Policies Review
- VI. Public Meeting Overview
 - Land Use
 - Transportation
- VII. Adjourn



AGENDA

**College Park Comprehensive Plan Updates
Steering Committee Meeting
Piccadilly Restaurant
May 23, 2005
7:00 PM**

- I. **Welcome & Introductions**
- II. **Comprehensive Plan Overview**
- III. **Purpose of the Meeting**
- IV. **Land Use**
- V. **Transportation**
- VI. **Break Out Group Directions and Discussion**
- VII. **Adjourn**

The Visual Preference Survey and Vision Statement results are placed around the room for your review. These results were from the January and March workshops.

