



REGIONAL REVIEW NOTICE

Atlanta Regional Commission • 40 Courtland Street NE, Atlanta, Georgia 30303 • ph: 404.463.3100 • fax: 404.463.3105 • www.atlantaregional.com

DATE: July 8, 2016

ARC REVIEW CODE: R1607081

TO: Mayor John Arthur Ernst, Jr., City of Brookhaven
ATTN TO: Ben Song, Director of Community Development
FROM: Douglas R. Hooker, Executive Director, ARC
RE: Development of Regional Impact Review

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Original on file

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

Name of Proposal: Brookhaven-Oglethorpe MARTA Station TOD

Review Type: DRI

Submitting Local Government: City of Brookhaven

Date Opened: July 8, 2016

Deadline for Comments: July 25, 2016

Date to Close: July 28, 2016 (If no significant issues are identified during the comment period, the review will close on July 25, 2016 per LCI Expedited Review process in ARC DRI Rules)

Description: This DRI is located in the City of Brookhaven on the Brookhaven-Oglethorpe MARTA Station site, bounded by Peachtree Road, Dresden Drive, Apple Valley Road and North Druid Hills Road. The proposed project consists of a mix of uses on 17.75 acres, including 200,000 SF of office space; 63,100 SF of commercial (retail and restaurant) space; 547 residential units (340 apartments, 107 stacked flats/condominiums, and 100 senior living units); a 75,000 SF (125 room) hotel; and a town green/park. The planned build-out for this DRI is 2019. The trigger for this review is a rezoning application filed with the City of Brookhaven.

PRELIMINARY COMMENTS:

According to the ARC Unified Growth Policy Map (UGPM) and Regional Development Guide (RDG), related components of the Atlanta Region's Plan, this DRI is located in the Maturing Neighborhoods area of the region. Maturing Neighborhoods were primarily developed prior to 1970. These areas are typically adjacent to the Region Core and Regional Employment Corridors. Those three areas together contain 49 percent of the region's jobs and 18 percent of its population.

The RDG details policy recommendations for areas and places on the UGPM. Recommended policies for Maturing Neighborhoods include:

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

-CONTINUED ON NEXT PAGE-

This DRI appears to manifest many of the above policies for this area of the region – in particular, converting an underutilized parking facility in a Livable Centers Initiative (LCI) area to a mixed-use development, with a significant housing component and employment options, directly connected to rail transit. These characteristics will allow residents of the development to work and shop on site, and workers and visitors to park once or arrive via transit or other alternative modes and conduct multiple trips on foot. This framework should eliminate dependency on cars for internal circulation and encourage workers and visitors to use alternative transportation modes to access the development.

Along these lines, care should be taken to ensure that the development promotes a functional, safe, clearly marked and comfortable pedestrian experience on all streets, paths and parking areas, as well as all connections from the project to neighboring uses. The development team is also encouraged to ensure that end-of-trip facilities (bicycle racks, etc.) are provided at key locations throughout the site.

This proposed development is also located at the core of a Transit Station Area, which is one type of Regional Policy District detailed in the UGPM/RDG. Transit Station Areas represent ½ to 1 mile around existing high capacity transit stations. While many transit stations are located in existing centers with transit supportive development and density, many transit stations are underutilized from a land use perspective. This makes it more difficult to fund and operate transit in these places, and transit supportive development is critical to increase ridership in these locations. Based on the area and place type that station communities are found in, different station communities maintain different levels of development and density.

The intensity of this proposed project generally aligns with the RDG's recommended range of densities and building heights in the Maturing Neighborhoods area.

Initial comments from MARTA indicate that the development plan and design of this DRI support that agency's Transit-Oriented Development Guidelines and general policies around the redevelopment of underused parking at its rail stations.

This DRI is also located within the Brookhaven-Peachtree Livable Centers Initiative (LCI) study area. As a result, the development plan should be consistent with the recommendations of the LCI plan and plan updates or supplemental studies. The original Brookhaven LCI study was completed in 2006, with a five-year update completed in 2011. A supplemental study was also conducted in 2007, yielding study area design guidelines. These formed the basis of the Brookhaven-Peachtree Overlay District, an amendment to the DeKalb County zoning ordinance, later assumed by the City of Brookhaven. The overlay district serves to implement the LCI plan. In general, the DRI's mixed-use characteristics and design, reuse of an underused parking area, and direct connection to rail transit, support the goals and recommendations of the Brookhaven-Peachtree LCI plan and the LCI program as a whole.

The current plan proposes a total of 2,096 parking spaces – 1,536 for the DRI itself and 560 dedicated for MARTA users. ARC recognizes that the DRI spaces are required by City code and the MARTA spaces represent significantly less dedicated MARTA parking than exists today. However, in keeping with the goals of ARC's LCI program, and considering the site's direct rail transit access, MARTA, its development partners and the City should collaboratively explore reducing the amount of parking on site. This effort would reinforce and encourage the use of alternative transportation modes, especially transit, given its direct connection to this DRI. Use of these modes is already present in the area, and parking reductions can be accomplished, at least in part, through shared parking strategies. In terms parking placement, much of the parking appears to be screened from view to minimize visual impact.

Additional preliminary comments are included in this report.

-CONTINUED ON NEXT PAGE-

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

ARC COMMUNITY DEVELOPMENT
ARC RESEARCH & ANALYTICS
GEORGIA DEPARTMENT OF NATURAL RESOURCES
CITY OF ATLANTA
METROPOLITAN ATLANTA RAPID TRANSIT AUTHORITY

ARC TRANSPORTATION ACCESS & MOBILITY
ARC AGING & HEALTH RESOURCES
GEORGIA DEPARTMENT OF TRANSPORTATION
CITY OF CHAMBLEE

ARC NATURAL RESOURCES
GEORGIA DEPARTMENT OF COMMUNITY AFFAIRS
GEORGIA REGIONAL TRANSPORTATION AUTHORITY
DeKALB COUNTY

If you have any questions regarding this review, please contact Andrew Smith at (404) 463-5581 or asmith@atlantaregional.com. This finding will be published to the ARC review website located at <http://www.atlantaregional.com/land-use/planreviews>.



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DEVELOPMENT OF REGIONAL IMPACT REQUEST FOR COMMENTS

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

Preliminary Findings of the RDC: Brookhaven-Oglethorpe MARTA Station TOD *See the Preliminary Report.*

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

Individual Completing Form:

Local Government:

Department:

Telephone: ()

Signature:

Date:

Please return this form to:

Andrew Smith, Atlanta Regional Commission
40 Courtland Street NE
Atlanta, GA 30303
Ph. (404) 463-5581 Fax (404) 463-3254
asmith@atlantaregional.com

Return Date: *July 25, 2016*

ARC STAFF NOTICE OF REGIONAL REVIEW AND COMMENT FORM

ARC REVIEW CODE: R1607081

FROM: Andrew Smith, Ext. 3-5581

Reviewing staff by Jurisdiction:

Transportation Access and Mobility: Goodwin, Amy

Research and Analytics: Skinner, Jim

Aging and Health Resources: Ray, Renee

Name of Proposal: Brookhaven-Oglethorpe MARTA Station TOD

Review Type: Development of Regional Impact

Description: This DRI is located in the City of Brookhaven on the Brookhaven-Oglethorpe MARTA Station site, bounded by Peachtree Road, Dresden Drive, Apple Valley Road and North Druid Hills Road. The proposed project consists of a mix of uses on 17.75 acres, including 200,000 SF of office space; 63,100 SF of commercial (retail and restaurant) space; 547 residential units (340 apartments, 107 stacked flats/condominiums, and 100 senior living units); a 75,000 SF (125 room) hotel; and a town green/park. The planned build-out for this DRI is 2019. The trigger for this review is a rezoning application filed with the City of Brookhaven.

Submitting Local Government: City of Brookhaven

Date Opened: July 8, 2016

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Response:

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

COMMENTS:

[illegible]

BROOKHAVEN MARTA TOD DRI
City of Brookhaven
Natural Resources Division Review Comments
July 6, 2016

Watershed Protection and Stream Buffers

The proposed project is located in the Peachtree Creek watershed, which drains into the Chattahoochee River below the water supply intakes in the Atlanta Region. The USGS coverage for the project area shows no blue line streams on the project property. A stream is shown on both the USGS coverage and the site plan across Apple Valley Way from the project site. The proposed project is outside the buffer area for that stream. Any off-site work within that stream buffer will be subject to the requirements of the City stream buffer ordinance, as well as the State 25-foot Erosion and Sedimentation buffer. Any waters of the state that may be on the property will also be subject to the State 25-foot Erosion and Sedimentation buffer requirements.

Stormwater / Water Quality

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

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

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

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



MEMORANDUM

TO: Andrew Smith, Community Development Division

FROM: Amy Goodwin, Transportation Access and Mobility Division

DATE: July 6, 2016

SUBJECT: **Transportation Division Review of DRI # 2604**

Project: Brookhaven-Oglethorpe MARTA Station TOD

County: DeKalb County

Location: Mixed-use development on the existing MARTA surface parking lots to the east and west of the rail lines, entirely within the City of Brookhaven.

Analysis:

Expedited

☒

Non-Expedited

☐

The Transportation Access & Mobility Division has reviewed the DRI submittal package for the Brookhaven-Oglethorpe MARTA TOD project. The review includes assessing regional plan consistency, impacts on other transportation projects that are planned or underway, and recommendations to mitigate impacts to the transportation network and improve local and regional plan and policy consistency.

Active TIP Projects potentially affected by the proposed project:

ARC ID#	GDOT PI#	CS T - FY	Project Name	Status/Notes
DK-376	0010326	2020	SR 141 (Peachtree Rd) Pedestrian Facilities from N. Druid Hills Rd to Ashford Dunwoody	LCI project. PE began mid-2016, ROW scheduled 2018
DK-419	0013138	2017	Ashford Dunwoody Rd and Dresden Dr ITS System Expansion	CMAQ project.
M-AR-317	0015093	2017	Brookhaven MARTA Station Pedestrian Access Improvements (including elevator and ramp improvements through station tunnel)	STP/LCI funds flexed to FTA mid-2016

Regional Plan Consistency:

The Atlanta Region's Plan was adopted in 2016. The Plan's goals and objectives fall under the 3 tenets of the Plan's Vision: Competitive Economy, World-Class Infrastructure and Healthy, Livable Communities (<http://documents.atlantaregional.com/The-Atlanta-Region-s-Plan/policy-framework.pdf>). The plan also includes a transportation element known as the Regional Transportation Plan or RTP. Specific goals and policies include: developing additional walkable, vibrant centers that support people of all ages and abilities; promote transit and active transportation modes to improve access; promote bicycle transportation by developing safe and connected route options and facilities; prioritize solutions that improve multi-modal connectivity; implement a complete streets approach on roadway projects that is sensitive to the existing community; encourage development, redevelopment and transportation improvements that consider

impacts on neighborhoods and communities; and encourage appropriate redevelopment of the built environment in the region's developed areas.

The Atlanta Region's Plan Unified Growth Policy Map (UGPM): The project is located in a transit station area of ARC's UGPM. Strategies and appropriate uses identified in the Plan for these areas include: commercial and retail development, office and professional uses, civic and cultural facilities, school and institutional uses, mixed-use developments, alternative transportation options, trails and parks, multi-family residential.

Brookhaven LCI Study:

A Livable Centers Initiative study was developed for the Brookhaven-Oglethorpe area in 2005, developed design guidelines in 2007, which were adopted by the County and completed a plan update in 2011. The City held a design charrette for the Brookhaven station in 2013, and completed both a Comprehensive Plan and Comprehensive Transportation Plan recently. The LCI plan identified issues including the lack of sidewalks, pedestrian safety, traffic, access to MARTA and speeding. The plan recommended a mix of uses and medium density for the MARTA station property, and a number of traffic operations, bicycle and pedestrian projects along Peachtree Rd, Ashford Dunwoody, Dresden, Apple Valley, North Druid Hills and surrounding streets.

2014 Brookhaven Comprehensive Transportation Plan:

The Brookhaven CTP goals are to improve multi-modal safety, mobility and access, state of good repair, economic prosperity, public health and sustainability. Solutions or potential projects identified include adding additional roadway segments and access management, intersection improvements, expansion of biking and walking facilities (including access to the MARTA station), operations improvements, additional transit service, and travel demand management. See:

<http://www.brookhavenga.gov/home/showdocument?id=1371>.

TAMD Comments and Recommendations:

To better reflect the goals, objectives and policies of the Atlanta Region's Plan, UGPM, Brookhaven LCI study and CTP, and to mitigate any potential conflicts with existing TIP projects, the following changes to the project are recommended for consideration:

1. The parking provided is excessive for a transit station area and a mixed-use development, where shared parking among uses is feasible and approximately 20% of the units are senior housing. Providing 2,096 parking spaces will induce more traffic. This is important given the community's concerns about traffic. Recommend reducing the overall number of parking spaces, identifying shared parking options by time of day or building use, and TDM strategies such as valet, ride-hailing service areas, secure bike parking, etc.
2. Ensure safe pedestrian crossings are provided at all legs of roadway or driveway entrances, including raised medians and flashing beacons if warranted.
3. Coordinate closely with the MARTA pedestrian tunnel project to ensure that the tunnel connects seamlessly to the development and internal street network, that wayfinding signage is provided, and that the tunnel is well-lighted and open to all pedestrians, not just MARTA passengers. Connectivity from the east side of the development to the west side and Peachtree Road is critical.
4. Provide secure bike parking on both sides of the MARTA station, in the transit plaza and on the town green.



2424 Piedmont Rd. N.E.
Atlanta, GA 30324-3330
404-848-5000

July 7, 2016

Laura F. Beall, AICP
Division Director, Land Use
Georgia Regional Transportation Authority
245 Peachtree Center Avenue, NE Suite 400
Atlanta, GA 30303

Re: DRI #2604 Brookhaven/Oglethorpe Station TOD

Hello Laura:

The Brookhaven/ Oglethorpe University Station TOD development is part of MARTA's broader TOD initiative, the goals of which are to increase ridership, generate revenue and support local community development and regional economic development. The design of our TODs is influenced by the MARTA TOD Guidelines. The Brookhaven/ Oglethorpe University Station TOD complies with the four foundational principles that the guidelines are built around: 1. station-area development that is compact and dense relative to its surroundings, 2. a rich mix of land uses, 3. a great public realm, and 4. compact parking design.

It is MARTA's commitment that within TOD, all other things being equal, passengers who arrive on foot must receive the highest planning priority, since every trip begins and end on foot. The Brookhaven/ Oglethorpe University Station TOD conforms with this commitment. The site plan displays a generous distribution of wide sidewalks, a town green, and small block sizes that encourages pedestrian use and safety. There is substantial pedestrian scale street activation within the development. Public realm/ open space elements are prominent throughout the development to further enhance the pedestrian experience.

MARTA places a significant value on the provision of affordable housing in our TOD developments. The Brookhaven/ Oglethorpe University Station TOD development addresses this goal by providing affordable senior housing. This not only addresses MARTA's goal of providing affordability but also the region's goal of providing aging in place housing options.

Lastly, the Brookhaven/ Oglethorpe University Station TOD represents an efficient convergence of land use and transportation planning that is endorsed by several regional planning bodies.

Sincerely,

A handwritten signature in blue ink, appearing to read "Gregory T. Floyd", is written over the typed name.

Gregory T. Floyd, AICP
Senior Land Use Planner
404-848-5508
gffloyd@itsmarta.com



Developments of Regional Impact

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DRI #2604

DEVELOPMENT OF REGIONAL IMPACT Initial DRI Information

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

Local Government Information

Submitting Local Government: Brookhaven
Individual completing form: Patrice Ruffin
Telephone: 404-637-0500
E-mail: patrice.ruffin@brookhavenga.gov

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

Proposed Project Information

Name of Proposed Project: Brookhaven-Oglethorpe MARTA Station TOD
Location (Street Address, GPS Coordinates, or Legal Land Lot Description): 4047 Peachtree Rd NE, Brookhaven, GA 30319
Brief Description of Project: Mixed-use transit-oriented development on the existing MARTA surface parking lots, East and West of the rail tracks

Development Type:

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

If other development type, describe:

Project Size (# of units, floor area, etc.): 340 apartments, 107 condominiums/townhomes, 100 senior housing units, 125-room hotel, 200,000 sf off

Developer: Brookhaven City Center Partners

Mailing Address: 3340 Peachtree Road

Address 2: Suite 1000

City: Atlanta State: GA Zip: 30326

Telephone: 404-224-1365

Email: alomenick@integral-online.com

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

If yes, property owner: MARTA

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

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

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

If yes, provide the following information: Project Name:
Project ID:

☒ Rezoning
☐ Variance
The initial action being requested of the local government for this project: ☐ Sewer
☐ Water
☐ Permit
☐ Other

Is this project a phase or part of a larger overall project? ☐ (not selected) ☐ Yes ☒ No

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

Estimated Project Completion Dates: This project/phase: 2019
Overall project: 2019

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DRI #2604

DEVELOPMENT OF REGIONAL IMPACT Additional DRI Information

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

Local Government Information

Submitting Local Government: Brookhaven
Individual completing form: Patrice Ruffin
Telephone: 404-637-0500
Email: patrice.ruffin@brookhavenga.gov

Project Information

Name of Proposed Project: Brookhaven-Oglethorpe MARTA Station TOD
DRI ID Number: 2604
Developer/Applicant: Brookhaven City Center Partners
Telephone: 404-224-1865
Email(s): alomenick@integral-online.com

Additional Information Requested

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

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

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

Economic Development

Estimated Value at Build-Out: \$200 million

Estimated annual local tax revenues (i.e., property tax, sales tax) likely to be generated by the proposed development: \$4.08 million

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

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

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

Water Supply

Name of water supply provider for this site: DeKalb County

What is the estimated water supply demand to be generated by the project, measured in Millions of Gallons Per Day (MGD)? 0.29 MGD

Is sufficient water supply capacity available to serve the proposed project? ☐ (not selected) ☒ Yes ☐ No

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

Is a water line extension required to serve this project? ☐ (not selected) ☐ Yes ☒ No

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

Wastewater Disposal

Name of wastewater treatment provider for this site: DeKalb County

What is the estimated sewage flow to be generated by the project, measured in Millions of Gallons Per Day (MGD)? 0.20 MGD

Is sufficient wastewater treatment capacity available to serve this proposed project? ☐ (not selected) ☒ Yes ☐ No

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

Is a sewer line extension required to serve this project? ☐ (not selected) ☒ Yes ☐ No

If yes, how much additional line (in miles) will be required? 0.8 miles

Land Transportation

How much traffic volume is expected to be generated by the proposed development, in peak hour vehicle trips per day? (If only an alternative measure of volume is available, please provide.) daily net: 7,104 trips; A.M. peak net: 482 trips; P.M. peak net: 616 trips

Has a traffic study been performed to determine whether or not transportation or access improvements will be needed to serve this project? ☐ (not selected) ☒ Yes ☐ No

Are transportation improvements needed to serve this project? ☐ (not selected) ☒ Yes ☐ No

If yes, please describe below: See DRI report.

Solid Waste Disposal

How much solid waste is the project expected to generate annually (in tons)? 3,700

Is sufficient landfill capacity available to serve this proposed project? ☐ (not selected) ☒ Yes ☐ No

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

Will any hazardous waste be generated by the development? ☐ (not selected) ☐ Yes ☒ No

If yes, please explain:

Stormwater Management

What percentage of the site is projected to be impervious surface once the proposed development has been constructed? 68.4% (10.1 acres development + 2 acres MARTA)

Describe any measures proposed (such as buffers, detention or retention ponds, pervious parking areas) to mitigate the project's impacts on stormwater management: The project will comply with current City of Brookhaven and Georgia Stormwater Management Manual regulations for water quality, channel protection, and detention requirements.

Environmental Quality

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

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

If you answered yes to any question above, describe how the identified resource(s) may be affected:
The project will likely need to seek a stream buffer variance in order to bring the existing stormwater management pond up to current stormwater regulations.

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EXISTING ZONING =	C-2, M, RM-75, R-75
PROPOSED ZONING =	PC-2
OVERLAY DISTRICT=	BROOKHAVEN -PEACHTREE OVERLAY

BUILDING FOOTPRINTS= 6.8 AC
DRIVES, WALKS, AND PAVING= 3.3 AC
MARTA STATION AND BUS= 2.0 AC
GREEN SPACE/ PERVIOUS PAVERS= 5.5 AC

TOTAL SITE AREA= 17.757AC
OPEN SPACE REQUIRED= 20% (3.55AC/ 154,638 SF)

PUBLIC OPEN SPACE PROVIDED= 35% (6.2AC/271,784 SF)
MEETS REQUIREMENTS FOR OPEN SPACE BONUS

RESIDENTIAL:	
DENSITY ALLOWED=	60 UNITS/ ACRE
SITE AREA=	17.757 ACRES
MAX UNITS ALLOWED=	1,065 UNITS
UNITS PROVIDED=	547 UNITS

COMMERICAL:
75,000 SF (HOTEL)
200,000 SF (OFFICE)
24,340 SF (RESTAURANT)
31,428 SF (RETAIL)

ZONING REQUIRED:	
1 SPACE PER 1 DWELLING UNIT:	547 X 1=547 SPACES
1 SPACE PER 400 SF OF COMMERCIAL:	275,000SF/400= 688 SPACES
1 SPACE PER 300 SF OF RETAIL:	31,428SF/300= 105 SPACES
1 SPACE PER 125 SF OF RESTAURANT:	24,340SF/125= 196 SPACES
<u>REQUIRED PER ZONING:</u>	<u>1,536 SPACES</u>

NOTE: ACTUAL COMMERICAL, RETAIL & RESTAURANT AREA
MAY FLUCTUATE, BUT MIN. PARKING REQUIREMENT WILL BE
MET

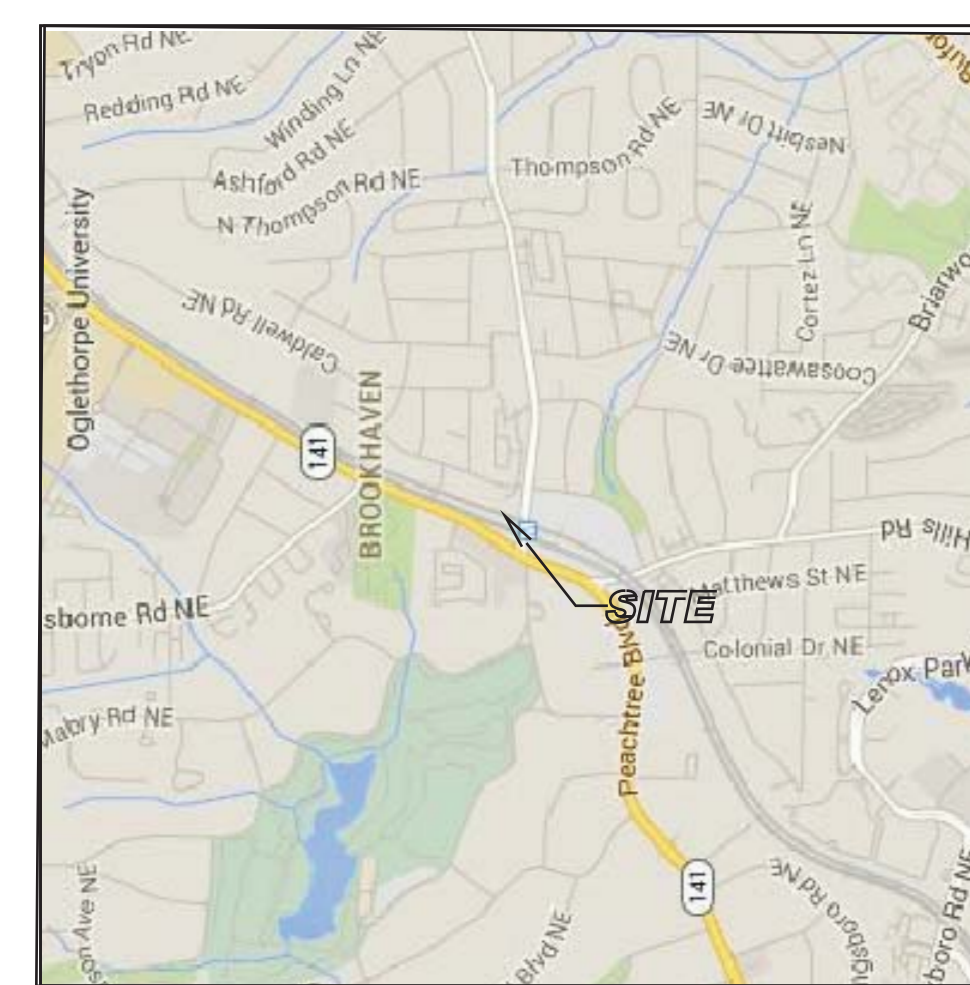
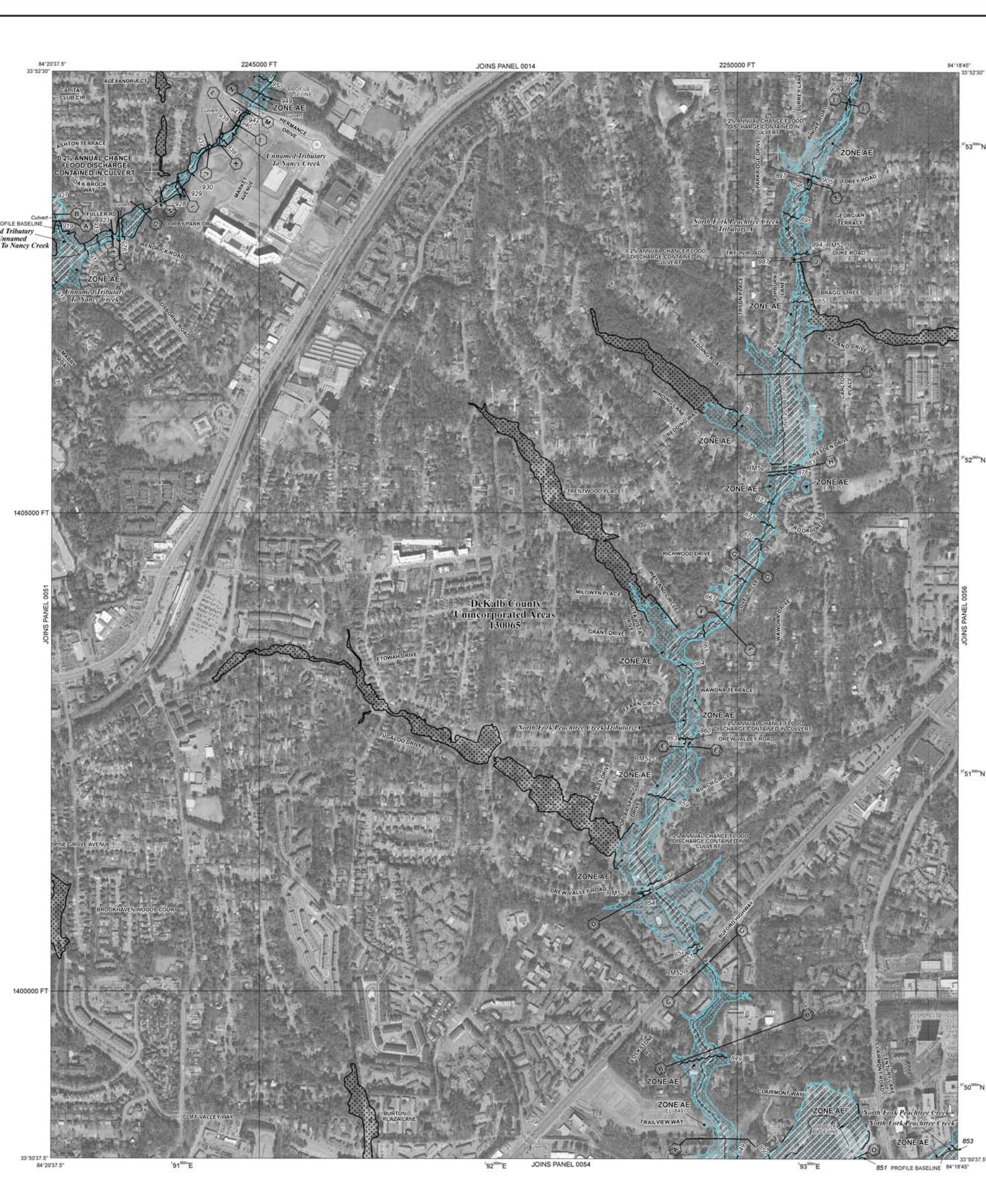
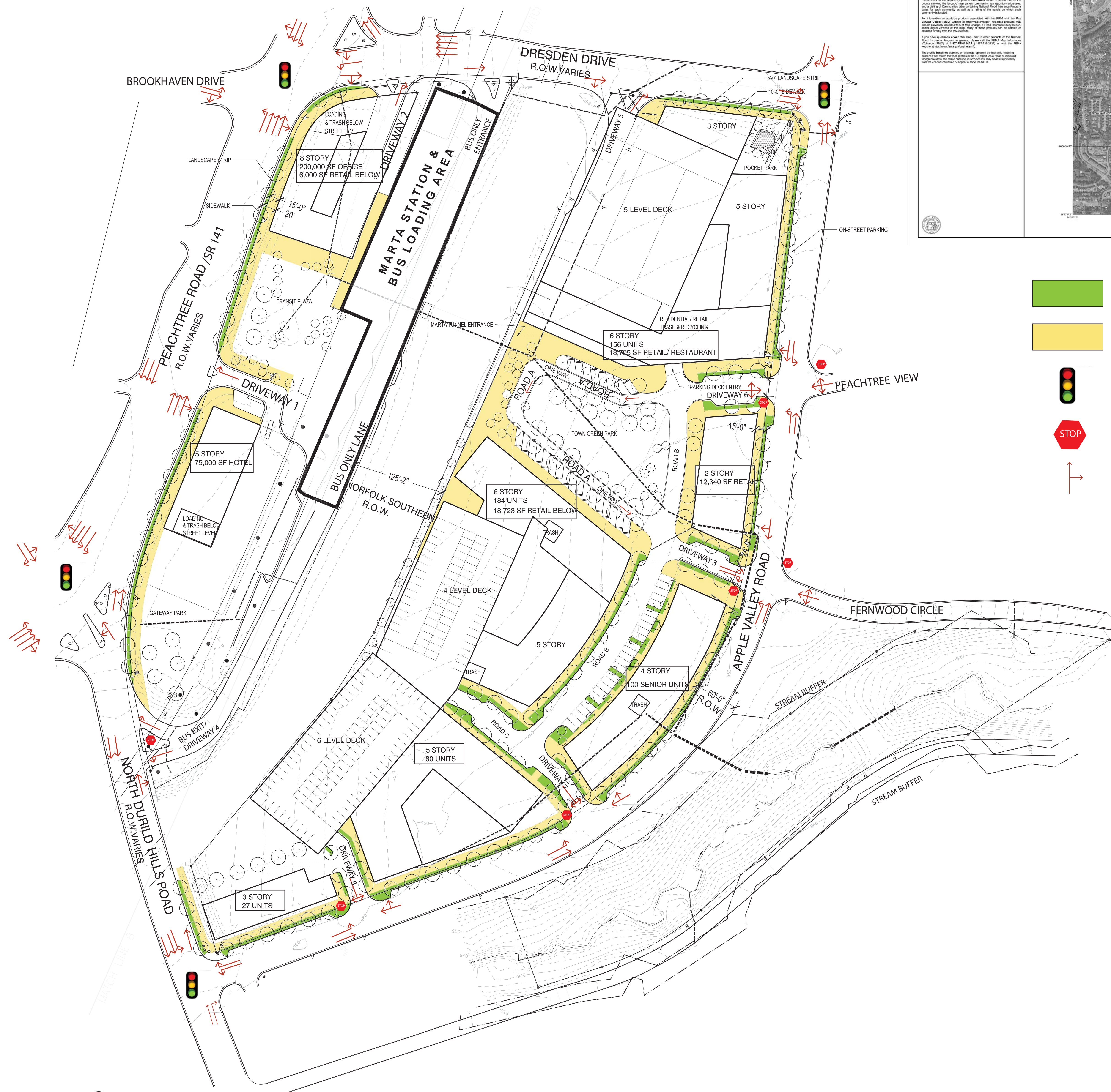
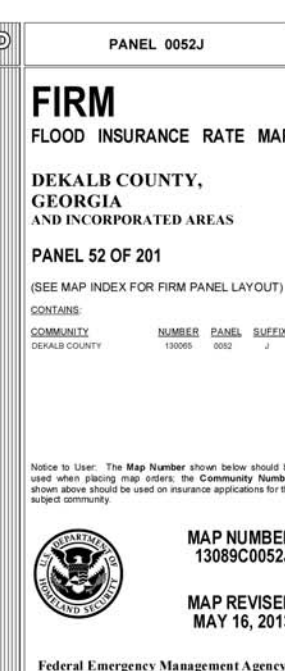
PROVIDED:		
SURFACE:	50	SPACES
DECK:	1,996	SPACES
ON-STREET:	50	SPACES
<i>TOTAL:</i>	<i>2,096</i>	<i>SPACES</i>

NOTE: PROVIDED PARKING INCLUDES 560 SPACES FOR MARTA

PEACHTREE DRIVE:	20' FOOT WIDE PEDESTRIAN ZONE PLUS ZERO SETBACK
DRESDEN DRIVE & APPLE VALLEY ROAD& NORTH DRUID HILLS ROAD:	15' FOOT WIDE PEDESTRIAN ZONE PLUS ZERO SETBACK

ALLOWED:
MAXIMUM BUILDING HEIGHT OF 60'-0" OR 4 STORIES
INCREASED TO HEIGHT OF 125'-0" OR 8 STORIES WITH
TRANSIT- ORIENTED DEVELOPMENT BONUS TO INCLUDE
25% OPEN SPACE, 20% WORK FORCE HOUSING AND 40,000 SF
GROUND FLOOR RETAIL/ PROFESSIONAL OFFICE

PROPOSED:
MAX. BUILDING HEIGHT OF 125'-0" ON PEACHTREE ROAD
MAX. BUILDING HEIGHT OF 80'-0" ON APPLE VALLEY ROAD

[illegible][illegible]

LANDSCAPE STRIP

SIDEWALK



EXISTING TRAFFIC SIGNAL



EXISTING/ PROPOSED STOP CONTROL



PROPOSED TURNING MOVEMENT

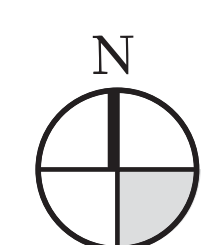


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COOPER CARRY