REGIONAL REVIEW FINDING

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

DATE: 6/21/2006 **ARC REVIEW CODE**: R605241

TO: Mayor Shirley Franklin
ATTN TO: Harry Boxler, Principal Planner
FROM: Charles Krautler, Director

NOTE: This is digital signature. Original on file.

The Atlanta Regional Commission (ARC) has completed regional review of the following Development of Regional Impact (DRI). Below is the ARC finding. The Atlanta Regional Commission reviewed the DRI with regard to conflicts to regional plans, goals, and policies and impacts it might have on the activities, plans, goals, and policies of other local jurisdictions and state, federal, and other agencies. The finding does not address whether the DRI is or is not in the best interest of the local government.

Submitting Local Government: City of Atlanta
Name of Proposal: **The Brookwood**

Review Type: Development of Regional Impact	**Date Opened:** May 24 2006	**Date Closed:** June 21, 2006

FINDING: After reviewing the information submitted for the review, and the comments received from affected agencies, the Atlanta Regional Commission finding is that the DRI is in the best interest of the Region, and therefore, of the State.

Additional Comments: The Brookwood is a proposed mixed use development that meets ARC's Regional Development Policies. The Brookwood is an infill development that utilizes existing infrastructure, provides housing opportunities within existing employment centers, seeks to lessen the impacts of a growing region on existing single family neighborhoods, and provides residents with convenient access to daily services and needs without the use of an automobile.

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

ARC LAND USE PLANNING	ARC TRANSPORTATION PLANNING	ARC ENVIRONMENTAL PLANNING
ARC DATA RESEARCH	ARC AGING DIVISION	GEORGIA DEPARTMENT OF COMMUNITY AFFAIRS
GEORGIA DEPARTMENT OF NATURAL RESOURCES	GEORGIA DEPARTMENT OF TRANSPORTATION	GEORGIA REGIONAL TRANSPORTATION AUTHORITY
METRO ATLANTA RAPID TRANSIT AUTHORITY	FULTON COUNTY	DEKALB COUNTY

If you have any questions regarding this review, Please call Mike Alexander, Review Coordinator, at (404) 463-3302. This finding will be published to the ARC website.

The ARC review website is located at: http://www.atlantaregional.com/landuse/ .

Preliminary Report:	May 24, 2006	**DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT**	Project:	The Brookwood #1059
Final Report Due:	June 23, 2006		Comments Due By:	June 7, 2006

FINAL REPORT SUMMARY

PROPOSED DEVELOPMENT:

The Brookwood development is a proposed mixed use development located in the City of Atlanta on 2.5 acres. The proposed development will include 276 condominiums and 21,000 square feet of retail and restaurant space. The proposed devleopment is located on Peachtree Road with access to the development proposed on Peachtree Road and 28th Street.

PROJECT PHASING:

The project is being proposed in one phase with a project build out date for 2008.

GENERAL

According to information on the review form or comments received from potentially affected governments:

Is the proposed project consistent with the host-local government's comprehensive plan? If not, identify inconsistencies.

The project site is currently zoned C-3 (commercial residential district) and does not require a zoning change. Information submitted for the review indicates that the proposed development is consistent with the City of Atlanta's Future Land Use Plan, which calls for high density commercial, which allows for residential uses.

Is the proposed project consistent with any potentially affected local government's comprehensive plan? If not, identify inconsistencies.

No comments were received during the review identifying inconsistencies with potentially affected local government's comprehensive plan.

Will the proposed project impact the implementation of any local government's short-term work program? If so, how?

No comments were received during the review concerning impacts to the implementation of any local government's short term program.

Will the proposed project generate population and/or employment increases in the Region? If yes, what would be the major infrastructure and facilities improvements needed to support the increase?

Yes, the proposed development would increase the need for services in the area for existing and future residents.

What other major development projects are planned near the proposed project?

The ARC has reviewed other major development projects, known as Area Plan (1984 to1991) or as a DRI (1991 to present), within two miles radius of the proposed project.

2005	**Lindmont Redevelopment**
2004	**Castlegate**
2002	**Lindbergh Plaza**
1998	**Lindbergh TOD**
1997	**Atlantic Steel**
1986	**Grays Property Residential**
1986	**Peachtree Point**

Will the proposed project displace housing units or community facilities? If yes, identify and give number of units, facilities, etc.

Based on information submitted for the review, the site currently is occupied by retail, a theatre, restaurants, and surface parking.

Will the development cause a loss in jobs? If yes, how many?

No.

Is the proposed development consistent with regional plans and policies?

The Brookwood is a proposed mixed use development that meets ARC's Regional Development Policies. The Brookwood is an infill development that utilizes existing infrastructure, provides housing opportunities within existing employment centers, seeks to lessen the impacts of a growing region on existing single family neighborhoods, and provides residents with convenient access to daily services and needs without the use of an automobile.

The Brookwood development is proposing a streetscape design based on Blueprint Midtown, according to information submitted for the review, to help create a pedestrian-friendly environment along Peachtree Road. It is strongly encouraged that the guidelines for the Midtown district designated through the SPI requirement and Blueprint Midtown be implemented along this corridor on Peachtree Road to contribute to a unified pedestrian environment along the Peachtree spine.

The Brookwood is also seeking LEED certification, according to information submitted for the review. The development is being designed and constructed utilizing the LEED principals in order to achieve certification at build-out. Information attached at the end of this report states that goals and principals being applied to the development include maximizing open green space with the use of gardens and vegetated roof spaces, high efficiency heating, ventilating and air conditioning system, reduction of potable water consumption, building material selection, and a rainwater recovery system for irrigation that will result in a project site with no stormwater runoff and virtually no contribution to the urban heat island effect. ARC applauds the developer for pursuing LEED certification.

The ARC forecasts population and employment growth in the City of Atlanta over the next 25 years. ARC forecasts a population of over 85,000 residents within the Buckhead area and an employment base greater than 114,500 jobs. The additional housing opportunities will provide opportunities for individuals to live, work, and shop within close proximity to one another.

FINAL REPORT

Regional Development Plan Policies

1. Provide development strategies and infrastructure investments to accommodate forecasted population and employment growth more efficiently.

2. Guide an increased share of new development to the Central Business District, transportation corridors, activity centers and town centers.

3. Increase opportunities for mixed-use development, infill and redevelopment.

4. Increase transportation choices and transit-oriented development (TOD).

5. Provide a variety of housing choices throughout the region to ensure housing for individuals and families of diverse incomes and age groups.

6. Preserve and enhance existing residential neighborhoods.

7. Advance sustainable greenfield development.

8. Protect environmentally sensitive areas.

9. Create a regional network of greenspace that connects across jurisdictional boundaries.

10. Preserve existing rural character.

11. Preserve historic resources.

12. Inform and involve the public in planning at regional, local and neighborhood levels.

13. Coordinate local policies and regulations to support the RDP.

14. Support growth management at the state level.

BEST LAND USE PRACTICES

Practice 1: Keep vehicle miles of travel (VMT) below the area average. Infill developments are the best at accomplishing this. The more remote a development the more self contained it must be to stay below the area average VMT.
Practice 2: Contribute to the area's jobs-housing balance. Strive for a job-housing balance with a three to five mile area around a development site.
Practice 3: Mix land uses at the finest grain the market will bear and include civic uses in the mix.
Practice 4: Develop in clusters and keep the clusters small. This will result in more open space preservation.
Practice 5: Place higher-density housing near commercial centers, transit lines and parks. This will enable more walking, biking and transit use.
Practice 6: Phase convenience shopping and recreational opportunities to keep pace with housing. These are valued amenities and translate into less external travel by residents if located conveniently to housing.
Practice 7: Make subdivisions into neighborhoods with well-defined centers and edges. This is traditional development.
Practice 8: Reserve school sites and donate them if necessary to attract new schools. This will result in neighborhood schools which provide a more supportive learning environment than larger ones.
Practice 9: Concentrate commercial development in compact centers or districts, rather than letting it spread out in strips.

Practice 10: Make shopping centers and business parks into all-purpose activity centers. Suburban shopping centers and their environs could be improved by mixing uses and designing them with the pedestrian amenities of downtowns.
Practice 11: Tame auto-oriented land uses, or at least separate them from pedestrian-oriented uses. Relegate "big box" stores to areas where they will do the least harm to the community fabric.

BEST TRANSPORTATION PRACTICES

Practice 1: Design the street network with multiple connections and relatively direct routes.
Practice 2: Space through-streets no more than a half-mile apart or the equivalent route density in a curvilinear network.
Practice 3: Use traffic-calming measures liberally. Use short streets, sharp curves, center islands, traffic circles, textured pavements, speed bumps and raised crosswalks.
Practice 4: Keep speeds on local streets down to 20 mph.
Practice 5: Keep speeds on arterials and collectors down to 35 mph (at least inside communities).
Practice 6: Keep all streets as narrow as possible and never more than four traffic lanes wide. Florida suggests access streets 18 feet, subcollectors 26 feet, and collectors from 28 feet to 36 feet depending on lanes and parking.
Practice 7: Align streets to give buildings energy-efficient orientations. Allow building sites to benefit from sun angles, natural shading and prevailing breezes.
Practice 8: Avoid using traffic signals wherever possible and always space them for good traffic progression.
Practice 9: Provide networks for pedestrians and bicyclists as good as the network for motorists.
Practice 10: Provide pedestrians and bicyclists with shortcuts and alternatives to travel along high-volume streets.
Practice 11: Incorporate transit-oriented design features.
Practice 12: Establish TDM programs for local employees. Ridesharing, modified work hours, telecommuting and others.

BEST ENVIRONMENTAL PRACTICES

Practice 1: Use a systems approach to environmental planning. Shift from development orientation to basins or ecosystems planning.
Practice 2: Channel development into areas that are already disturbed.
Practice 3: Preserve patches of high-quality habitat, as large and circular as possible, feathered at the edges and connected by wildlife corridors. Stream corridors offer great potential.
Practice 4: Design around significant wetlands.
Practice 5: Establish upland buffers around all retained wetlands and natural water bodies.
Practice 6: Preserve significant uplands, too.
Practice 7: Restore and enhance ecological functions damaged by prior site activities.
Practice 8: Detain runoff with open, natural drainage systems. The more natural the system the more valuable it will be for wildlife and water quality.
Practice 9: Design man-made lakes and stormwater ponds for maximum environmental value. Recreation, stormwater management, wildlife habitat and others.
Practice 10: Use reclaimed water and integrated pest management on large landscaped areas. Integrated pest management involves controlling pests by introducing their natural enemies and cultivating disease and insect resistant grasses.
Practice 11: Use and require the use of Xeriscape™ landscaping. Xeriscaping™ is water conserving landscape methods and materials.

BEST HOUSING PRACTICES

Practice 1: Offer "life cycle" housing. Providing integrated housing for every part of the "life cycle."
Practice 2: Achieve an average net residential density of six to seven units per acre without the appearance of crowding. Cluster housing to achieve open space.

Practice 3: Use cost-effective site development and construction practices. Small frontages and setbacks; rolled curbs or no curbs; shared driveways.
Practice 4: Design of energy-saving features. Natural shading and solar access.
Practice 5: Supply affordable single-family homes for moderate-income households.
Practice 6: Supply affordable multi-family and accessory housing for low-income households.
Practice 7: Tap government housing programs to broaden and deepen the housing/income mix.
Practice 8: Mix housing to the extent the market will bear.

LOCATION

Where is the proposed project located within the host-local government's boundaries?

The project is located in the City of Atlanta. The project site approximately 2.57 acres located in the southwestern quadrant of the Peachtree Road and 28th Street intersection.

Will the proposed project be located close to the host-local government's boundary with another local government? If yes, identify the other local government.

The proposed development is entirely within the City of Atlanta.

Will the proposed project be located close to land uses in other jurisdictions that would benefit, or be negatively impacted, by the project? Identify those land uses which would benefit and those which would be negatively affected and describe impacts.

The proposed development is surrounded by existing commercial, offices, and residential uses.

ECONOMY OF THE REGION

According to information on the review form or comments received from potentially affected governments:

What new taxes will be generated by the proposed project?

Estimated value of the development is $140 million with an expected $2.4 million in annual local tax revenues.

How many short-term jobs will the development generate in the Region?

Short-term jobs will depend upon construction schedule.

Is the regional work force sufficient to fill the demand created by the proposed project?

Yes.

In what ways could the proposed development have a positive or negative impact on existing industry or business in the Region?

The proposed development will add residential uses to the area, allowing individuals to live and work within close proximity to one another.

NATURAL RESOURCES

Will the proposed project be located in or near wetlands, groundwater recharge area, water supply watershed, protected river corridor, or other environmentally sensitive area of the Region? If yes, identify those areas.

Watershed Protection and Stream Buffers

The property is located in the Peachtree Creek watershed. The USGS coverage for the area shows no streams on or near the property. Any unmapped streams that may be on the property will be subject to the City of Atlanta's stream buffer ordinance, which requires a 75-foot buffer along perennial and intermittent streams. Further, any state waters that may be on the property will be subject to the 25-foot Erosion and Sedimentation Act buffers, which are administered by the Environmental Protection Division of Georgia DNR. Any work within these buffers will require a variance from Georgia EPD.

Stormwater / Water Quality

The project is located in a dense urban area and stormwater may be handled by the City stormwater system. If on-site stormwater detention is provided, the project design should adequately address the impacts of the proposed development on stormwater runoff and downstream water quality. The amount of pollutants that will be produced after construction of the proposed development has been estimated by ARC. These are based on some simplifying assumptions for typical pollutant loading factors (lbs/ac/yr) from typical land uses in the Atlanta Region. The loading factors are based on regional storm water monitoring data from the Atlanta Region with impervious areas based on estimated averages for land uses in the Atlanta Region. If actual impervious percentages are higher or lower than the estimate, the pollutant loads will differ accordingly. A portion of the project is being built over existing impervious surfaces, which will affect the new loading amounts. Given the coverage of the proposed project, commercial was chosen as the use for the entire property. The following table summarizes the results of the analysis:

Estimated Pounds of Pollutants Per Year

Land Use	Land Area (ac)	Total Phosphorus	Total Nitrogen	BOD	TSS	Zinc	Lead
Commercial	2.57	4.39	44.72	277.56	2526.71	3.16	0.57
TOTAL	2.57	4.39	44.72	277.56	2526.71	3.16	0.57

Total Impervious = 85%

If on-site detention is used, 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.

HISTORIC RESOURCES

Will the proposed project be located near a national register site? If yes, identify site.

None have been identified.

In what ways could the proposed project create impacts that would damage the resource?

Not applicable.

In what ways could the proposed project have a positive influence on efforts to preserve or promote the historic resource?

Not applicable.

INFRASTRUCTURE

Transportation

How many site access points will be associated with the proposed development? What are their locations?

The proposed development will have two driveway access points.

- The main access point will be on Peachtree Road, across from the existing traffic signal at Palisades Road.
- Secondary access to the development will be provided at an existing curb-cut location on 28th Street.

How much traffic (both average daily and peak am/pm) will be generated by the proposed project?

DWA performed the transportation analysis. GRTA and ARC review staff agreed with the methodology and assumptions used in the analysis. The net trip generation is based on the rates published in the 7th edition of the Institute of Transportation Engineers (ITE) Trip Generation report; they are listed in the following table:

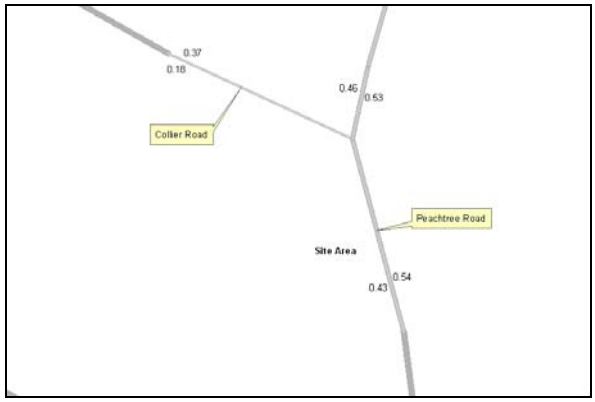
Land Use	A.M. Peak Hour			P.M. Peak Hour			24-Hour
	Enter	Exit	2-Way	Enter	Exit	2-Way	2-Way
276 Condominiums	20	96	116	93	45	138	1521
21,000 sq ft of Commercial Space	63	58	121	83	60	143	1800
Reductions	-39	-41	-80	-50	-37	-87	-1002
TOTAL NEW TRIPS	**44**	**113**	**157**	**126**	**68**	**194**	**2319**

What are the existing traffic patterns and volumes on the local, county, state and interstate roads that serve the site?

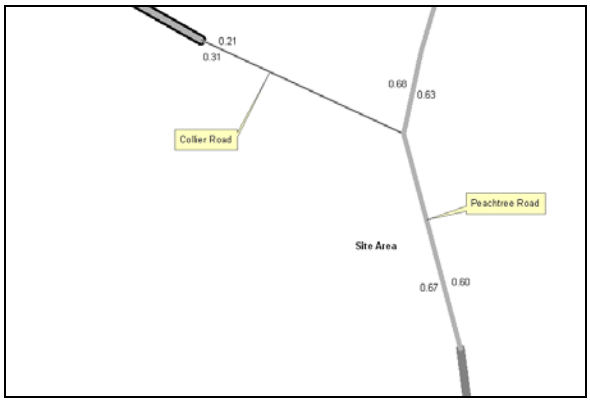
Incorporating the trip generation results, the transportation consultant distributed the traffic on the current roadway network. An assessment of the existing Level of Service (LOS) and projected LOS based on the trip distribution findings helps to determine the study network. The results of this exercise determined the study network, which has been approved by ARC and GRTA. If analysis of an intersection or roadway results in a substandard LOS "D", then the consultant recommends improvements.

Projected traffic volumes from the Regional Travel Demand Model are compared to the assigned capacity of facilities within the study network. This data is used to calculate a volume to capacity (V/C) ratio. The V/C ratio values that define the LOS thresholds vary depending on factors such as the type of terrain traversed and the percent of the road where passing is prohibited. LOS A is free-flow traffic from 0 to 0.3, LOS B is decreased free-flow from 0.31 to 0.5, LOS C is limited mobility from 0.51 to 0.75, LOS D is restricted mobility from 0.76 to 0.9, LOS E is at or near capacity from 0.91 to 1.00, and LOS F is breakdown flow with a V/C ratio of 1.01 or above. As a V/C ratio reaches 0.8, congestion increases. The V/C ratios for traffic in various network years are presented in the following table. Any facilities that have a V/C ratio of 1.0 or above are considered congested.

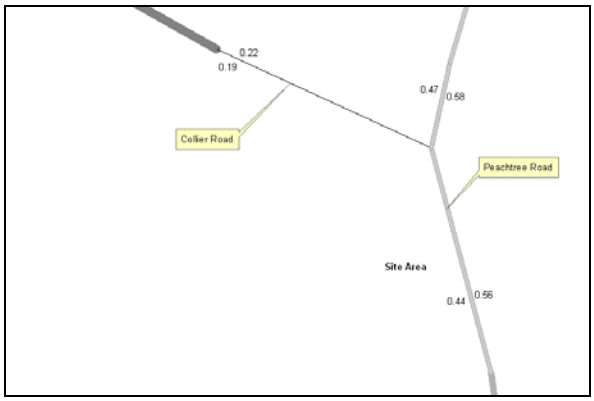
V/C Ratios



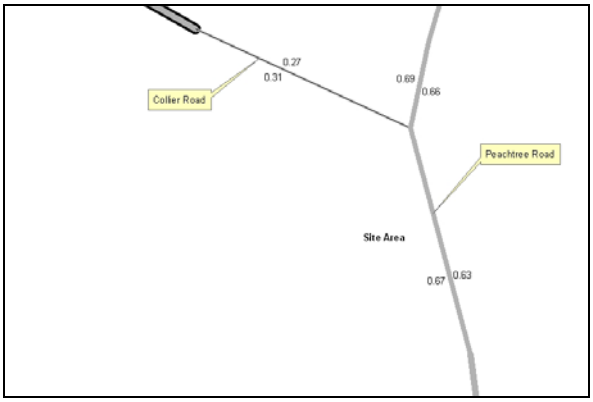
2005 AM Peak



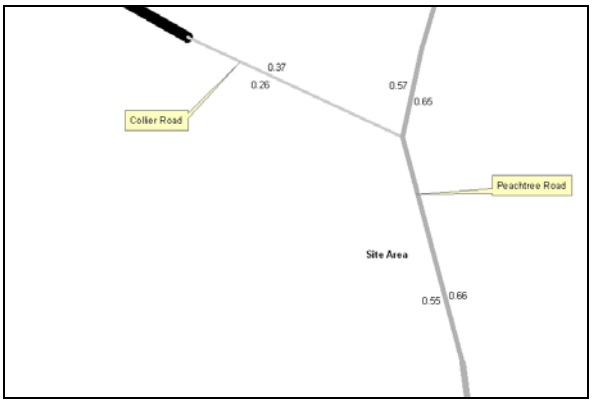
2005 PM Peak



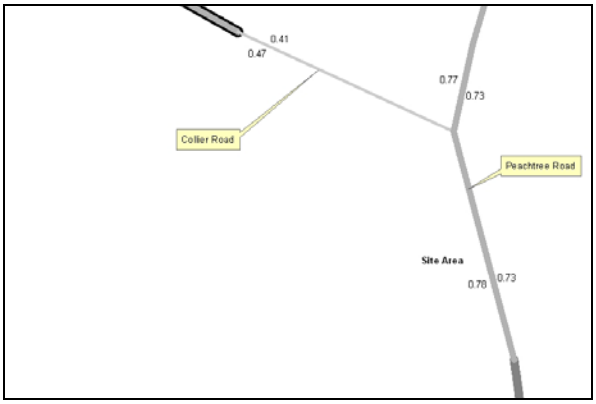
2010 AM Peak



2010 PM Peak



2030 AM Peak



2030 PM Peak

For the V/C ratio graphic, the data is based on 2005, 2010 and 2030 A.M./P.M. peak volume data generated from ARC's travel demand model for Mobility 2030, the 2030 RTP and the FY 2006-2011 TIP, approved in March of 2006. The travel demand model incorporates lane addition improvements and updates to the network as appropriate. As the life of the RTP progresses, volume and/or V/C ratio

data may appear inconsistent due to (1) effect of implementation of nearby new or expanded facilities or (2) impact of socio-economic data on facility types.

List the transportation improvements that would affect or be affected by the proposed project.

2006-2011 TIP*

ARC Number	**Route**	Type of Improvement	Scheduled Completion Year
AT-AR-BP154	COLLIER ROAD	Pedestrian Facility	2006

2030 RTP*

ARC Number	**Route**	Type of Improvement	Scheduled Completion Year
AT-229	US 19/SR 9 (PEACHTREE ROAD)	Bridge Upgrade	2020

The ARC Board adopted the 2030 RTP and FY 2006-2011 TIP on February 22, 2006.* ***USDOT approved on March 30th, 2006.*

Summarize the transportation improvements as recommended by consultant in the traffic study for The Brookwood.

According to the findings, there will be some capacity deficiencies as a result of future year **background** traffic. The transportation consultant has made recommendations for improvements to be carried out in order to upgrade the existing level of service.

Peachtree Road at Collier Road

- At the exit lane of the proposed Peachtree at Collier development on the east side of Peachtree Road, add a westbound right-turn lane to accommodate exiting traffic from the development to northbound Peachtree Road.
- Add southbound right-turn lane from Peachtree Road to westbound Collier Road.

Peachtree Street at 26th Street/Huntington Road

- Add northbound leading left-turn phase from Peachtree Street to westbound 26th Street.

Peachtree Road

- Improve facility to an eight-lane roadway.

Collier Road

- Improve facility to a four-lane roadway.

According to the findings, there will be some capacity deficiencies as a result of future year **total** traffic. The transportation consultant has made recommendations for improvements to be carried out in order to upgrade the existing level of service. The recommendations stated in the no-build condition are also applicable to the build condition.

Peachtree Road Corridor

- Adjust signal timing to account for traffic volume shift.

Is the site served by transit? If so, describe type and level of service and how it will enhance or be enhanced by the presence of transit? Are there plans to provide or expand transit service in the vicinity of the proposed project?

MARTA bus route #23 has existing stops just north of Palisades Road for the southbound direction and just south of Palisades Road for the northbound direction. This bus route runs between the MARTA Arts Center rail station, approximately 2 miles to the south of the proposed development, and the MARTA Lenox rail station. Route #23 provides service Monday through Friday from 5:24 a.m. till 11:53 p.m. with headways between 5 and 15 minutes. Saturday service is provided from 6:03 a.m. till 11:43 p.m. with headways between 15 and 20 minutes. Sunday service is provided from 6:26 a.m. till 11:56 p.m. with headways of 25 minutes.

What transportation demand management strategies does the developer propose (carpool, flex-time, transit subsidy, etc.)?

None proposed.

The development **PASSES t**he ARC's Air Quality Benchmark test.

Air Quality Impacts/Mitigation (based on ARC strategies)	Credits	Total
Where Residential is dominant, >15 units/ac	6%	6%
w/in 1/4 mile of Bus Stop (CCT, MARTA, Other)	3%	3%
Bike/ped networks that meet Mixed Use or Density target and connect to adjoining uses	5%	5%
Total		**14%**

The proposed development is an infill development that takes advantage of existing infrastructure and transit service. The proposed development will allows individuals opportunities to live and work within close proximity.

What are the conclusions of this review? Is the transportation system (existing and planned) capable of accommodating these trips?

The area surrounding the proposed development suffers from high peak hour congestion and includes a major medical facility. However, this area has a pedestrian friendly character that will be enhanced by dense development with a mix of uses such as the proposed project. Access to frequent transit service is provided immediately adjacent to the site. This service provides connections to both the Buckhead and Midtown business districts as well as to MARTA rail, providing regional connectivity. There are no programmed widening improvements in Mobility 2030 at this time for Peachtree and Collier Roads.

INFRASTRUCTURE

Wastewater and Sewage

Based on regional averages, wastewater is estimated at 0.057 MGD.

Which facility will treat wastewater from the project?

Information submitted with the review states that the R.M Clayton plant will provide wastewater treatment for the proposed development.

What is the current permitted capacity and average annual flow to this facility?

The capacity of R.M.Clayton is listed below

PERMITTED CAPACITY MMF, MGD [1]	**DESIGN CAPACITY MMF, MGD**	**2001 MMF, MGD**	**2008 MMF, MGD**	**2008 CAPACITY AVAILABLE +/-, MGD**	**PLANNED EXPANSION**	**REMARKS**
No flow limit	122	99	120	2	None. Plan before EPD to permit plant at design capacity consistent with draft Chattahoochee River Model.	Existing Consent Decree with the U.S. EPA and Georgia EPD require CSO and SSO improvements throughout City of Atlanta wastewater system by 2207 and 2014, respectively.

MMF: Maximum Monthly Flow. Mgd: million of gallons per day.
[1] *Source: Metropolitan North Georgia Water Planning District* ***SHORT-TERM WASTEWATER CAPACITY PLAN****, August 2002.*

What other major developments will be served by the plant serving this project?

ARC has reviewed a number of major developments that will be served by this plant.

INFRASTRUCTURE
Water Supply and Treatment

How much water will the proposed project demand?

Water demand also is estimated at .72 MGD based on regional averages.

How will the proposed project's demand for water impact the water supply or treatment facilities of the jurisdiction providing the service?

Information submitted with the review suggests that there is sufficient water supply capacity available for the proposed project.

INFRASTRUCTURE
Solid Waste

How much solid waste will be generated by the project? Where will this waste be disposed?

Information submitted with the review 730 tons of solid waste per year.

Other than adding to a serious regional solid waste disposal problem, will the project create any unusual waste handling or disposal problems?

No.

Are there any provisions for recycling this project's solid waste?

None stated.

INFRASTRUCTURE

Other facilities

According to information gained in the review process, will there be any unusual intergovernmental impacts on:

- **Levels of governmental services?**
- **Administrative facilities?**
- **Schools?**
- **Libraries or cultural facilities?**
- **Fire, police, or EMS?**
- **Other government facilities?**
- **Other community services/resources (day care, health care, low income, non-English speaking, elderly, etc.)?**

None were determined during the review.

HOUSING

Will the proposed project create a demand for additional housing?

No, the project will provide an additional 276 housing units that will include condominiums.

Will the proposed project provide housing opportunities close to existing employment centers?

Yes, once developed, this project will provide housing opportunities for existing employment centers.

Is there housing accessible to the project in all price ranges demanded?

The site proposed for the development is located in Census Tract 91. This tract had a 12.1 percent increase in number of housing units from 2000 to 2005 according to ARC's Population and Housing Report. The report shows that 17 percent of the housing units are single-family, compared to 69 percent for the region; thus indicating a variety of housing options around the development area.

Is it likely or unlikely that potential employees of the proposed project will be able to find affordable* housing?

Likely, assuming the development is approved with multiple price ranges of housing.

* Defined as 30 percent of the income of a family making 80 percent of the median income of the Region – FY 2000 median income of $51,649 for family of 4 in Georgia.

Sustainability and LEED®: Leadership in Energy and Environmental Design

The LEED (Leadership in Energy and Environmental Design) Green Building Rating System® is a voluntary, consensus-based national standard for developing high-performance, sustainable buildings. USGBC's members, representing every sector of the building industry, developed and continue to refine LEED which includes consideration in Sustainable Sites, Water Efficiency, Energy & Atmosphere, Materials and Resources, Indoor Environmental Quality and Innovation and Design.

LEED was created to:

- define "green building" by establishing a common standard of measurement
- promote integrated, whole-building design practices
- recognize environmental leadership in the building industry
- stimulate green competition
- raise consumer awareness of green building benefits
- transform the building market

LEED provides a complete framework for assessing building performance and meeting sustainability goals. Based on well-founded scientific standards, LEED emphasizes state of the art strategies for sustainable development. LEED recognizes achievements and promotes expertise in green building through a comprehensive system offering project certification, professional accreditation, training and practical resources.

The Brookwood Community is being designed and constructed utilizing LEED principals with an end goal of achieving LEED certification. Some of the goals for the project include maximizing open green space with the use of gardens and vegetated roof spaces well beyond that required by the zoning ordinances. These features combined with the rainwater recovery system for irrigation will result in a project site with no stormwater runoff to the municipal stormwater system and virtually no contribution to the urban heat island effect.

Also important are the selection of a high efficiency heating, ventilating and air conditioning (HVAC) system and the reduction of potable water consumption throughout resulting in a reduced utility bills for the occupants as well as a reduced environmental footprint for the building.

Finally, the selection of materials is very important to the building's environmental goals. The project is using materials with high recycled content with emphasis on those coming from our region to minimize transportation costs and significantly limiting the use of interior materials (paints, adhesives and carpet) which contribute volatile organics to the indoor environment. Finally, during the construction process the project is striving to significantly reduce the amount of landfill waste, including from demolition of the existing hardscape.

Finally, education of both the occupants and visitors to this building is integral to its success. Helping others to understand the impact of these practices on their daily lives will be incorporated into onsite signage and interactive displays.

Prepared by: BVM ENGINEERING

Brookwood Condominiums

LEED Summary

Credits Expected to be Achieved

Credit No.	Credit Title	Credit Intent	Brookwood Approach
Prereq 1	**Construction Activity Pollution Prevention**	Reduce pollution from construction activities by controlling soil erosion, waterway sedimentation and airborne dust generation.	NPDES qualifies
Credit 1	**Site Selection**	Avoid development of inappropriate sites and reduce the environmental impact from the location of a building on a site.	Site meets criteria.
Credit 2	**Development Density & Community Connectivity**	Channel development to urban areas with existing infrastructure, protect greenfields and preserve habitat and natural resources.	The project has the required amenities within the required adjacent area
Credit 4.2	**Alternative Transportation**, Bicycle Storage & Changing Rooms	Reduce pollution and land development impacts from automobile use.	The project will provide bike racks (covered for the residents) and a shower for the retail employees
Credit 5.2	**Site Development,** Maximize Open Space	Provide a high ratio of open space to development footprint to promote biodiversity.	Vegetated roof and landscaped courtyard will help us to achieve this credit
Credit 6.1	**Stormwater Design,** Quantity Control	Limit disruption of natural water hydrology by reducing impervious cover, increasing on-site infiltration, reducing or eliminating pollution from stormwater runoff, and eliminating contaminants.	utilizing stored stormwater for irrigation will help us to achieve this credit as will the vegetated roof.
Credit 7.1	**Heat Island Effect,** Non-Roof	Reduce heat islands (thermal gradient differences between developed and undeveloped areas) to minimize impact on microclimate and human and wildlife habitat.	most of the parking is under grade; if it's all in structured we would be eligible for exemplary
Credit 7.2	**Heat Island Effect,** Roof	Reduce heat islands (thermal gradient differences between developed and undeveloped areas) to minimize impact on microclimate and human and wildlife habitat.	the project will comply with this credit utilizing a combination of vegetated and high SRI membrane
Credit 1.1	**Water Efficient Landscaping**, Reduce by 50%	Limit or eliminate the use of potable water, or other natural surface or subsurface water resources available on or near the project site for landscape irrigation.	this will be accomplished utilizing selected landscaping materials as well as recovered stormwater
Credit 3.1	**Water Use Reduction**, 20% Reduction	Maximize water efficiency within buildings to reduce the burden on municipal water supply and wastewater systems.	we will be utilizing flow restricting aerators and possibly low flow shower heads to achieve 20% reduction from NECPA of 1992 requirements

Credit 1	**Optimize Energy Performance**	Achieve increasing levels of energy performance above the baseline in the prerequisite standard to reduce environmental and economic impacts associated with excessive energy use.	High performance building envelope and an upgraded HVAC system will help the project to achieve energy credits
Credit 3	**Enhanced Commissioning**	Begin the commissioning process early during the design process and execute additional activities after systems performance verification is completed.	BVME is providing enhanced commissioning for the project
Credit 2.1	**Construction Waste Management**, Divert 50% from Disposal	Divert construction, demolition and land-clearing debris from disposal in landfills and incinerators. Redirect recyclable recovered resources back to the manufacturing process. Redirect reusable materials to appropriate sites.	the Contractor is charged with diverting a minimum of 50% of the waste generated during demolition and construction by utilizing recycling
Credit 4.1	**Recycled Content**, 10% (post-consumer + ½ pre-consumer)	Increase demand for building products that incorporate recycled content materials, thereby reducing impacts resulting from extraction and processing of virgin materials.	steel and concrete give us a high recycled content
Credit 3.1	**Construction IAQ Management Plan**, During Construction	Reduce indoor air quality problems resulting from the construction/renovation process in order to help sustain the comfort and well-being of construction workers and building occupants.	the contractor will protect all permeable surfaces as well as insulation from water and dust damage. All ductwork used during construction will be protected from dust and dirt by filtration at the return air grilles
Credit 4.1	**Low-Emitting Materials**, Adhesives & Sealants	Reduce the quantity of indoor air contaminants that are odorous, irritating and/or harmful to the comfort and well-being of installers and occupants.	These items will meet stringent requirements for volatile organic compounds reducing the potential for respiratory irritation
Credit 4.2	**Low-Emitting Materials**, Paints & Coatings	See IEQ 4.1 above	These items will meet stringent requirements for volatile organic compounds reducing the potential for respiratory irritation
Credit 4.3	**Low-Emitting Materials**, Carpet Systems	See IEQ 4.1 above	These items will meet stringent requirements for volatile organic compounds reducing the potential for respiratory irritation
Innovation & Design Process		**Credit Intent**	**Assessment Comments**
Credit 1.1	**Innovation in Design** Green Building Education	To provide design teams and projects the opportunity to be awarded points for exceptional performance above the requirements set by the LEED-NC Green Building Rating System and/or innovative performance in Green Building categories not specifically addressed by the LEED-NC Green Building Rating System.	Project will include interactive elements to educate the building occupants and visitors on the features and benefits of sustainability incorporated into this project

Credit 1.2	**Innovation in Design** Exemplary Performance, Heat Island Effect, Non-roof	To provide design teams and projects the opportunity to be awarded points for exceptional performance above the requirements set by the LEED-NC Green Building Rating System and/or innovative performance in Green Building categories not specifically addressed by the LEED-NC Green Building Rating System.	Exemplary for Parking wrt heat island effect
Credit 2	**LEED® Accredited Professional**	integration required by a LEED-NC green building project and to streamline the application and certification process.	Project Qualifies

Brookwood Condominiums

LEED Summary

Credits That Are Likely to be Achieved

Credit No.	Credit Title	Credit Intent	Brookwood Approach
Credit 5.1	**Site Development,** Protect or Restore Habitat	Conserve existing natural areas and restore damaged areas to provide habitat and promote biodiversity.	Vegetated roof will likely assist us with achieving this credit
Credit 6.2	**Stormwater Design,** Quality Control	Limit disruption and pollution of natural water flows by managing stormwater runoff.	The project intends to use two devices in series to filter 80% of TSS
Credit 4.2	**Recycled Content**, 20% (post-consumer + ½ pre-consumer)	Increase demand for building products that incorporate recycled content materials, thereby reducing impacts resulting from extraction and processing of virgin materials.	additional materials such as drywall, metal studs and carpet will give us a higher recycled content
Credit 5.1	**Regional Materials**, 10% Extracted, Processed & Manufactured	Increase demand for building materials and products that are extracted and manufactured within the region, thereby supporting the use of indigenous resources and reducing the environmental impacts resulting from transportation.	concrete and steel will likely allow us to achieve this credit
Credit 1	**Outdoor Air Delivery Monitoring**	Provide capacity for ventilation system monitoring to help sustain occupant comfort and wellbeing.	the project will be providing pre conditioned ventilation that will be monitored
Credit 8.1	**Daylight & Views**, Daylight 75% of Spaces	Provide for the building occupants a connection between indoor spaces and the outdoors through the introduction of daylight and views into the regularly occupied areas of the building.	proejct will likely meet these requirements by providing excellent daylighting in the spaces
Credit 8.2	**Daylight & Views**, Views for 90% of Spaces	See IEQ 8.1 above	proejct will likely meet these requirements by providing excellent daylighting in the spaces

Brookwood Condominiums
LEED Summary
Credits That May be Achieved

Credit No.	Credit Title	Credit Intent	Brookwood Approach
Credit 6.2	**Stormwater Design,** Quality Control	Limit disruption and pollution of natural water flows by managing stormwater runoff.	The project may include a structure device to filter 80% of TSS
Credit 1.2	**Water Efficient Landscaping**, No Potable Use or No Irrigation	Eliminate the use of potable water, or other natural surface or subsurface water resources available on or near the project site, for landscape irrigation.	stormwater recovery will assist in achieving this credit
Credit 2	**Innovative Wastewater Technologies**	Reduce generation of wastewater and potable water demand, while increasing the local aquifer recharge.	possibly use dual flush or low flow water closets in all residential spaces; continue to track as an add cost ($68k)
Credit 2.2	**Construction Waste Management**, Divert 75% from Disposal	see MR 2.2 above	Targeting but will not count on it until the project is nearing completion
Credit 5.2	**Regional Materials**, 20% Extracted, Processed & Manufactured	see MR 5.1 above	V.2.2 requires that all materials meet both the manufactured and harvetsted within 500 miles requirement. Requires specification and contractor's dilligence.
Credit 2	**Increased Ventilation**	Provide additional outdoor air ventilation to improve indoor air quality for improved occupant comfort, well-being and productivity.	The building will likely exceed the code required ventilation requirements
Credit 6.1	**Controllability of Systems**, Lighting	Provide a high level of lighting system control by individual occupants or by specific groups in multi-occupant spaces (i.e. classrooms or conference areas) to promote the productivity, comfort and well-being of building occupants.	could comply
Credit 6.2	**Controllability of Systems**, Thermal Comfort	Provide a high level of thermal comfort system control by individual occupants or by specific groups in multi-occupant spaces (i.e. classrooms or conference areas) to promote the productivity, comfort and well-being of building occupants.	could comply
Credit 1.3	**Innovation in Design** Exemplary Performance: Recycled Content		Will have to pay particular attention to concrete and rebar.
Credit 1.4	**Innovation in Design:** AHU Condensate Recovery for CT Make-up		Explore other ideas.

REGIONAL REVIEW NOTIFICATION

DATE: May 24 2006 **ARC REVIEW CODE:** R605241

TO: Mayor Shirley Franklin
ATTN TO: Harry Boxler, Principal Planner
FROM: Charles Krautler, Director

NOTE: This is digital signature. Original on file.

The Atlanta Regional Commission (ARC) has received the following proposal and is initiating a regional review to seek comments from potentially impacted jurisdictions and agencies. The ARC requests your comments regarding related to the proposal not addressed by the Commission's regional plans and policies.

Name of Proposal: The Brookwood
Review Type: Development of Regional Impact

Description: The Brookwood development is a proposed mixed use development located in the City of Atlanta on 2.5 acres. The proposed development will include 276 condominiums and 21,000 square feet of retail and restaurant space. The proposed devleopment is located on Peachtree Road with access to the development proposed on Peachtree Road and 28th Street.

Submitting Local Government: City of Atlanta
Date Opened: May 24 2006
Deadline for Comments: *Jun 7 2006*
Earliest the Regional Review can be Completed: Jun 23 2006

THE FOLLOWING LOCAL GOVERNMENTS AND AGENCIES ARE RECEIVING NOTICE OF THIS REVIEW:

ARC LAND USE PLANNING
ARC DATA RESEARCH
GEORGIA DEPARTMENT OF NATURAL RESOURCES
METRO ATLANTA RAPID TRANSIT AUTHORITY
ARC TRANSPORTATION PLANNING
ARC AGING DIVISION
GEORGIA DEPARTMENT OF TRANSPORTATION
FULTON COUNTY
ARC ENVIRONMENTAL PLANNING
GEORGIA DEPARTMENT OF COMMUNITY AFFAIRS
GEORGIA REGIONAL TRANSPORTATION AUTHORITY
DEKALB COUNTY

Attached is information concerning this review.

If you have any questions regarding this review, Please call Mike Alexander, Review Coordinator, at (404) 463-3302. If the ARC staff does not receive comments from you by 2006-06-07 00:00:00, we will assume that your agency has no additional comments and we will close the review. Comments by email are strongly encouraged.

The ARC review website is located at: http://www.atlantaregional.com/qualitygrowth/reviews.html .

REGIONAL REVIEW NOTIFICATION

DEVELOPMENT OF REGIONAL IMPACT

DRI- REQUEST FOR COMMENTS

Instructions: The project described below has been submitted to this Regional Development Center for review as a Development of Regional Impact (DRI). A DRI is a development of sufficient project of sufficient scale or importance that it is likely to have impacts beyond the jurisdiction in which the project is actually located, such as 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 on this form and give us your comments in the space provided. The completed form should be returned to the RDC on or before the specified return deadline.

Preliminary Findings of the RDC: **The Brookwood** *See the Preliminary Report .*

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

Please see attached letter for comments.

Individual Completing form:
Henry Ikwut-Ukwa, Transit System Planning & Will Stinson, Transit Oriented Development

Local Government: MARTA

Department:
Transit System Planning & Transit Oriented Development

Telephone: (404)848-5828 Henry Ikwut-Ukwa

Signature: Will Stinson for Henry Ikwut-Ukwa
Date: 6/7/06

Please Return this form to:
Mike Alexander, Atlanta Regional Commission
40 Courtland Street NE
Atlanta, GA 30303
Ph. (404) 463-3302 Fax (404) 463-3254
malexander@atlantaregional.com

Return Date: *Jun 7 2006*

Metropolitan Atlanta Rapid Transit Authority

June 7, 2006

Mr. Mike Alexander
Atlanta Regional Commission (ARC)
40 Courtland Street N.E.
Atlanta, GA 30303

RE: Development of Regional Impact (DRI #1059)
The Brookwood

The Metropolitan Atlanta Rapid Transit Authority (MARTA) has completed review of documentation for a proposed Development of Regional Impact called The Brookwood.

MARTA Bus Route 23, which operates between the Art Center and Lenox Rail Stations, will adequately serve this development. At this time, MARTA has no pending plans to increase or expand bus service in the project area.

If you have any questions, please feel free to contact me at (404) 848-5828. Thank you for the opportunity to review the proposal.

Sincerely,

Henry Ikwut-Ukwa
Transit System Planning

Enc.

Your DRI ID NUMBER for this submission is: 1059
Use this number when filling out a DRI REVIEW REQUEST.
Submitted on: 2/22/2006 3:04:47 PM

DEVELOPMENT OF REGIONAL IMPACT
Fulton County Initial DRI Information (Form1b)

This form is intended for use by local governments within the Metropolitan Region Tier that are also within the jurisdiction of the Georgia Regional Transportation Authority (GRTA). The form is to be completed by the city or county government for submission to your Regional Development Center (RDC), GRTA and DCA. This form provides basic project information that will allow the RDC to determine if the project appears to meet or exceed applicable DRI thresholds. Local governments should refer to both the Rules for the DRI Process 110-12-3 and the DRI Tiers and Thresholds established by DCA.

Local Government Information

Submitting Local Government:	City of Atlanta
*Individual completing form and Mailing Address:	Harry Boxler Principal Planner City of Atlanta City Hall Bureau of Planning Suite 3350 55 Trinity Ave., S.W. Atlanta, Georgia 30303
Telephone:	404-330-6911
Fax:	404-658-7491
E-mail **(only one)**:	hboxler@atlantaga.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:	The Brookwood

Development Type	Description of Project	Thresholds
Mixed Use	285 Residential Units equal to +/- 430550 SF plus 25000 SF Retail	View Thresholds

Developer / Applicant and Mailing Address:	Urban Realty Partners 25 Puritan Mill 950 Lowery Boulevard Atlanta, GA 30318
Telephone:	404-564-1250
Fax:	404-564-1251
Email:	jreagan@urbanrealtypartners.net
Name of property owner(s) if different from developer/applicant:	The Brookwood Development, LLC
Provide Land-Lot-District Number:	Land Lot 110, 17th District
What are the principal streets or roads providing vehicular access to the site?	Peachtree Road
Provide name of nearest street(s) or intersection:	28th St.
Provide geographic coordinates (latitude/ longitude) of the center of the proposed project (optional):	/
If available, provide a link to a website providing a general location map of the proposed project (optional). (http://www.mapquest.com or http://www.mapblast.com are helpful sites to use.):	

Is the proposed project entirely located within your local government's jurisdiction?	Y
If yes, how close is the boundary of the nearest other local government?	13,800 feet to Fulton/Dekalb County Line
If no, provide the following information:	
In what additional jurisdictions is the project located?	
In which jurisdiction is the majority of the project located? (give percent of project)	Name: (NOTE: This local government is responsible for initiating the DRI review process.)
	Percent of Project:
Is the current proposal a continuation or expansion of a previous DRI?	N
If yes, provide the following information (where applicable):	Name:
	Project ID:
	App #:
The initial action being requested of the local government by the applicant is:	Permit
What is the name of the water supplier for this site?	City of Atlanta
What is the name of the wastewater treatment supplier for this site?	City of Atlanta
Is this project a phase or part of a larger overall project?	N
If yes, what percent of the overall project does this project/phase represent?	
Estimated Completion Dates:	This project/phase: Overall project: 2008

Local Government Comprehensive Plan

Is the development consistent with the local government's comprehensive plan, including the Future Land Use Map?	Y
If no, does the local government intend to amend the plan/map to account for this development?	
If amendments are needed, when will the plan/map be amended?	

Service Delivery Strategy

Is all local service provision consistent with the countywide Service Delivery Strategy?	Y
If no, when will required amendments to the countywide Service Delivery Strategy be complete?	

Land Transportation Improvements

Are land transportation or access improvements planned or needed to support the proposed project?	
If yes, how have these improvements been identified:	
Included in local government Comprehensive Plan or Short Term Work Program?	
Included in other local government plans (e.g. SPLOST/LOST Projects, etc.)?	
Included in an official Transportation Improvement Plan (TIP)?	
Developer/Applicant has identified needed improvements?	

Other (Please Describe): A traffic study is to be conducted to determine needs.	Y

Submitted on: 5/18/2006 4:26:52 PM

DEVELOPMENT OF REGIONAL IMPACT
DRI Review Initiation Request (Form2a)

Local Government Information

Submitting Local Government:	City of Atlanta
Individual completing form:	Harry Boxler
Telephone:	404-330-6911
Fax:	404-658-7491
Email (**only one**):	hboxler@atlantaga.gov

Proposed Project Information

Name of Proposed Project:	The Brookwood
DRI ID Number:	1059
Developer/Applicant:	Urban Realty Partners / Mark Riley
Telephone:	404-564-1250
Fax:	404-564-1251
Email(s):	mriley@urbanrealtypartners.net

DRI Review Process

Has the RDC identified any additional information required in order to proceed with the official regional review process? (If no, proceed to Economic Impacts.)	Y
If yes, has that additional information been provided to your RDC and, if applicable, GRTA?	Y
If no, the official review process can not start until this additional information is provided.	

Economic Impacts

Estimated Value at Build-Out:	$140M
Estimated annual local tax revenues (i.e., property tax, sales tax) likely to be generated by the proposed development:	$2.4M
Is the regional work force sufficient to fill the demand created by the proposed project?	Y
If the development will displace any existing uses, please describe (using number of units, square feet., etc):	

Community Facilities Impacts

Water Supply

Name of water supply provider for this site:	Atlanta Water Bureau
What is the estimated water supply demand to be generated by the project, measured in Millions of Gallons Per Day (MGD)?	0.72 MGD
Is sufficient water supply capacity available to serve the proposed project?	Y
If no, are there any current plans to expand existing water supply capacity?	
If there are plans to expand the existing water supply capacity, briefly describe below:	
If water line extension is required to serve this project, how much additional line (in miles) will be required?	

Wastewater Disposal

Name of wastewater treatment provider for this site:	RM Clayton Water Reclamation Facility

What is the estimated sewage flow to be generated by the project, measured in Millions of Gallons Per Day (MGD)?	0.057 MGD
Is sufficient wastewater treatment capacity available to serve this proposed project?	Y
If no, are there any current plans to expand existing wastewater treatment capacity?	
If there are plans to expand existing wastewater treatment capacity, briefly describe below:	
If sewer line extension is required to serve this project, how much additional line (in miles) will be required?	

Land Transportation

How much traffic volume is expected to be generated by the proposed development, in peak hour vehicle trips per day? (If only an alternative measure of volume is available, please provide.)	pm pk hour = 194, daily = 2,319
Has a traffic study been performed to determine whether or not transportation or access improvements will be needed to serve this project?	Y
If yes, has a copy of the study been provided to the local government?	Y
If transportation improvements are needed to serve this project, please describe below:	

Solid Waste Disposal

How much solid waste is the project expected to generate annually (in tons)?	Approx. 730 tons
Is sufficient landfill capacity available to serve this proposed project?	Y
If no, are there any current plans to expand existing landfill capacity?	
If there are plans to expand existing landfill capacity, briefly describe below:	
Will any hazardous waste be generated by the development? If yes, please explain below:	N

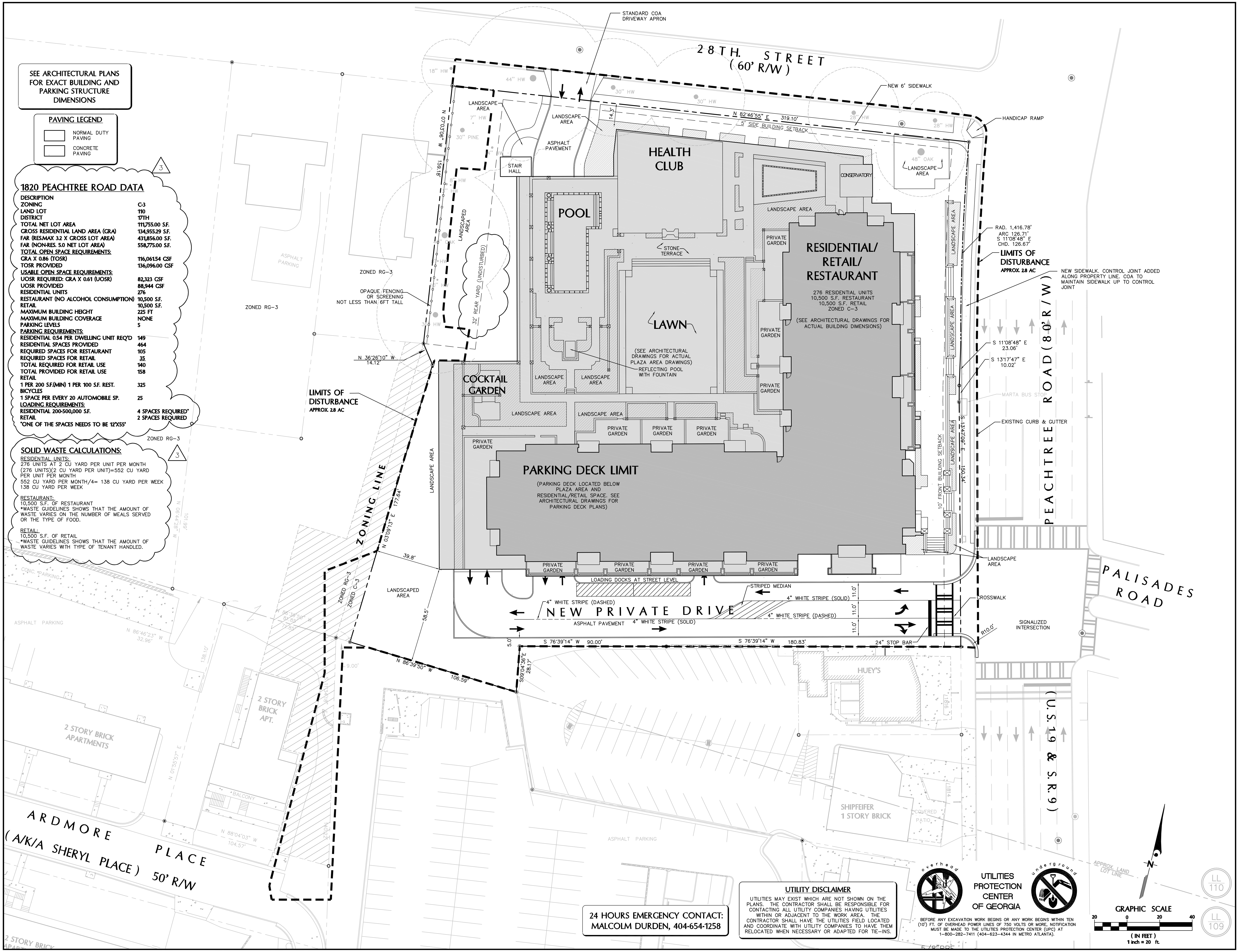
Stormwater Management

What percentage of the site is projected to be impervious surface once the proposed development has been constructed?	85.6
Is the site located in a water supply watershed?	N
If yes, list the watershed(s) name(s) below:	
Describe any measures proposed (such as buffers, detention or retention ponds, pervious parking areas) to mitigate the project's impacts on stormwater management: A combined detention vault/cistern will be constructed for stormwater detention. Stormwater runoff will be reclaimed for irrigation. An oil/grit seperator and a wet pond will be provided to treat 80% of TSS.	

Environmental Quality

Is the development located within, or likely to affect any of the following:	
1. Water supply watersheds?	N
2. Significant groundwater recharge areas?	N
3. Wetlands?	N
4. Protected mountains?	N
5. Protected river corridors?	N
If you answered yes to any question 1-5 above, describe how the identified resource(s) may be affected below:	
Has the local government implemented environmental regulations consistent with the Department of Natural Resources' Rules for Environmental Planning Criteria?	Y

Is the development located within, or likely to affect any of the following:	
1. Floodplains?	N
2. Historic resources?	N
3. Other environmentally sensitive resources?	N
If you answered yes to any question 1-3 above, describe how the identified resource(s) may be affected below:	



SEE ARCHITECTURAL PLANS FOR EXACT BUILDING AND PARKING STRUCTURE DIMENSIONS

PAVING LEGEND

- NORMAL DUTY PAVING
- CONCRETE PAVING

1820 PEACHTREE ROAD DATA

DESCRIPTION	
ZONING	C-3
LAND LOT	110
DISTRICT	17TH
TOTAL NET LOT AREA	111,755.00 S.F.
GROSS RESIDENTIAL LAND AREA (GRA)	134,955.29 S.F.
FAR (RES.MAX 3.2 X GROSS LOT AREA)	431,856.00 S.F.
FAR (NON-RES. 5.0 NET LOT AREA)	558,775.00 S.F.
TOTAL OPEN SPACE REQUIREMENTS:	
GRA X 0.86 (TOSR)	116,061.54 CSF
TOSR PROVIDED	136,096.00 CSF
USABLE OPEN SPACE REQUIREMENTS:	
UOSR REQUIRED: GRA X 0.61 (UOSR)	82,323 CSF
UOSR PROVIDED	88,944 CSF
RESIDENTIAL UNITS	276
RESTAURANT (NO ALCOHOL CONSUMPTION)	10,500 S.F.
RETAIL	10,500 S.F.
MAXIMUM BUILDING HEIGHT	225 FT
MAXIMUM BUILDING COVERAGE	NONE
PARKING LEVELS	5
PARKING REQUIREMENTS:	
RESIDENTIAL 0.54 PER DWELLING UNIT REQ'D	149
RESIDENTIAL SPACES PROVIDED	464
REQUIRED SPACES FOR RESTAURANT	105
REQUIRED SPACES FOR RETAIL	35
TOTAL REQUIRED FOR RETAIL USE	140
TOTAL PROVIDED FOR RETAIL USE	158
RETAIL	
1 PER 200 S.F.(MIN) 1 PER 100 S.F. REST.	325
BICYCLES	
1 SPACE PER EVERY 20 AUTOMOBILE SP.	25
LOADING REQUIREMENTS:	
RESIDENTIAL 200-500,000 S.F.	4 SPACES REQUIRED*
RETAIL	2 SPACES REQUIRED

*ONE OF THE SPACES NEEDS TO BE 12'X55'

SOLID WASTE CALCULATIONS:

RESIDENTIAL UNITS:
276 UNITS AT 2 CU YARD PER UNIT PER MONTH
(276 UNITS)(2 CU YARD PER UNIT)=552 CU YARD PER UNIT PER MONTH
552 CU YARD PER MONTH/4= 138 CU YARD PER WEEK
138 CU YARD PER WEEK

RESTAURANT:
10,500 S.F. OF RESTAURANT
*WASTE GUIDELINES SHOWS THAT THE AMOUNT OF WASTE VARIES ON THE NUMBER OF MEALS SERVED OR THE TYPE OF FOOD.

RETAIL:
10,500 S.F. OF RETAIL
*WASTE GUIDELINES SHOWS THAT THE AMOUNT OF WASTE VARIES WITH TYPE OF TENANT HANDLED.

24 HOURS EMERGENCY CONTACT:
MALCOLM DURDEN, 404-654-1258

UTILITY DISCLAIMER

UTILITIES MAY EXIST WHICH ARE NOT SHOWN ON THE PLANS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR CONTACTING ALL UTILITY COMPANIES HAVING UTILITIES WITHIN OR ADJACENT TO THE WORK AREA. THE CONTRACTOR SHALL HAVE THE UTILITIES FIELD LOCATED AND COORDINATE WITH UTILITY COMPANIES TO HAVE THEM RELOCATED WHEN NECESSARY OR ADAPTED FOR TIE-INS.

UTILITIES PROTECTION CENTER OF GEORGIA

BEFORE ANY EXCAVATION WORK BEGINS OR ANY WORK BEGINS WITHIN TEN (10') FT. OF OVERHEAD POWER LINES OF 750 VOLTS OR MORE, NOTIFICATION MUST BE MADE TO THE UTILITIES PROTECTION CENTER (UPC) AT 1-800-282-7411 (404-623-4344 IN METRO ATLANTA).

GRAPHIC SCALE
(IN FEET)
1 inch = 20 ft.

05-1420

REVISIONS

DATE		DESCRIPTION
02-09-06	3	UPDATED SITE PLAN
01-30-06	2	MODIFIED ZONING COMMENTS PER ZONING REVIEW
09-13-05	1	ADDED LUI CALCULATIONS BASED ON COMMENTS FROM ZONING

2550 Heritage Court
Suite 100
Atlanta, Georgia 30339
Tel 770.951.2495
Fax 770.951.2496
www.longeng.com

LONG ENGINEERING, INC.

SITE CONSTRUCTION PLANS FOR
BROOKWOOD
1820 PEACHTREE RD
CITY OF ATLANTA
FULTON COUNTY GEORGIA
LAND LOT 110
17th DISTRICT

SITE LAYOUT PLAN

DATE	07-05-05
DESIGN QC:	
CADD QC:	
DESIGNED BY:	JJR
DRAWN BY:	JJR

SHEET
C4.0