



## A&R Engineering Inc.

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### Shared Parking Analysis

To: Summit Engineering Consultants, Inc.  
From: Geoff Warr, PE, PTOE  
Date: November 2, 2015  
Subject: Shared Parking Analysis for SE Corner of Pharr Rd and North Fulton Drive

The purpose of this memorandum is to recommend parking requirements for the mixed-use development on several tracts at the southeast corner of Pharr Road and North Fulton Drive in SPI-9. The project's mixed-use nature and walkability of the surrounding area allow for onsite parking to be shared for this property. For example, spaces shared for the adjacent office building may have a high demand between 8am and 5pm. Otherwise these spaces may be usable for visitors of the onsite residences. Each land use does not need its own dedicated parking supply, yet that is how the default parking requirements for SPI-9 indicate what is required unless a shared parking analysis shows otherwise. SPI-9 requirements stipulate that a minimum of 546 spaces, and 490 spaces are being proposed by the developer.



Figure 1 – Ground Level Plan for Proposed Mixed-Use Development

## Project Data

The project consists of 7 stories of residential units over 5 stories of structured parking, including both liner units along North Fulton Drive and leasing and retail space along Pharr Road. The land use data for the site is as follows:

- Apartments: 298 units
- Retail: 2,740 sf GLA
- Restaurant: 5,000 sf GLA

Residents, visitors, and employees of the restaurant and retail components will have access to parking within the site. Furthermore, there will be a shared parking agreement with the adjacent office building which reserves 20 spaces within the Basement Level for office-only parking during the workday.

TABLE 1 – PARKING DATA FOR PLANNED DEVELOPMENT AND ADJACENT OFFICE BUILDING	
<u>Basement Level</u> (Retail Staff & Adj. Office)	66 spaces (separated from rest of deck)
<u>Ground Level</u> (Retail, Restaurant, and Residential)	65 spaces
<u>Parking Levels: 2<sup>nd</sup> through 4<sup>th</sup></u> (Residential Only)	359 spaces (reserved for residents only)
<b>TOTAL ONSITE PARKING</b>	<b>490</b>



Figure 2 – Basement Level Plan (left); Ground Level Plan (Right)

The Basement Level parking is accessible from both sides of the development (both from N Fulton Dr and from Grandview Ave). The remaining parking levels are only accessible from N Fulton Drive as the Basement Level is separated from the remainder of the parking deck.

## Selected Parking Ratios

The ULI Shared Parking methodology requires selection of a parking ratio that represents the number of spaces that would be needed if each land use were located by itself in an area with little or no transit and weak pedestrian connections with other uses. ULI provides recommended weekend and weekday parking ratios for a variety of land uses found in shared parking situations. These were used to determine the unadjusted parking demand for each use, as shown in Table 2.

TABLE 2 – PARKING RATIOS AND UNADJUSTED DEMAND FOR EACH LAND USE								
Land Use	Quantity Of Use	Weekdays			Weekends			
		Base Ratio*	/ksf	Total	Base Ratio*	/ksf	Total	
<b>Retail</b>	Visitor	2,740 sf	2.9	/ksf	<b>8</b>	3.2	/ksf	<b>9</b>
	Employee		0.7	/ksf	<b>2</b>	0.8	/ksf	<b>2</b>
<b>Restaurant</b>	Visitor	5,000 sf	9	/ksf	<b>45</b>	12.75	/ksf	<b>64</b>
	Employee		1.5	/ksf	<b>8</b>	2.25	/ksf	<b>11</b>
<b>Apartment</b>	Resident	298 units	1.5	/unit	<b>447</b>	1.5	/unit	<b>447</b>
	Guest		0.15	/unit	<b>45</b>	0.15	/unit	<b>45</b>
<b>Reserved for Office</b>	-	-	-	-	<b>20</b>	-	-	<b>0</b>
<b>Subtotal - Guest / Visitor</b>					<b>98</b>			<b>118</b>
<b>Subtotal - Employee / Resident</b>					<b>477</b>			<b>460</b>
<b>Unadjusted Total</b>					<b>575</b>			<b>578</b>

\*Source: ULI Shared Parking (Second Edition)

Table 2 indicates that the unadjusted parking supply for the site's uses would need to be 575 spaces during the week and 578 spaces on a weekend.

## Selected Monthly and Hourly Factors

It is widely accepted that parking needs of individual land uses do not peak at the same time, and there are numerous studies and references for the peak parking needs of any one land use. The fact that parking needs may peak at different times generally means that fewer parking spaces are required to serve a mixed-use project than if the land use has its own dedicated parking. For most land uses, the time-of-day and seasonality adjustments will have a greater impact on the accumulation of vehicles than mode and noncaptive adjustments. December was selected for evaluation of the shared parking analysis because of the monthly variations for each of the uses, shown in Table 3.

TABLE 3 – PARKING RATIOS AND UNADJUSTED DEMAND FOR EACH LAND USE													
Land Use	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Late Dec
<b>Retail</b>	56	57	64	63	66	67	64	69	64	66	72	100	80
Employee	80	80	80	80	80	80	80	80	80	80	90	100	90
<b>Restaurant</b>	85	86	95	92	96	95	98	99	91	96	93	100	95
Employee	95	95	100	100	100	100	100	100	100	100	100	100	100
<b>Residential, Rental</b>	100	100	100	100	100	100	100	100	100	100	100	100	100
Guest	100	100	100	100	100	100	100	100	100	100	100	100	100

Source: ULI Shared Parking (Second Edition)

Time-of-day factors published by ULI for each land use were applied against the maximum demand month (December) to identify key hours. Adjustments had to be made to account for reserved parking,

as these spaces are not open for shared use. The results are presented graphically in Figures 3 and 4, below. From the graphs it appears that the peak parking need occurs at 8pm (when the residential /retail/restaurant mix is the highest) during the week and on the weekend. Another notable period is at 12 pm during the week, when the office and retail, and restaurant have simultaneous need of parking.

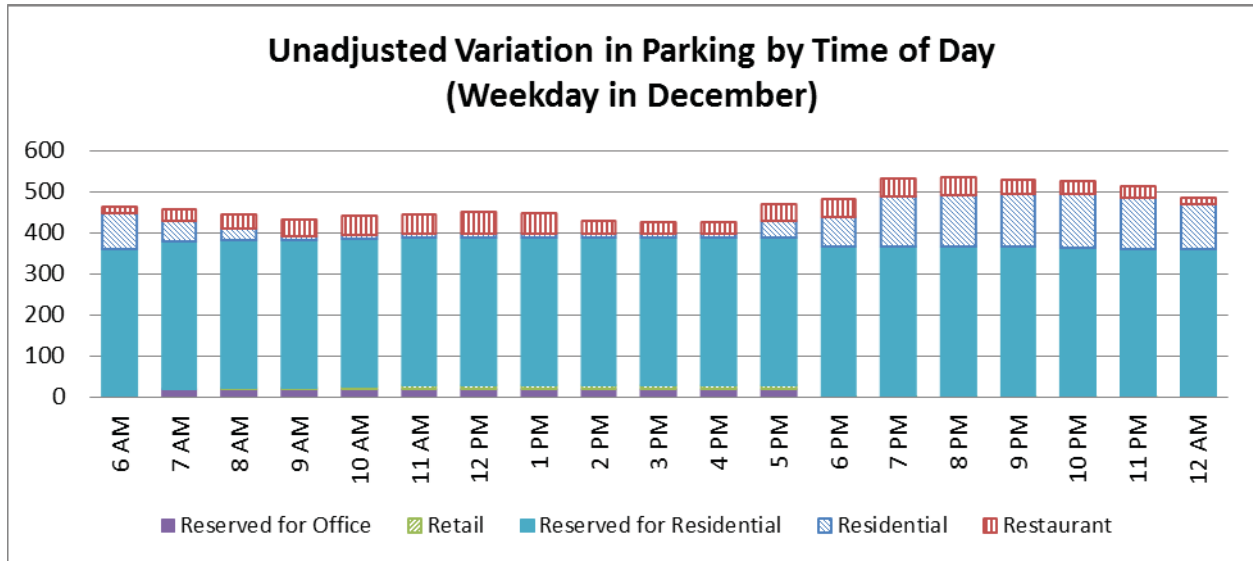


Figure 3 – Unadjusted Variation in Parking by Time of Day (Weekday in December)

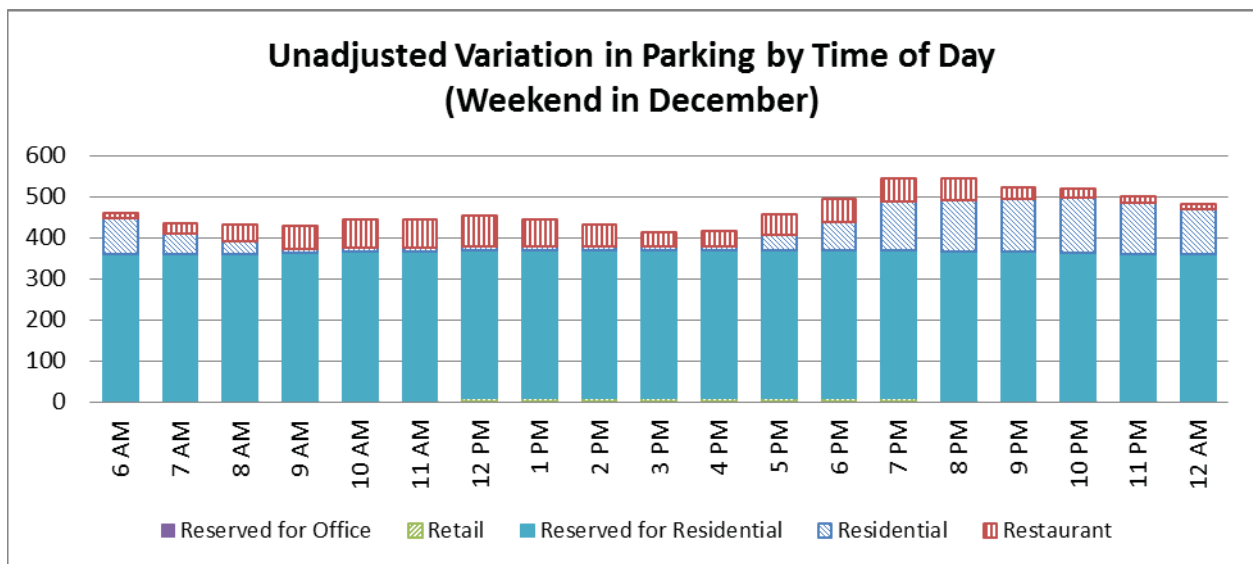


Figure 4 – Unadjusted Variation in Parking by Time of Day (Weekend in December)

### Factors for Modal Split and Noncaptive Market

All the parking ratios presented by ULI are intended to reflect conditions in suburban settings with little or no transit and minimal employee ridesharing. Therefore, adjustments must be made for alternative modes of transportation, formal rideshare programs, or an atypical ratio of persons per car resulting from carpooling. Mode adjustments can be made by referencing census and transportation information, which is often available by metropolitan area, county, or even census tract. The Journey to Work data for census tract 96.03, Fulton County, GA is shown in Table 4.

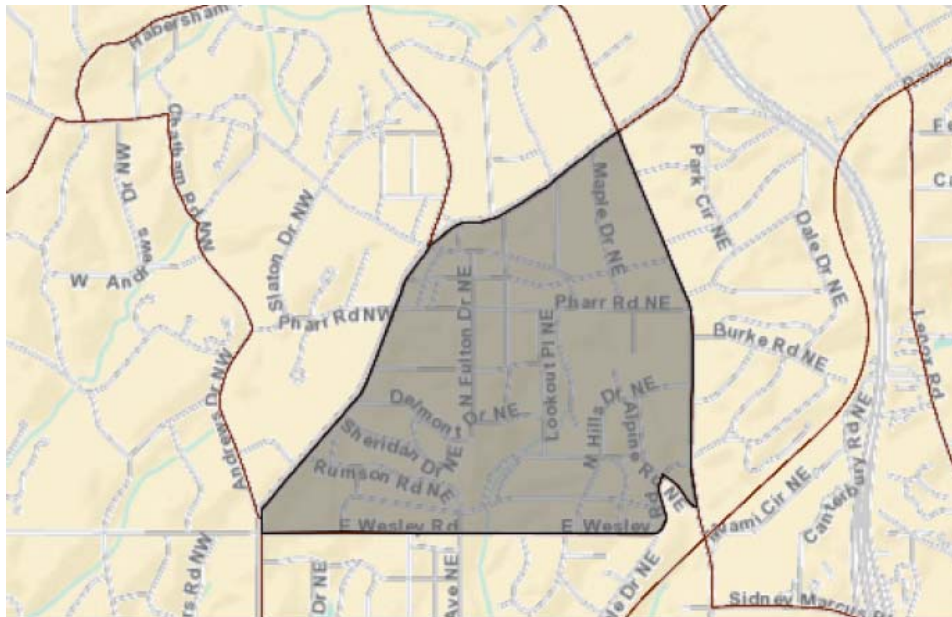


Figure 5 – Census Tract 96.03, Fulton County, GA

TABLE 4 – JOURNEY TO WORK DATA			
<b>Total Workers (By Residence)</b>	<b>2,120</b>		<b>+/-283</b>
Drove Alone (Car, Truck, or Van)	1,690	79.7%	+/-287
Car Pooled (Car, Truck, or Van)	95	4.5%	+/-269
Public Transportation (excluding taxi)	105	5.0%	+/-241
Walked / Biked	140	6.6%	+/-168
Other Means	0	0.0%	+/-228
Worked at Home	90	4.2%	+/-63
<b>Total Workers (By Workplace)</b>	<b>6,590</b>		<b>+/-703</b>
Drove Alone (Car, Truck, or Van)	4,945	75.0%	+/-572
Car Pooled (Car, Truck, or Van)	895	13.6%	+/-321
Public Transportation (excluding taxi)	405	6.1%	+/-184
Walked / Biked	115	1.7%	+/-103
Other Means	140	2.1%	+/-172
Worked at Home	90	1.4%	+/-119

Source: U.S. Census Bureau, American Community Survey 2006-2010 Five-year estimates

#### Adjustments to Residential Land Use

The Urban Land Institute's (ULI) recommended parking ratios for residents in suburban locations are 1.5 spaces / unit for rental units and 1.7 spaces per / unit for owned units. Live/work/play environments are one of the key goals of smart growth development, as is the development of residential units in downtowns, other mixed-use settings, and/or near transit. ULI Shared Parking also notes that "an adjustment of about 80 percent to reflect auto ownership is appropriate for locations that are not downtown but well served by transit" and "adjustments as low as 50 percent appear to be appropriate for urban CBD locations". Census data indicates that 79.7% of the residents living in this community commute to work by driving alone in a private vehicle. A ratio of 0.85 is selected as the mode

adjustment factor for the residential units onsite, reducing the parking ratio to 1.275 spaces per unit. Although not technically a mode adjustment, ULI methodology allows for this type of factor to be applied as a modal split. No adjustments were made to the guest spaces.

#### Adjustments to Retail and Restaurant Land Uses

Both formal studies and general experience have proven that some reduction of customer parking needs occurs in a mixed-use project due to patronage of multiple land uses. The term “captive” is used here to describe a patron that is already present for another purpose and thus does not generate another vehicle trip to the site. The retail parking is considered to be 90 percent noncaptive in the afternoon and evening to account for some captive trips from the onsite residences and nearby office employees. The restaurant data used in this analysis was based on data provided by ULA for “Family Restaurants”, which are typically lower priced, do not accept reservations, and lack bars or lounges. ITE calls them “High-Turnover Restaurants without Bar”. The restaurant use is considered to be 90 percent noncaptive throughout the day to account for 10% patronage coming from those already parked in the office or residential spaces.

### Calculated Demand and Re-evaluation of Critical Periods

With noncaptive and mode adjustments, weekend day at 7 pm was found to have peak demand for the site. As a check, 8 pm and 12 pm during the week were also reevaluated.

TABLE 5 – CALCULATED REQUIRED PARKING (DECEMBER: WEEKDAY 12 PM)										
Land Use	Unadjusted Demand			Month Adj. (Dec)	Non-captive Adj.	Mode Adj.	Hour Adj.	Peak 1: December Weekday - 12 pm		
	Total	Rsrv'd	Shared					Total	Rsrv'd	Shared
<b>Retail</b>	8	0	8	100%	90%	100%	90%	6	0	6
Employee	2	0	2	100%	100%	100%	100%	2	0	2
<b>Restaurant</b>	45	0	45	100%	90%	100%	100%	41	0	41
Employee	8	0	8	100%	100%	100%	100%	8	0	8
<b>Residential, Rental</b>	447	359	88	100%	100%	85%	65%	247	359	0
Guest Spaces	45	0	45	100%	100%	100%	20%	9	0	9
<b>Reserved for Office</b>	20	20	0	reserved during workday				20	20	0
<b>TOTAL = 445 spaces</b>								<b>379</b>	<b>66</b>	

TABLE 6 – CALCULATED REQUIRED PARKING (DECEMBER: WEEKDAY 8PM)										
Land Use	Unadjusted Demand			Month Adj. (Dec)	Non-captive Adj.	Mode Adj.	Hour Adj.	Peak 2: December Weekend - 7 pm		
	Total	Rsrv'd	Shared					Total	Rsrv'd	Shared
<b>Retail</b>	8	0	8	100%	90%	100%	65%	5	0	5
Employee	2	0	2	100%	100%	100%	90%	2	0	2
<b>Restaurant</b>	45	0	45	100%	90%	100%	80%	32	0	32
Employee	8	0	8	100%	100%	100%	95%	8	0	8
<b>Residential, Rental</b>	447	359	88	100%	100%	85%	98%	372	359	13
Guest Spaces	45	0	45	100%	100%	100%	100%	45	0	45
<b>Reserved for Office</b>	0	0	0	reserved during workday				0	0	0
<b>TOTAL = 464 spaces</b>								<b>359</b>	<b>105</b>	

TABLE 7 – CALCULATED REQUIRED PARKING (DECEMBER: WEEKEND 7PM)										
Land Use	Unadjusted Demand			Month Adj. (Dec)	Non-captive Adj.	Mode Adj.	Hour Adj.	Peak 3: December Weekend - 7 pm		
	Total	Rsrv'd	Shared					Total	Rsrv'd	Shared
<b>Retail</b>	9	0	9	100%	90%	100%	75%	6	0	6
Employee	2	0	2	100%	100%	100%	80%	2	0	2
<b>Restaurant</b>	64	0	64	100%	90%	100%	70%	40	0	40
Employee	11	0	11	100%	100%	100%	95%	10	0	10
<b>Residential, Rental</b>	447	359	88	100%	100%	85%	97%	369	359	10
Guest Spaces	45	0	45	100%	100%	100%	100%	45	0	45
<b>Reserved for Office</b>	0	0	0	reserved during workday				0	0	0
<b>TOTAL = 472 spaces</b>								<b>359</b>	<b>113</b>	

### Summary of Findings

The results of the shared parking analysis indicate that a supply of 472 onsite parking spaces will be sufficient. Of the parking available to the onsite land uses, 113 spaces will need to be available for shared use. Because the Ground and Basement levels of the parking deck are planned to have a total of 131 unreserved spaces during the evening peak periods, there will be enough shared parking for the site’s demand. The shared spaces need to be efficiently planned and managed to ensure that drivers can effectively find parking without excessive searching. The anticipated daily patterns and descriptions (below) offer a view on the site’s parking patterns to help guide the planning process. Note that, for the purposes of the shared parking analysis, reserved spaces (such as those for residents only) are considered to always be occupied.

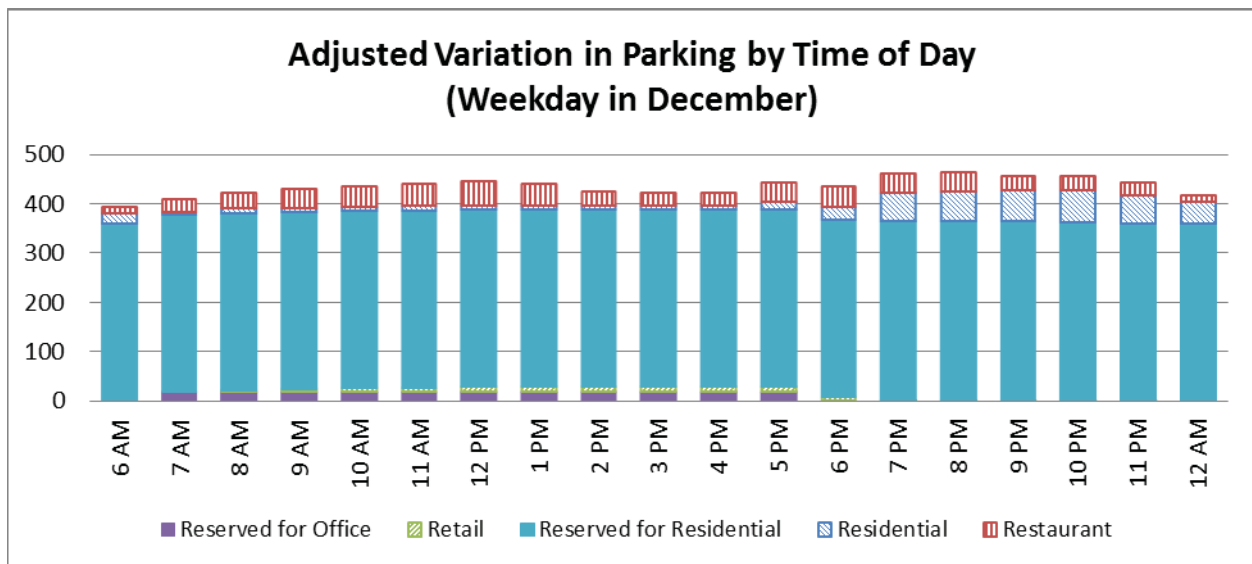


Figure 6 – Adjusted Variation in Parking by Time of Day (Weekday in December)

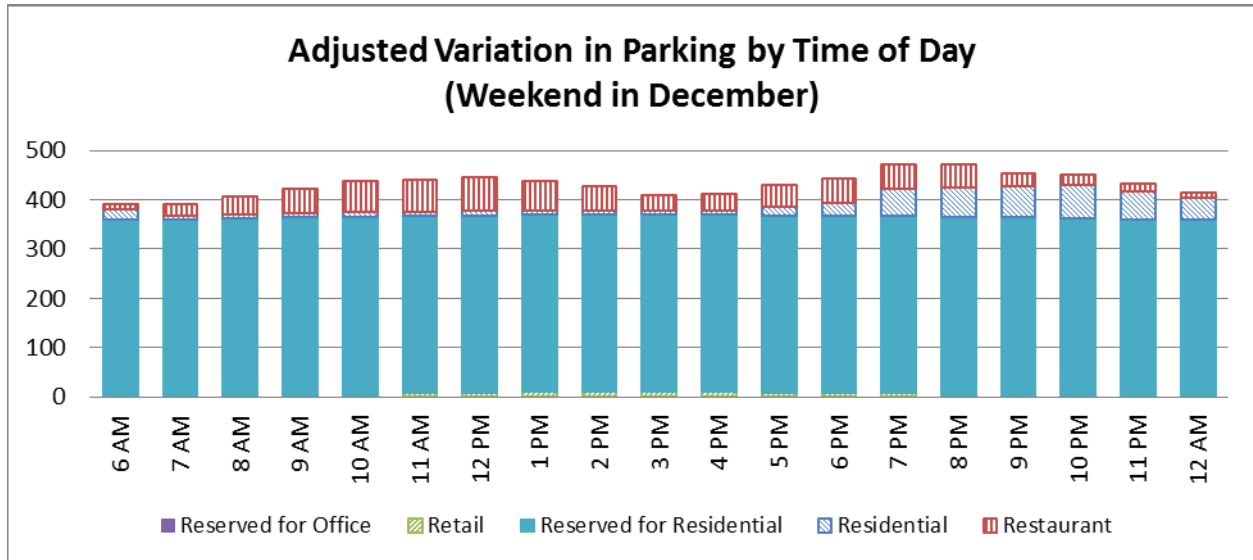


Figure 7 – Adjusted Variation in Parking by Time of Day (Weekend in December)

- At 6am on a weekday morning 380 space parking spaces will be occupied by residents of the 298 apartment units. As the upper three levels of the parking deck have 359 reserved spaces for the residents, 21 of the resident’s cars will be parked on the Ground Level. If open for breakfast, the restaurant will have 10 patrons parked on the Ground Level and 4 employees parked in the Basement Level. Because the Ground Level will have 65 shared parking spaces, there will be enough supply for the morning demand.
- By 10am on a weekday morning, the residential parking demand will be reduced to 285 parking spaces, all of which can be accommodated within the 359 reserved spaces on levels 2-4 of the deck. The Ground Level will have a demands for 25 spaces (20 for shopping/dining and 5 as residential guests), which is sufficiently accommodated within the 65 spaces provided. The adjacent office building will be making use of some of its 20 reserved spaces in the Basement Level of the deck, which leaves 46 unreserved spaces open. Only 6 spaces will be needed in the Basement Level for Retail/Restaurant employees.
- At 1pm both the office and retail/restaurant land uses will be near the peak of their parking demand. The 65 Ground Level spaces sufficiently hold the 52 space demand (43 retail/restaurant patrons + 9 residential guests). The 66 Basement Level spaces sufficiently hold the 30 space demand (20 reserved for office + 10 retail / restaurant employees).
- By 8pm, 369 parking spaces will be needed for the apartment residents plus an additional 45 spaces for their guests. The 359 reserved spaces will serve all but 10 spaces of the resident parking demand. The restaurant land use has neared the peak, as the retail / restaurant land uses will require 38 spaces for customers and patrons. As the demand for 92 unreserved Ground Level spaces (10 residents, 45 guests, 38 customers) exceeds the 65 space supply, many of these will need to be accommodated on the Basement Level of the parking deck. There will be ample space within the 66-space Basement Level to accommodate the extra 27 spaces for these vehicles plus 10 spaces for restaurant / retail employees.
- The weekend peak at 8pm is similar to the weekday peak at 7pm, except that there is demand for 7 additional spaces due to increase in the restaurant patronage and employees.



## Recommendations for Parking Management

Implementation of a shared parking plan requires careful planning to be successful. There are many competing demands for parking in many mixed-use projects. The shared parking model for this site breaks-down if too many residents park in the shared spaces on the Ground and Basement levels. Some Ground Level and Basement Level spaces, however, need to be available to residents who cannot find parking in the reserved area. Shared parking is in its highest demand in the evenings (around 8pm on the weekend) as 10 spaces are needed for residents, 45 spaces are needed for apartment guests, 10 spaces for employees, and 38 spaces are needed for the restaurant/retail. As a result, a plan is needed to aid users in way-finding to utilize the less convenient Basement Level parking. To guide different groups of users (e.g. long-term parkers, short-term parkers, guests unfamiliar with the area) the following strategies are recommended for consideration:

- Depending on the type retail tenants, some spaces might be signed for limited parking duration (e.g. 1-2 hours) to prevent long-term parking. It is recommended that no more than 15 spaces on the Ground Level be designated as limited parking and that these spaces be located closest to access points for the retail land uses. This keeps turnover high for the high-demand spaces while allowing for necessary longer term parking for apartment guests and residents in spaces further from the retail.
- The reserved spaces in parking levels 2, 3, and 4 should be gated with separate entry controls so that it cannot be searched easily by customers unfamiliar with the facility, keeping the upper level spaces more available to residents.
- The retail and restaurant employees are long-term parkers that need to be located on the Basement Level, far from the high-demand spaces on the Ground Level.
- Basement Level parking has a low number demand for spaces in the afternoon, due to low use from the residential guests and limited need from the adjacent office building. During evenings, however, the Basement Level will be utilized for the various uses onsite. Signs should be used to direct drivers (especially longer parking guests) towards parking in the Basement Level. Valet parking can also be accommodated on the Basement Level if necessary.
- The 20 spaces reserved for the adjacent office building should be signed for office-only use during normal business hours to prevent impacts to the businesses. This will allow the office building to have guaranteed day-time parking in its closest spaces for visitors and key employees while allowing for other uses during non-office hours. Signs could be placed within the adjacent parking lot where resident/restaurant/retail parking is not permitted.

# APPENDIX

# SPI-9 DEVELOPMENT REVIEW COMMITTEE

DRC SUBMITTAL

OCTOBER 7, 2015

PHARR ROAD DEVELOPMENT  
PHARR ROAD AND NORTH FULTON DRIVE





**THE PRESTON  
PARTNERSHIP, LLC**  
A LIMITED LIABILITY PARTNERSHIP

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ATLANTA, GEORGIA 30346  
TELEPHONE: 770.397.7248  
FAX: 770.397.2945

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CONSULTANT

SCALE

PROJECT

PHARR ROAD

SE CORNER OF PHARR ROAD  
AND NORTH FULTON DRIVE

FOR

POLLACK SHORES  
5605 GLENRIDGE DRIVE NE  
SUITE 775  
ATLANTA GA 30342

DATE 10.02.2015  
JOB NUMBER 1355311  
DRAWN BY RAK  
CHECKED BY TDW  
SHEET TITLE SITE AERIAL

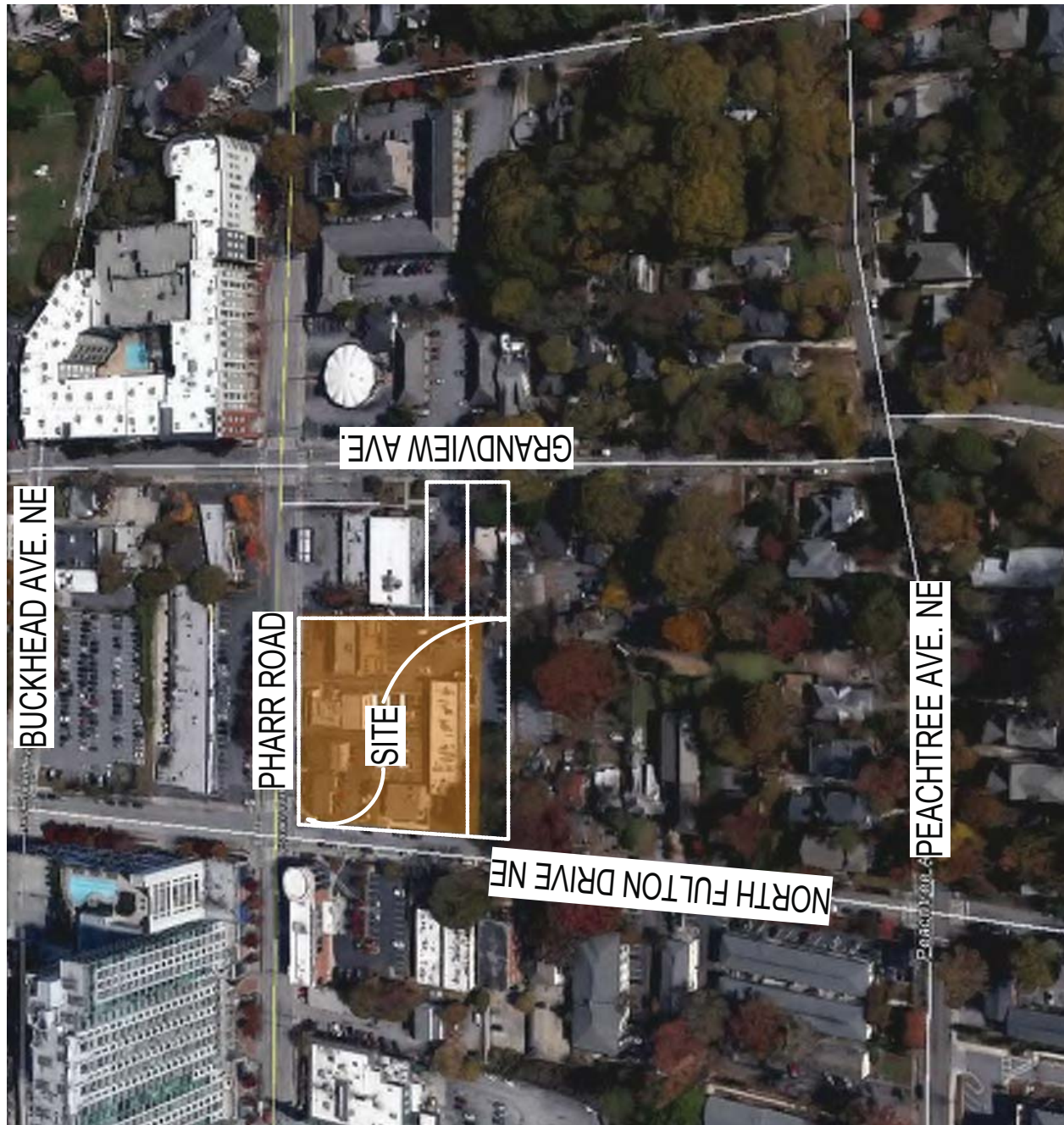
SHEET NUMBER

**DRC-01**

COMMENTS

3008

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 CONSULTANT

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 SHEET TITLE CONTEXT PHOTOS

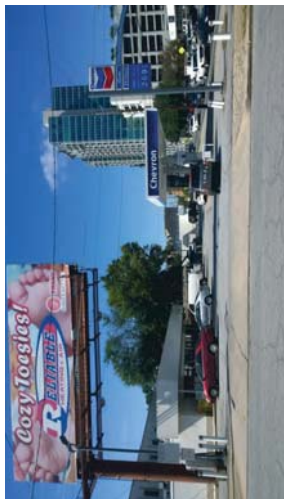
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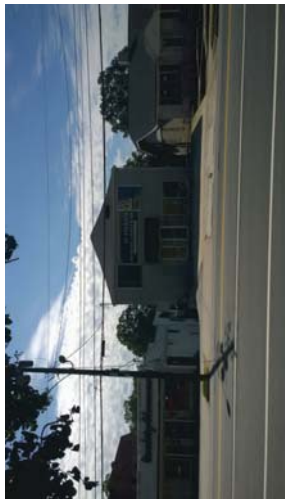
COMMENTS

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**VIEWS FROM GRANDVIEW AVE**



**VIEWS FROM PHARR ROAD**



**VIEWS FROM NORTH FULTON DRIVE**



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SCALE

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PHARR ROAD

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DATE 10.02.2015

JOB NUMBER 1355311

DRAWN BY RAK

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SHEET TITLE

SITE DATA AND F.A.R. ANALYSIS

SHEET NUMBER

**DRC-03**

COMMENTS

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**SITE DATA**

NET LOT AREA NORTHERN TRACTS: 59,975 SF  
 12,480 SF  
 NET LOT AREA SOUTHERN TRACTS:  
 76,923 SF  
 13,730 SF  
 GROSS LOT AREA NORTHERN TRACTS:  
 GROSS LOT AREA SOUTHERN TRACTS:

**ALLOWABLE FAR (WITH BONUSES: 0.5 FOR MIXED USE, 0.5 FOR EARTH/CRAFT, 0.5 FOR SHARED PARKING)**

TRACTS	FAR	GLA (sf)	FAR INCREASE	AREA ALLOWED (sf)	AREA PROPOSED (sf)
NORTHERN	2.696	76,923	1.5	322,769	296,338
SOUTHERN	0.848	13,730	1.5	32,238	30,608
TOTAL		90,653		355,007	326,946

**PROJECT DATA**

RESIDENTIAL UNITS: 298  
 ONE BEDROOM: 203  
 TWO BEDROOM: 81  
 THREE BEDROOM: 14  
 RETAIL: 7,740 SF  
 LEASING/AMENITY: 9,000 SF

**PROJECT DESCRIPTION**

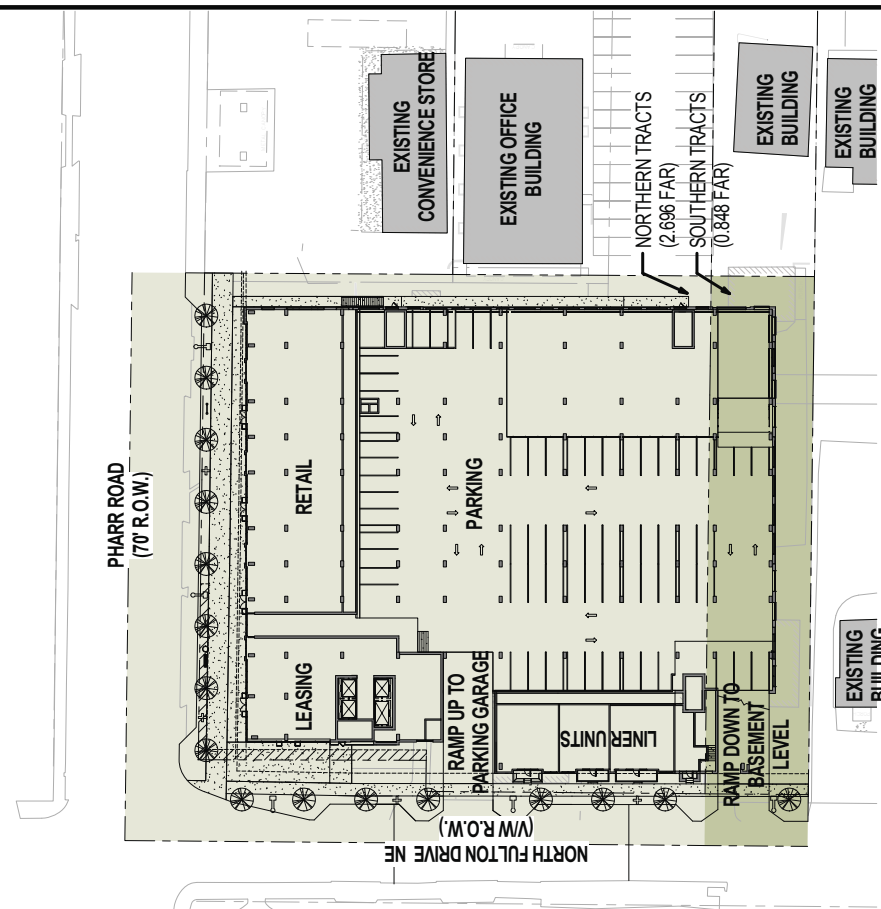
The project consists of 7 levels of load-bearing metal stud residential units over 5 levels of structured parking with partial liner units and ground level retail and leasing. The 5th floor features an open courtyard and swimming pool.

**PARKING COUNT**

298 UNITS  
 596 2 SPACES PER UNIT  
 7 1/2 SPACE PER 3 BR UNIT  
 603 SUBTOTAL  
 99 1/3 SPACE PER UNIT GUEST PARKING  
 702 SUBTOTAL  
 26 3 SPACES PER 1000 SF COMMERCIAL  
 728 MAXIMUM REQUIRED  
 546 MINIMUM REQUIRED (75% OF MAX)  
 490 PROVIDED  
 56 SHORTAGE - REDUCTION REQUESTED BY VARIATION

**PARKING PER UNIT**

298 UNITS  
 203 1 SPACE PER UNIT (1 BR)  
 162 2 SPACES PER UNIT (2 BR)  
 42 3 SPACES PER UNIT (3 BR)  
 407 SUBTOTAL  
 52 6 SPACES PER 1000 SF COMMERCIAL  
 459 REQUIRED PER DEVELOPER STANDARDS  
 546 MINIMUM REQUIRED BY ZONING  
 87 DIFFERENCE



**SITE PLAN**  
 SCALE = 1:30

10/20/2015 3:11:21 PM C:\Users\Firehawk\Project\2015\1355311\Pharr Road\_R15\_Central.dwg by m...



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A Multi-Industry Real Estate Development Firm

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JOB NUMBER 1355311

DRAWN BY RAK

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SHEET TITLE USABLE OPEN SPACE

SHEET NUMBER

**DRC-04**

COMMENTS

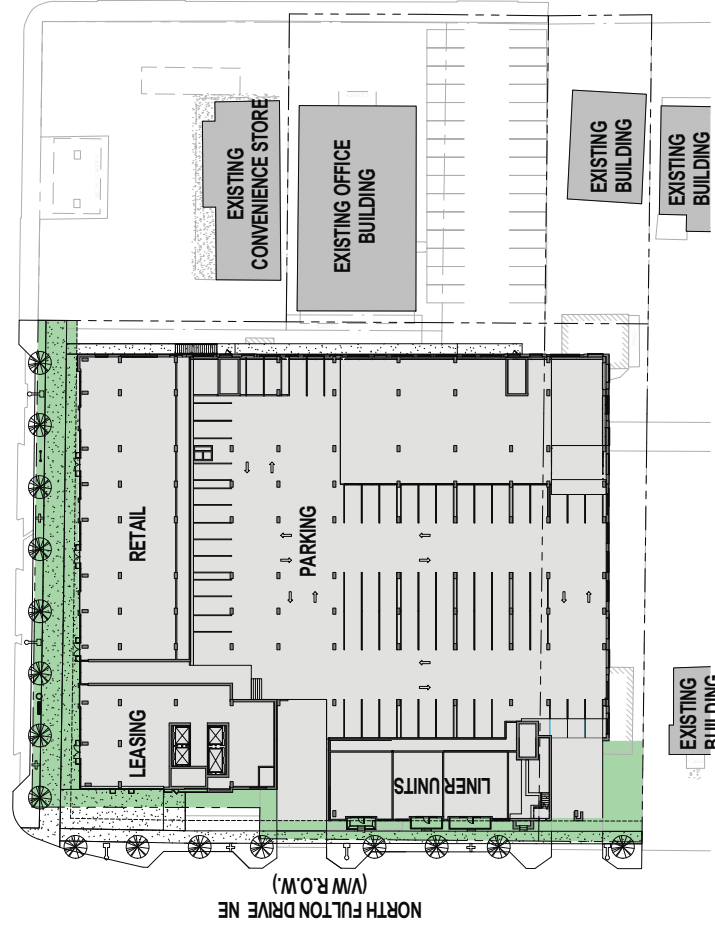
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**USABLE OPEN SPACE**

NET LOT AREA NORTHERN TRACTS: 59,975 SF  
12,480 SF  
NET LOT AREA SOUTHERN TRACTS: 72,455 SF  
TOTAL:

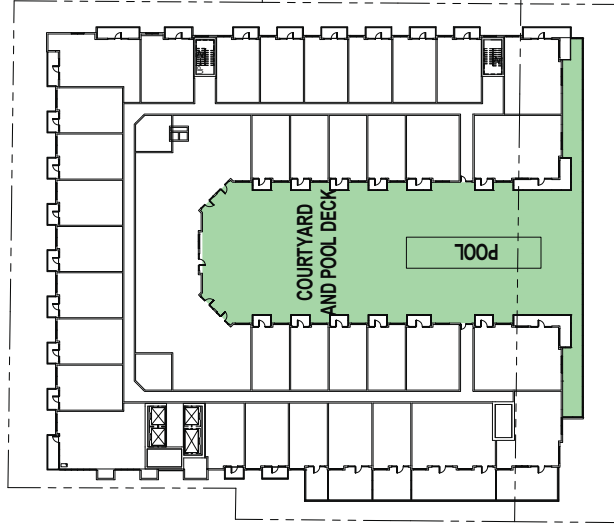
72,455 NET LOT AREA  
20% PERCENTAGE REQUIRED  
29% PERCENTAGE PROVIDED  
14,491 SF USABLE OPEN SPACE (REQUIRED)  
21,039 SF USABLE OPEN SPACE (PROVIDED)  
12,622 SF USABLE OPEN SPACE (ELEVATED)  
8,417 SF USABLE OPEN SPACE (GRADE)  
50% PUBLIC UOS AS % OF TOTAL REQUIRED (REQUIRED)  
58% PUBLIC UOS AS % OF TOTAL PROVIDED (PROVIDED)

PHARR ROAD  
(70' R.O.W.)



**GROUND LEVEL USABLE OPEN SPACE**

SCALE = 1:30



**ELEVATED USABLE OPEN SPACE**

SCALE = 1:30





**THE PRESTON PARTNERSHIP, LLC**  
 A Multi-Phase Development  
 115 PERMIER CENTER PLACE, SUITE 900  
 ATLANTA, GEORGIA 30346  
 TELEPHONE: 770.387.7248  
 FAX: 770.387.2845  
 WWW.THEPRESTONPARTNERSHIP.COM  
 CONSULTANT

SCALE

PROJECT

PHARR ROAD

SE CORNER OF PHARR ROAD  
 AND NORTH FULTON DRIVE

FOR

POLLACK SHORES  
 5605 GLENRIDGE DRIVE NE  
 SUITE 775  
 ATLANTA, GA 30342

DATE 10.02.2015  
 JOB NUMBER 1355311  
 DRAWN BY RAK  
 CHECKED BY TDW  
 SHEET TITLE SITE PLAN

SHEET NUMBER

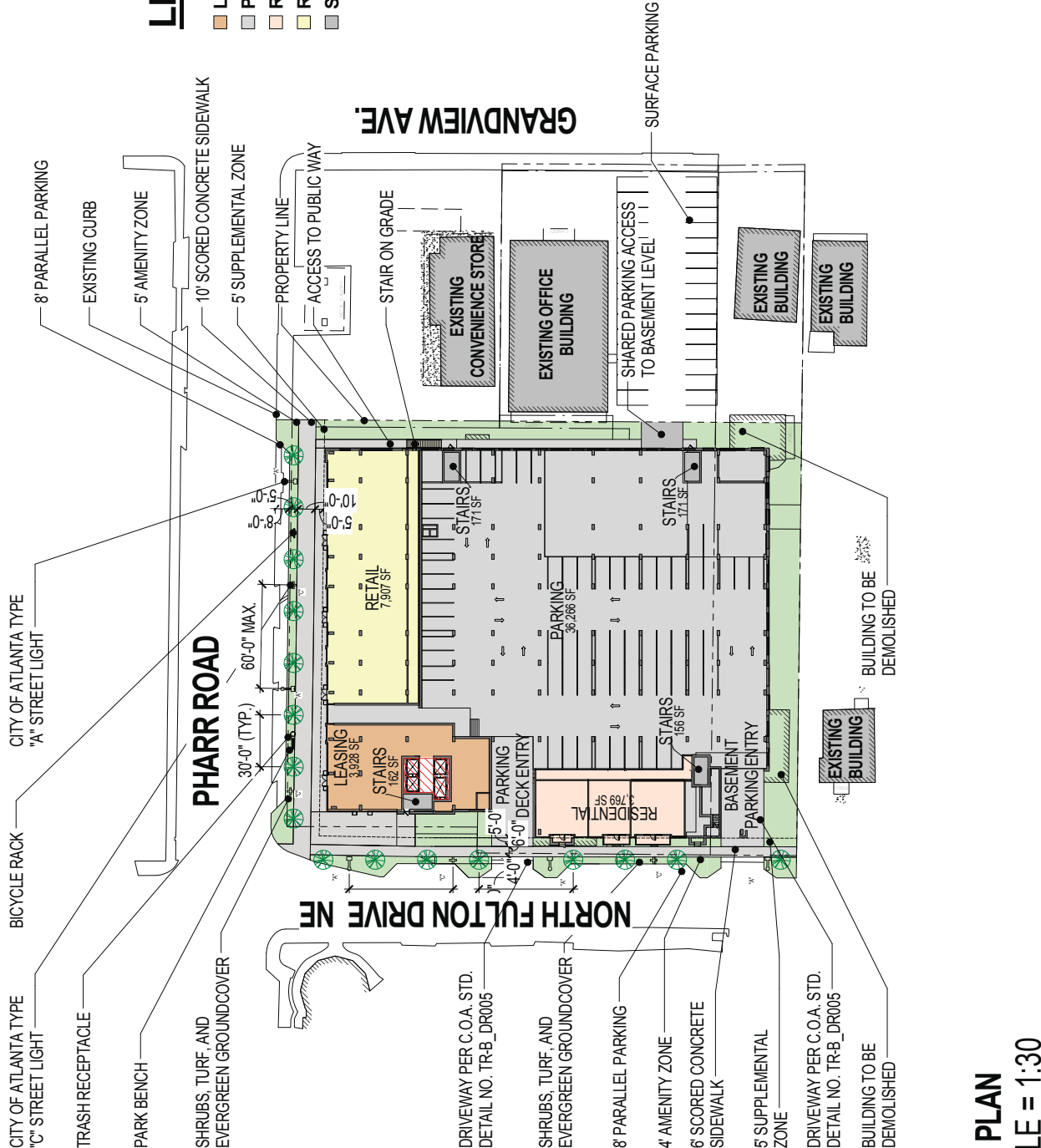
**DRC-05**

COMMENTS

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**LEGEND**

- LEASING
- PARKING
- RESIDENTIAL
- RETAIL
- STAIRS



**SITE PLAN**  
 SCALE = 1:30





**THE PRESTON PARTNERSHIP, LLC**  
A MULTI-INDUSTRY COMMERCIAL CONTRACTOR

115 PERIMETER CENTER PLACE, SUITE 900  
ATLANTA, GEORGIA 30346  
TELEPHONE: 770 387 7248  
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CONSULTANT

SCALE

PROJECT

PHARR ROAD

SE CORNER OF PHARR ROAD  
AND NORTH FULTON DRIVE

FOR

POLLACK SHORES  
5605 GLENRIDGE DRIVE NE  
SUITE 775  
ATLANTA GA 30342

DATE 10.02.2015  
JOB NUMBER 1355311  
DRAWN BY  
CHECKED BY RAK  
TDR  
SHEET TITLE BASEMENT PLAN

SHEET NUMBER  
**DRC-06**

COMMENTS  
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# LEGEND

- BACK OF HOUSE
- LOADING
- TRASH



**BASEMENT PLAN**  
SCALE = 1:30



**THE PRESTON PARTNERSHIP, LLC**  
 A Multi-Unit Residential Development

115 PERIMETER CENTER PLACE, SUITE 900  
 ATLANTA, GEORGIA 30346  
 TELEPHONE: 770.387.7248  
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 CONSULTANT

SCALE

PROJECT

PHARR ROAD

SE CORNER OF PHARR ROAD  
 AND NORTH FULTON DRIVE

FOR

POLLACK SHORES  
 5605 GLENRIDGE DRIVE NE  
 SUITE 775  
 ATLANTA GA 30342

DATE 10.02.2015

JOB NUMBER 13355311

DRAWN BY RAK

CHECKED BY TDW

SHEET TITLE AMENITY AND TYPICAL RESIDENTIAL LEVEL PLANS

SHEET NUMBER

COMMENTS

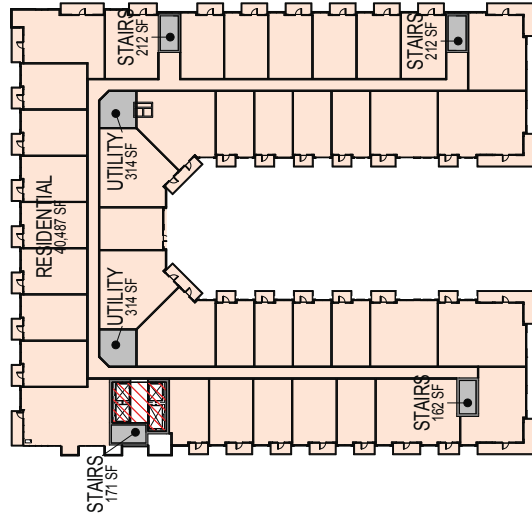
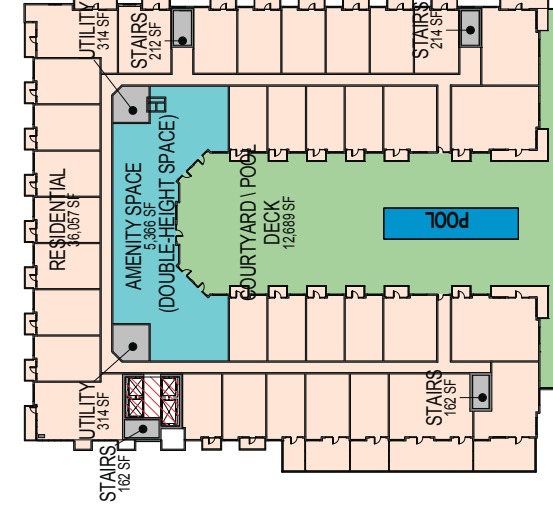
3008

**DRC-07**

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# LEGEND

- AMENITY SPACE
- COURTYARD / POOL DECK
- RESIDENTIAL
- STAIRS
- UTILITY



**LEVEL 05 - AMENITY COURTYARD/POOL DECK**  
 SCALE = 1:30

**LEVELS 07-11 - TYPICAL RESIDENTIAL**  
 SCALE = 1:30



**THE PRESTON PARTNERSHIP, LLC**  
 ARCHITECTURAL PARTNERSHIP

115 PERIMETER CENTER PLACE, SUITE 900  
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 TELEPHONE: 770 397 7248  
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 CONSULTANT

SCALE

PROJECT

PHARR ROAD

SE CORNER OF PHARR ROAD  
 AND NORTH FULTON DRIVE

FOR

POLLACK SHORES  
 5605 GLENRIDGE DRIVE NE  
 SUITE 775  
 ATLANTA GA 30342

DATE 10.02.2015

JOB NUMBER 1355311

DRAWN BY RAK

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SHEET TITLE NORTH ELEVATION (PHARR ROAD)

SHEET NUMBER

COMMENTS

2008

**DRC-08**

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**NORTH ELEVATION  
 (PHARR ROAD)**



**THE PRESTON PARTNERSHIP, LLC**  
A MULTI-PHASE COMMERCIAL DEVELOPMENT

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CONSULTANT

SCALE

PROJECT

PHARR ROAD

SE CORNER OF PHARR ROAD  
AND NORTH FULTON DRIVE

FOR

POLLACK SHORES  
5605 GLENRIDGE DRIVE NE  
SUITE 775  
ATLANTA, GA 30342

DATE 10.02.2015

JOB NUMBER 1355311

DRAWN BY RAK

CHECKED BY TDW

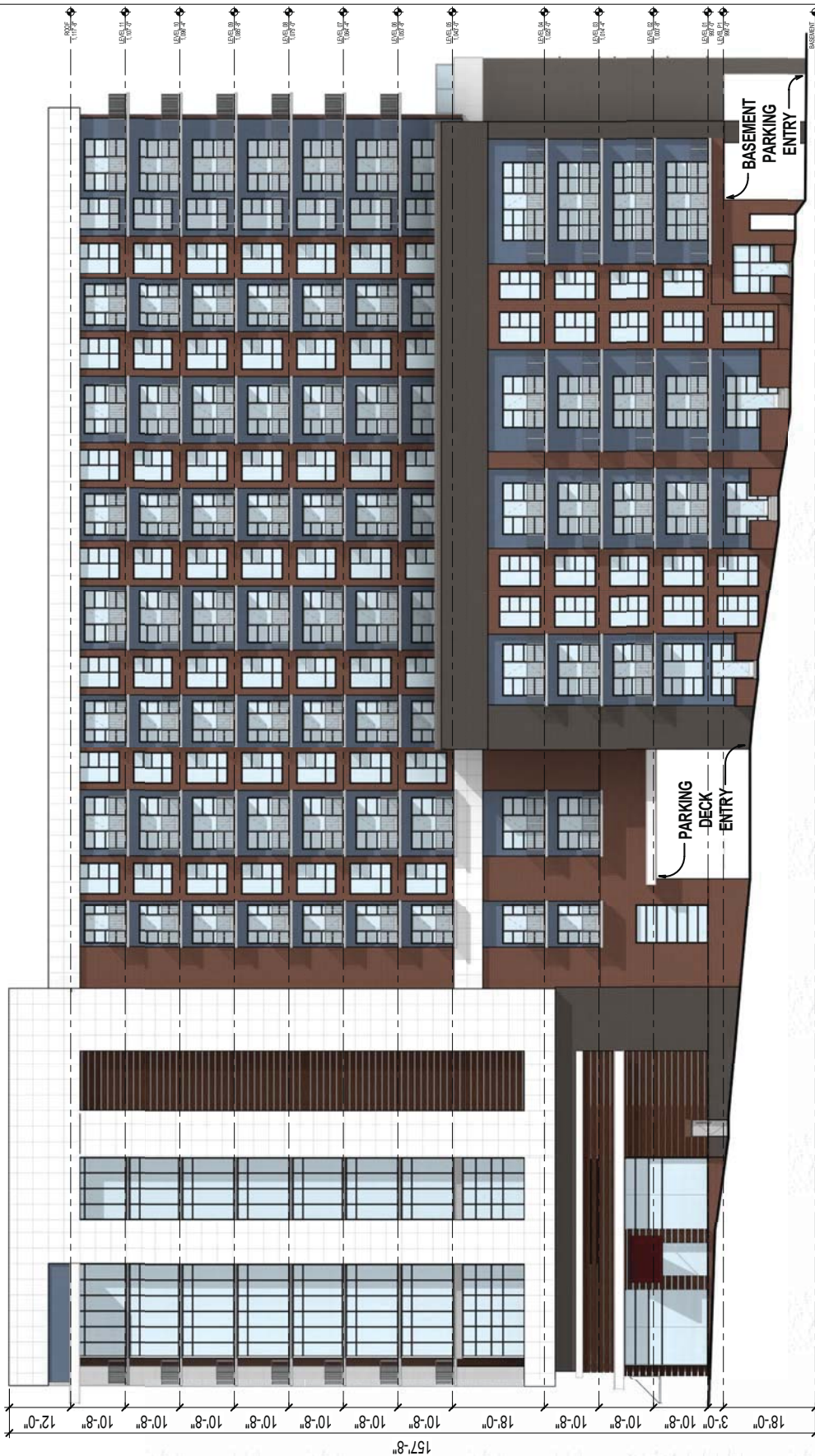
SHEET TITLE WEST ELEVATION (NORTH FULTON DR.)

SHEET NUMBER

**DRC-09**

COMMENTS

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**WEST ELEVATION  
(NORTH FULTON DRIVE)**





**THE PRESTON PARTNERSHIP, LLC**  
 A MULTI-PURPOSE ARCHITECTURAL FIRM  
 115 PERMIER CENTER PLACE, SUITE 900  
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 CONSULTANT

SCALE

PROJECT

PHARR ROAD

SE CORNER OF PHARR ROAD AND NORTH FULTON DRIVE

FOR

POLLACK SHORES  
 5605 GLENRIDGE DRIVE NE  
 SUITE 775  
 ATLANTA, GA 30342

DATE: 10.02.2015  
 JOB NUMBER: 1355311  
 DRAWN BY: RAK  
 CHECKED BY: TDW  
 SHEET TITLE: SOUTH ELEVATION  
 SHEET NUMBER: **DRC-11**  
 COMMENTS:  
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**SOUTH ELEVATION**



**THE PRESTON  
PARTNERSHIP, LLC**

A MULTI-FAMILY HOUSING PARTNERSHIP  
115 PERIMETER CENTER PLACE, SUITE 900  
ATLANTA, GEORGIA 30346  
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CONSULTANT

SCALE

PROJECT

PHARR ROAD

FOR

POLLACK SHORES  
5605 GLENRIDGE DRIVE NE  
SUITE 775  
ATLANTA GA 30342

DATE 10.02.2015  
JOB NUMBER 1355311  
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SHEET TITLE RENDERINGS

SHEET NUMBER  
**DRC-12**

COMMENTS  
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**THE PRESTON  
PARTNERSHIP, LLC**

A MULTI-SECTOR PARTNERSHIP  
115 PERIMETER CENTER PLACE, SUITE 900  
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CONSULTANT

SCALE

PROJECT

PHARR ROAD

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FOR

POLLACK SHORES  
5605 GLENRIDGE DRIVE NE  
SUITE 775  
ATLANTA GA 30342

DATE 10.02.2015  
JOB NUMBER 1355311  
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CHECKED BY Checker  
SHEET TITLE RENDERINGS  
SHEET NUMBER

**DRC-13**

COMMENTS

2008

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**THE PRESTON PARTNERSHIP, LLC**  
A Multi-Phase Development Firm

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CONSULTANT

SCALE

PROJECT

PHARR ROAD

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AND NORTH FULTON DRIVE

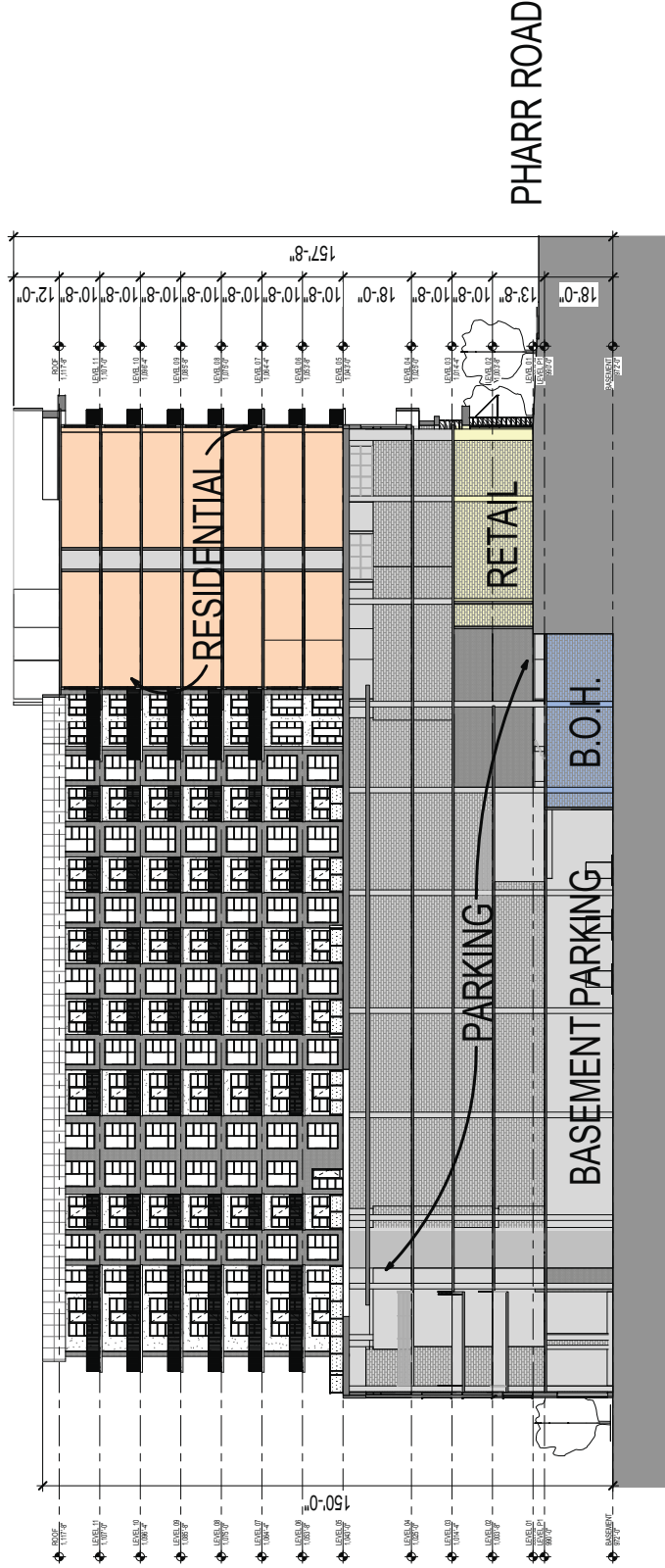
FOR

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5605 GLENRIDGE DRIVE NE  
SUITE 775  
ATLANTA GA 30342

DATE 10.02.2015  
JOB NUMBER 1355311  
DRAWN BY RAK  
CHECKED BY TDW  
SHEET TITLE BUILDING SECTION N-S

SHEET NUMBER **DRC-14**

COMMENTS  
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PHARR ROAD

**BUILDING SECTION NORTH - SOUTH**  
**SCALE : 1/16" = 1'-0"**



**THE PRESTON PARTNERSHIP, LLC**  
 A MULTI-INDUSTRY PARTNERSHIP

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 FAX: 770 387 2495

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 CONSULTANT

SCALE

PROJECT

PHARR ROAD

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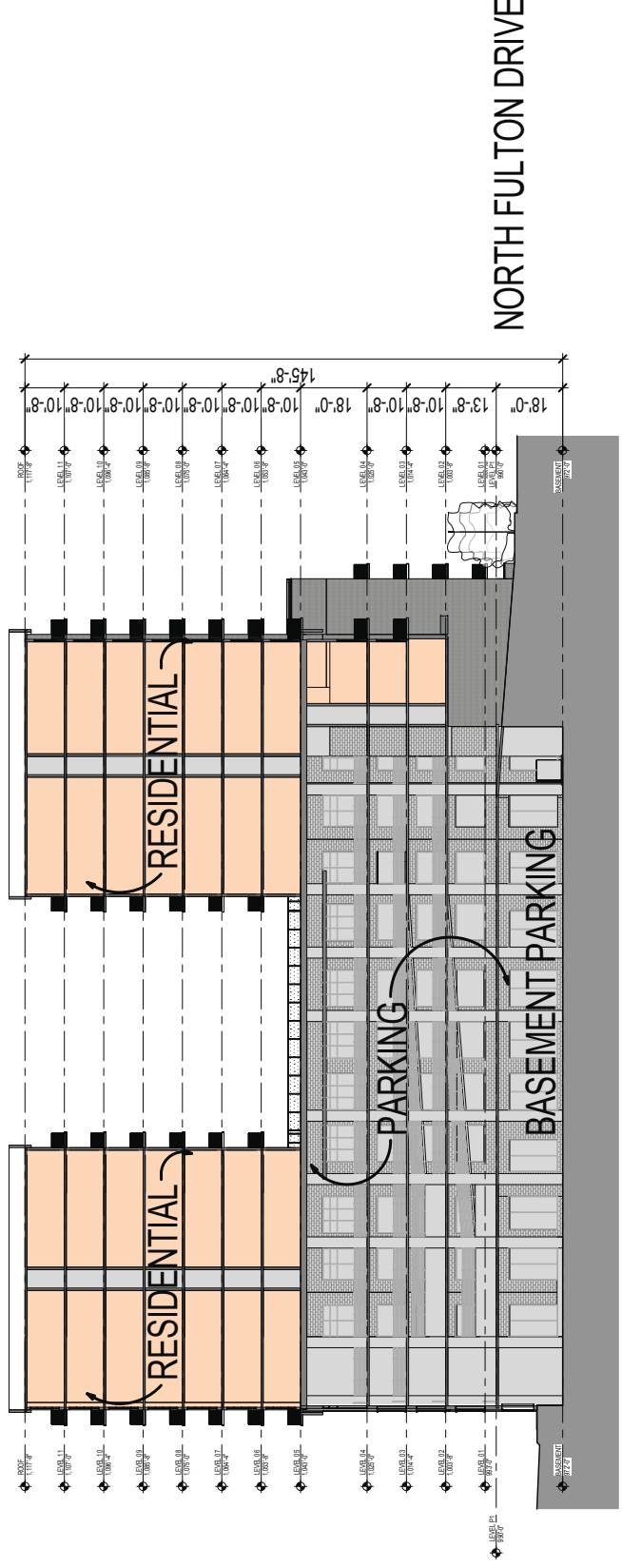
FOR

POLLACK SHORES  
 5605 GLENRIDGE DRIVE NE  
 SUITE 775  
 ATLANTA, GA 30342

DATE 10.02.2015  
 JOB NUMBER 1335311  
 DRAWN BY RAK  
 CHECKED BY TDW  
 SHEET TITLE BUILDING SECTION E-W

SHEET NUMBER **DRC-15**

COMMENTS  
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**BUILDING SECTION EAST - WEST**  
**SCALE : 1/16" = 1'-0"**