



# 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: August 7, 2014

ARC REVIEW CODE: R1407181

TO: Mayor Rusty Paul  
ATTN TO: Linda Abaray, Senior Planner  
FROM: Douglas R. Hooker, Executive Director  
RE: Development of Regional Impact Review

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.

**Name of Proposal:** The Heights at Sandy Springs

**Submitting Local Government:** City of Sandy Springs

**Review Type:** Development of Regional Impact **Date Opened:** July 18, 2014 **Date Closed:** August 7, 2014

**Description:** The proposed Heights at Sandy Springs development will be located on the southeast quadrant of the Roswell Road (SR 9) and Franklin Road intersection. The development will consist of approximately 173 townhomes and 368 apartments on approximately 17.9 acres.

**Comments:** Regional Context:

According to the ARC Unified Growth Policy Map (UGPM) and Regional Development Guide (RDG), the proposed Heights at Sandy Springs development is within the Maturing Neighborhoods area of the region and is located along a Redevelopment Corridor.

The UGPM and RDG state that Maturing Neighborhoods “are areas in the region characterized by older neighborhoods that include both single and multifamily development, as well as commercial and office uses at connected key locations. Though commercial and office buildings are aging, they nonetheless are often incorporated into neighborhoods, providing an active mix of uses and amenities. Maturing neighborhoods are denser than established suburbs and the development pattern is more similar to that of pre-1970s urban development. These areas represent the part of the region that is facing infill and redevelopment pressures. In many cases, the infrastructure is in place to handle the additional growth, however in some areas, infrastructure is built out with limited ability to expand. This may constrain the amount of additional growth possible in certain areas. Many arterial streets in this area are congested due to their use as a regional route for commuters. Limited premium transit service is available in these areas.

The demand for infill development, redevelopment and adaptive reuse of existing buildings in this area should be balanced with the preservation of existing single family neighborhoods. Consideration should be given to the need for additional usable parks and greenspace close to residents, as well as developing and maintaining pedestrian-friendly amenities such as trails and sidewalks. Maturing Neighborhoods are areas where people are aging in place. These areas should integrate Lifelong Communities principles to ensure options for housing and transportation in the community that support older adults who want to remain in their communities for their lifetime.

The UGPM and RDG state that Redevelopment Corridors “are designated to reflect local policy. Some of these corridors function as retail centers for surrounding communities while many are major commuter routes for the region with high amounts of through traffic. The nature and needs of each may be unique to their location within the region. While many of these areas can increase in employment and housing density, the amount of additional density depends on the local context, especially the existing and planned

transportation network. Many of these corridors are planned to have additional transit service within them including light rail, BRT and express bus. Redevelopment corridors may have high concentrations of aging commercial and retail space, and were often developed in a suburban, auto-oriented way. They are challenged by limited multi-modal options, which can lead to problems with congestion.”

**Observations and Recommendations:**

The proposed development is located along a corridor that is experiencing tremendous redevelopment. Where possible, the City and the developer should work to provide new vehicular and pedestrian connections through the site, to allow for alternatives to using Roswell Road. Where feasible, potential future connections should be provided, or at minimum not be precluded from being implemented in the future.

There is an existing MARTA bus route along Roswell Road with bus stops in the vicinity of the proposed development. There may be an opportunity to relocate these stops to new locations that serve this relatively higher density development. When placing these bus stops, working with MARTA, the City and the developer, special care should be given to safe pedestrian facilities and crossings.

There are several existing driveways and intersections in the area of the development that do not align with existing or proposed streets and driveways. Again, working with GDOT and the City, the developer should work to align these streets and access points wherever possible, giving special consideration to left turning vehicles, pedestrians and cyclists.

See additional comments, which are attached.

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

ARC COMMUNITY DEVELOPMENT	ARC TRANSPORTATION ACCESS AND MOBILITY	ARC NATURAL RESOURCES
ARC RESEARCH AND ANALYTICS	ARC AGING AND HEALTH RESOURCES	GEORGIA DEPARTMENT OF COMMUNITY AFFAIRS
GEORGIA DEPARTMENT OF NATURAL RESOURCES	GEORGIA DEPARTMENT OF TRANSPORTATION	GEORGIA REGIONAL TRANSPORTATION AUTHORITY
CITY OF ATLANTA	CITY OF BROOKHAVEN	FULTON COUNTY SCHOOLS

If you have any questions regarding this review, Please contact Jon Tuley at (404) 463-3307 or [jtuley@atlantaregional.com](mailto:jtuley@atlantaregional.com). This finding will be published to the ARC website.

The ARC review website is located at: <http://www.atlantaregional.com/land-use/planreviews>.



## MEMORANDUM

**TO:** Jon Tuley, Land Use Division

**FROM:** Marshall Willis, Transportation Access and Mobility Division

**DATE:** July 18th, 2014

**SUBJECT:** **Transportation Division Review of DRI # 2419**  
Project: The Heights at Sandy Springs  
County: Fulton  
Location: South-East Corner of Roswell Road and Franklin Road  
Analysis:  
Expedited ☐  
Non-Expedited ☒

**cc:** David Haynes  
TAMD

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The Transportation Access & Mobility Division has reviewed the traffic study performed by Kimley-Horn & Associates, on behalf of The Providence Group, the developer of The Heights at Sandy Springs. The following input is provided for the Infrastructure section of the DRI Report. This DRI proposal is being considered for review under the Georgia Regional Transportation Authority Non-Expedited Review Process.

The applicant proposes to develop a 5-story, 369-unit apartment building and 173 townhomes on a 17.9 acre site in Sandy Springs. The apartment building is located on the North-West corner of the site, and has a total of 607 parking spaces located in an attached deck. The 173 townhomes will be provided with 470 parking spaces. The parcel under review currently has 312 apartment units, all of which will be demolished. Build-out is expected in 2017, occurring in one phase.

## INFRASTRUCTURE

### Transportation

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

Site access for the apartment building is provided by 4 driveways. One of these driveways is located on Roswell Road, consolidating the two existing drives, and three are located on Franklin Road. A parking deck is provided for the apartment component of the site, while the townhomes have personal garages. Site access is detailed below:

- Site Driveway #1
  - Construct NB right-turn lane on SR 9; Construct a WB right-turn and left-turn lanes exiting the development
- Site Driveway #2
  - Construct a NB shared right-left-turn lane exiting the development
- Site Driveway #3
  - Construct a NB shared right-left-turn lane exiting the development
- Site Driveway #4
  - Construct a NB shared right-left-turn lane exiting the development

#### How much average daily traffic will be generated by the proposed project?

The preliminary figures suggest 691 net weekday trips to be generated by the site (both entering and exiting). Background traffic growth is assumed to be 2% according to the traffic study. This net figure accounts for mixed-use and alternative mode trip reductions, determined by the Institute of Transportation Engineers' *Trip Generation* and *Trip Generation Handbook* publications. Table 1 shows the existing levels of service of intersections within the study area, as well as projected future "build" and "no-build" scenarios.

**Table 1: Intersection Level of Service in Study Network (Current/No Build/Build)**

Intersection	Control	Intersection Level of Service (Format: Current/No Build/Build)					
		AM Peak Hour			PM Peak Hour		
1 SR 9 (Roswell Rd) & Windsor Pkwy	Signal	D	/	D	/	C	E / E / E
2 SR 9 (Roswell Rd) & Franklin Rd	WB Stop	C	/	D	/	D	D / D / E
3 SR 9 (Roswell Rd) & Belle Isle Rd	Signal	B	/	B	/	B	B / B / C
4 Franklin Rd & High Point Rd	EB Stop	B	/	B	/	C	B / C / C

#### Summarize the transportation improvements as recommended by the traffic study consultant

The consultant identified 4 intersections at-or-near the proposed development to be included in the traffic study. These intersections within the study area are expected to carry a significant portion of the trips generated by the development. The service standard is LOS D unless the intersection is currently operating at LOS E or below, in which case the applicant would need to identify improvements to

achieve a LOS E. In the no-build and build scenarios below, the intersections falling below the acceptable LOS D (from Table 1) and the abbreviated recommendations to achieve an acceptable level of service are included.

#### Build Scenario Recommended Improvements

- Sr 9 (Roswell Rd) & Franklin Rd
  - Install traffic signal

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

The project(s) listed below are in the Atlanta Region's Regional Transportation Plan.

**Table 2: PLAN 2040 RTP (Long Range Projects)\* within 2 miles of the subject site:**

ARC Number	<i>Route and Description</i>	Type of Improvement	Scheduled Construction Year
FN-282	SR 9 (ROSWELL ROAD) – ITS SYSTEM EXPANSION/CONGESTION REDUCTION AND TRAFFIC FLOW IMPROVEMENTS: This project extends along SR 9 (Roswell Road) from City of Atlanta limits to Vernon Woods Drive and will install traffic adaptive signal management, enhanced vehicle counting stations and provide additional system vehicle detection as required. Intersection upgrades will be limited to components necessary to operate the traffic adaptive application. This project was identified in the adopted 2008 Sandy Springs Transportation Master Plan as projects A2, A3, and A4. The project is being funded under the Roadway Operations and Safety Program, a regional program defined in PLAN 2040 to make smaller-scale improvements along existing roadways which are the most critical for cross-jurisdictional travel. With the exception of certain systemwide programs with broad benefits across a defined geographic area, eligibility under this program is limited to facilities on the Regional Strategic Transportation System, with additional priority given to those also identified as a Regional Thoroughfare. Roswell Road is designated as a Level 1 Regional Thoroughfare.	Roadway / Operations & Safety	2015
FN-298	GLENRIDGE DRIVE, HAMMOND DRIVE AND PEACHTREE DUNWOODY ROAD - ATMS SYSTEM EXPANSION: The Glenridge-Hammond-Peachtree Dunwoody ATMS project includes adding system detection and installing a traffic adaptive system for approximately 29 inter-connected signals along the following corridors: Hammond Drive, Peachtree Dunwoody Road, Johnson Ferry Road, Glenridge Connector, Glenridge Drive, and Meridian Mark Road.	Roadway / Operations & Safety	2016

*\*The ARC Board adopted the PLAN 2040 RTP and FY 2014-2019 TIP on April 10<sup>th</sup>, 2014.*

**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?**

The site is served by MARTA Bus Route 9, with two northbound stops and two southbound stops adjacent to the site. There are no sidewalks currently along the site's frontage.

**What other issues should be considered during the traffic study or in general for the proposed development?**

The applicant should review design guidelines related to ARC's Policy and Investment Networks. The proposed development is located along or near the following:

- Regional Thoroughfare Network: SR 9 (Roswell Road)
- Regional Strategic Transportation System Principal Arterial: SR 9 (Roswell Road)

**Consideration of Adjacent Infrastructure**

- The site plan shows a transmission power pole to be located in the triangular island for the northbound approach, which poses a concern for pedestrian movements (including persons with disabilities), and poses as a potential hazard for vehicles entering the site if control is lost by drivers due to inclement weather, etc.
- Study the potential to align main entrance on Roswell Road with the entrance to the townhome community across the street.
- A MARTA representative expressed a potential interest in moving the NB bus stop to the north in order to be closer to proposed HAWK signal and crosswalk which were proposed by the developer during the pre- pre-review DRI meeting.

**Consideration of Pedestrian Access:**

- Internal site connectivity for pedestrians should include sidewalks and/or paths designed to accommodate safe movement for elderly persons and persons with disabilities between the different uses. The site plan shows paths in the townhome portion of the site, but no paths in the area around the pool and amenities.

**Consideration of Public Safety**

- Ensure that public safety vehicles can access the townhome area and have enough room for movement within the central roundabout.

**THE HEIGHTS AT SANDY SPRINGS DRI**  
**City of Sandy Springs**  
**Environmental Planning Division Review Comments**  
**July 14, 2014**

**Watershed Protection and Stream Buffers**

The proposed project is located on an already developed property in the Nancy Creek basin of the Peachtree Creek watershed, which in turn drains into the Chattahoochee River below the water supply intakes in the Atlanta Region. The USGS coverage for the project area shows no streams on or near the project property. Any unmapped streams that may be located on the property would be subject to the requirements of the City of Sandy Springs stream buffer ordinance. Any state waters that may be on the property are subject to the State 25-foot erosion and sedimentation buffer requirements.

**Stormwater / Water Quality**

The project should adequately address the impacts of the proposed development on stormwater runoff and downstream water quality. During construction, the project should conform to the relevant state and federal erosion and sedimentation control requirements. After construction, water quality will be impacted due to polluted stormwater runoff. 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. The project is being built on an already developed property with existing impervious surfaces, which will affect the actual increases in loading amounts. 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
Townhouse/Apartment	17.9	18.80	191.71	1199.30	10829.50	13.60	2.51
TOTAL	17.9	18.80	191.71	1199.30	10829.50	13.60	2.51

Total Impervious = 48%

If new or upgraded on-site detention is required, the design should include stormwater management controls (structural and/or nonstructural) as found in the Georgia Stormwater Management Manual ([www.georgiastormwater.com](http://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.



# REGIONAL REVIEW NOTIFICATION

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



## DEVELOPMENT OF REGIONAL IMPACT 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 return deadline.

Preliminary Findings of the RDC: **The Heights at Sandy Springs** See the Preliminary Report.

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

There is one GDOT project (PI # 0012629) in the vicinity of this DRI. The project's scope of work includes adding adaptive signal management, enhanced vehicle counting stations and additional system vehicle detection along SR 9 from Atlanta City Limits to CS 7000/Abernathy Rd. It is anticipated that all work will be constructed within the existing state or city Rights of Way. The GDOT Project Manager, Xavier James can be reached at 404-631-1583 or xjames@dot.ga.gov.

Individual Completing Form: Julia Billings

Local Government:

Department: GDOT, Office of Planning

Telephone: (404) 631 1774

Signature:

Date:

7/28/14

Please return this form to:

Jon Tuley, Atlanta Regional Commission  
40 Courtland Street NE  
Atlanta, GA 30303  
Ph. (404) 463-3307 Fax (404) 463-3254  
jtuley@atlantaregional.com

Return Date: August 2, 2014



## Jonathan Tuley

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**From:** Hood, Alan C. <achood@dot.ga.gov>  
**Sent:** Monday, July 21, 2014 10:14 AM  
**To:** Jonathan Tuley  
**Cc:** Comer, Carol; Cobb, Nancy C.; Sands, Carla; Mike Van Wie (mvanwie@dekalbcountyga.gov); landon.jones@ang.af.mil  
**Subject:** FW: DRI Review Notification - The Heights at Sandy Springs (DRI #2419)  
**Attachments:** Preliminary Report - The Heights at Sandy Springs (DRI 2419).pdf

Jon,

The proposed Heights at Sandy Springs development, consisting of 173 townhomes and 368 apartments, is located approximately 7 miles east of Dobbins Air Reserve Base (MGE) and 4.6 miles west of the DeKalb – Peachtree Airport (PDK), and is located below or outside of any of their FAA surfaces, and compatible land use areas, and does not appear to impact the airports.

However, if the proposed project's vertical construction, or equipment exceeds 200ft above ground level, an FAA Form 7460-1 must be submitted to the Federal Aviation Administration. That may be done online at <https://oeaaa.faa.gov>. The FAA must be in receipt of the notification, no later than 60 days prior to construction. The FAA will evaluate the potential impact of the project on protected airspace associated with the airports and advise the proponent if any action is necessary.

I have copied Mr. Landon Jones with the Air Force and Mr. Mike Van Wie with DeKalb – Peachtree Airport on this email.

Thank you for the opportunity to comment on the proposed development.

**Alan Hood** | Airport Safety Data Program Manager  
Georgia Department of Transportation - Aviation Programs  
600 West Peachtree Street, N.W. | 2nd Floor | Atlanta, Georgia 30308  
T: 404-631-1343 | F: 404-631-1935 | M: 404-660-3394 | E: [achood@dot.ga.gov](mailto:achood@dot.ga.gov)

View our website at <http://www.dot.ga.gov/aviation>

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**From:** Jonathan Tuley [<mailto:JTuley@atlantaregional.com>]  
**Sent:** Friday, July 18, 2014 4:52 PM  
**To:** [jud.turner@gaepd.org](mailto:jud.turner@gaepd.org); Fowler, Matthew; VanDyke, Cindy; Ware, Alan; Comer, Carol; Hood, Alan C.; Lobdell, Mike; [lbeall@grta.org](mailto:lbeall@grta.org); DRI; 'wstinson@itsmarta.com'; 'Crocker, John'; 'Floyd, Greg'; 'Jon West'; Edwards, Brad ([BEwards@SandySpringsga.gov](mailto:BEwards@SandySpringsga.gov)); Coleman, Garrin ([GColeman@SandySpringsga.gov](mailto:GColeman@SandySpringsga.gov)); Dickerson, Patrice ([PDickerson@SandySpringsga.gov](mailto:PDickerson@SandySpringsga.gov)); Abaray, Linda; 'Wescott, Kristen'; 'John.Walker@kimley-horn.com'; 'elizabeth.hammer@kimley-horn.com'; 'nvh@cobbandhyre.com'; 'jbmannelly@worthingse.com'; 'dwcollier@worthingse.com'; 'Jonathan Lewis ([jlewis@AtlantaGa.Gov](mailto:jlewis@AtlantaGa.Gov))'; [susan.canon@brookhavenga.gov](mailto:susan.canon@brookhavenga.gov); Ben Song ([ben.song@brookhavenga.gov](mailto:ben.song@brookhavenga.gov))  
**Cc:** Community Development; Jim Santo; Marshall Willis; Jim Skinner; Sammie Carson; Wei Wang; Carolyn Rader  
**Subject:** DRI Review Notification - The Heights at Sandy Springs (DRI #2419)

### Development of Regional Impact Request for Comments

This e-mail serves as notice that the Atlanta Regional Commission (ARC) staff has begun the Development of Regional Impact (DRI) review for **The Heights at Sandy Springs (DRI #2419)**. This proposed development

will be located on the southeast quadrant of the Roswell Road (SR 9) and Franklin Road intersection. The development will consist of approximately 173 townhomes and 368 apartments on approximately 17.9 acres.

We request that you or a member of your staff review the attached preliminary report and provide comments to ARC by **Thursday, August 7, 2014**.

Review opened on: July 18, 2014

**Comments Due:** August 2, 2014

Review will close on: August 7, 2014

For more information regarding the DRI processes, information needed for the review or other DRI's reviewed by ARC, please see the [DRI website](#).

Please let me know if you have any questions about the review.

Jon Tuley, AICP

Principal Planner

**Atlanta Regional Commission**  
**regional impact + local relevance**

40 Courtland Street, NE

Atlanta, Georgia 30303-2538

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Summer highway construction season is ramping up! Georgia DOT advises motorists travelling through Metro Atlanta, especially on weekends, to plan ahead, slow down in work zones, and do not drive distracted. Visit us at <http://www.dot.ga.gov> or follow us on <http://www.facebook.com/GeorgiaDOT> and <http://twitter.com/gadeptoftans>.



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

July 31, 2014

Jon Tuley, AICP  
Principal Planner  
Atlanta Regional Commission  
40 Courtland Avenue  
Atlanta, GA 30303

**Re: MARTA Response to DRI #2419 The Heights at Sandy Springs**

Hello Jon,

There are two bus stops that front along Roswell Road in the vicinity of the future development. MARTA will remove the stop closest to the intersection with Franklin Road and consolidate this stop with the stop approximately 400' to the north that has a HAWK signal. The remaining stop is located in the area that appears to be near the main entrance of the future development.

In terms of pedestrian and transit user safety, the site plan indicates that there are a lack of crosswalks between the sidewalk and the concrete pedestrian islands at the main entrance on Roswell Road. We suggest that the applicant provide crosswalks in this area to provide a better level of pedestrian safety. In addition, we request that the applicant provide an ADA compliant bus stop pad at the remaining stop as a part of the sidewalk design fronting Roswell Road. These suggestions are in line with pedestrian and transit user safety under the Georgia Department of Transportation's Complete Streets Program.

Should there be any construction related issues with the remaining stop; we request that the developer contact our bus stop planner, Mr. Charles Rosa no later than 30 days prior to construction. He can be contacted at 1-404-848-5697 or [CRosa@itsmarta.com](mailto:CRosa@itsmarta.com).

Lastly, this development is located along Route 5 (Piedmont Road/ Sandy Spring). Route 5 is one of our most productive routes. MARTA has the capacity to absorb any ridership that may result from this development.

Sincerely,

Gregory T. Floyd, AICP  
Senior Land Use Planner  
404-848-5508  
[gffloyd@itsmarta.com](mailto:gffloyd@itsmarta.com)

# Developments of Regional Impact

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**DRI #2419**

## DEVELOPMENT OF REGIONAL IMPACT Initial DRI Information

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

### Local Government Information

Submitting Local Government: Sandy Springs

Individual completing form: Linda Abaray

Telephone: 770-730-5600

E-mail: labaray@sandyspringsga.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 Heights at Sandy Springs

Location (Street Address, GPS Coordinates, or Legal Land Lot Description): 4735 Roswell Road, Sandy Springs, GA

Brief Description of Project: Redevelopment of a 312-unit apartment project into 173-unit townhome and 368-unit apartment project

#### Development Type:

☐ (not selected)

☐ Office

☐ Commercial

☐ Wholesale & Distribution

☐ Hospitals and Health Care Facilities

☐ Hotels

☐ Mixed Use

☐ Airports

☐ Attractions & Recreational Facilities

☐ Post-Secondary Schools

☐ Wastewater Treatment Facilities

☐ Petroleum Storage Facilities

☐ Water Supply Intakes/Reservoirs

☐ Intermodal Terminals

☐ Truck Stops

<input checked="" type="radio"/> <b>Housing</b> <input type="radio"/> <b>Waste Handling Facilities</b> <input type="radio"/> <b>Any other development types</b>	
<input type="radio"/> <b>Industrial</b> <input type="radio"/> <b>Quarries, Asphalt &amp; Cement Plants</b>	
If other development type, describe:	
<hr/> <hr/>	
Project Size (# of units, floor area, etc.):	173 Townhomes (for sale) / 368 apartments
Developer:	The Providence Group
Mailing Address:	c/o The Worthing Companies
Address 2:	5909 Peachtree Dunwoody Rd, Ste 400
	City:Atlanta State: GA Zip:30328
Telephone:	770-522-5775
Email:	dwcollier@worthingse.com
Is property owner different from developer/applicant?	<input type="radio"/> (not selected) <input checked="" type="radio"/> Yes <input type="radio"/> No
If yes, property owner:	225 Franklin Street, LLC
Is the proposed project entirely located within your local government's jurisdiction?	<input type="radio"/> (not selected) <input checked="" type="radio"/> Yes <input type="radio"/> No
If no, in what additional jurisdictions is the project located?	
Is the current proposal a continuation or expansion of a previous DRI?	<input type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> No
If yes, provide the following information:	Project Name:
	Project ID:
The initial action being requested of the local government for this project:	<input checked="" type="checkbox"/> <b>Rezoning</b> <input type="checkbox"/> <b>Variance</b> <input type="checkbox"/> <b>Sewer</b> <input type="checkbox"/> <b>Water</b> <input type="checkbox"/> <b>Permit</b> <input type="checkbox"/> <b>Other</b>
Is this project a phase or part of a larger overall project?	<input type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> No
If yes, what percent of the overall project does this project/phase represent?	
Estimated Project Completion Dates:	This project/phase: February 2017 Overall project: n/a
<hr/> <hr/>	
<a href="#">Back to Top</a>	

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# Developments of Regional Impact

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**DRI #2419**

## DEVELOPMENT OF REGIONAL IMPACT Additional DRI Information

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

### Local Government Information

Submitting Local Government:	Sandy Springs
Individual completing form:	Linda Abaray
Telephone:	770-730-5600
Email:	labaray@sandyspringsga.gov

### Project Information

Name of Proposed Project:	The Heights at Sandy Springs
DRI ID Number:	2419
Developer/Applicant:	The Providence Group
Telephone:	770-522-5775
Email(s):	dwcollier@worthingse.com

### Additional Information Requested

Has the RDC identified any additional information required in order to proceed with the official regional review process? (If no, proceed to Economic Impacts.)	<input type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> No
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If yes, has that additional information been provided to your RDC and, if applicable, GRTA?	<input type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> No
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If no, the official review process can not start until this additional information is provided.

### Economic Development

Estimated Value at Build-Out:	67,500,000
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Estimated annual local tax revenues (i.e., property tax, sales tax) likely to be generated by the proposed development:	1,000,000
Is the regional work force sufficient to fill the demand created by the proposed project?	<input type="radio"/> (not selected) <input checked="" type="radio"/> Yes <input type="radio"/> No
Will this development displace any existing uses?	<input type="radio"/> (not selected) <input checked="" type="radio"/> Yes <input type="radio"/> No
If yes, please describe (including number of units, square feet, etc): 312 apartments	
<b>Water Supply</b>	
Name of water supply provider for this site:	City of Atlanta
What is the estimated water supply demand to be generated by the project, measured in Millions of Gallons Per Day (MGD)?	0.16 MGD
Is sufficient water supply capacity available to serve the proposed project?	<input type="radio"/> (not selected) <input checked="" type="radio"/> Yes <input type="radio"/> No
If no, describe any plans to expand the existing water supply capacity:	
Is a water line extension required to serve this project?	<input type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> No
If yes, how much additional line (in miles) will be required?	
<b>Wastewater Disposal</b>	
Name of wastewater treatment provider for this site:	Fulton County
What is the estimated sewage flow to be generated by the project, measured in Millions of Gallons Per Day (MGD)?	0.13 MGD
Is sufficient wastewater treatment capacity available to serve this proposed project?	<input type="radio"/> (not selected) <input checked="" type="radio"/> Yes <input type="radio"/> No
If no, describe any plans to expand existing wastewater treatment capacity:	
Is a sewer line extension required to serve this project?	<input type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> No
If yes, how much additional line (in miles) will be required?	
<b>Land Transportation</b>	
How much traffic volume is expected to be generated by the proposed development, in peak hour vehicle trips per	Daily Trips= 3,424 (AM Peek hours=267; PM Peek hours =318)



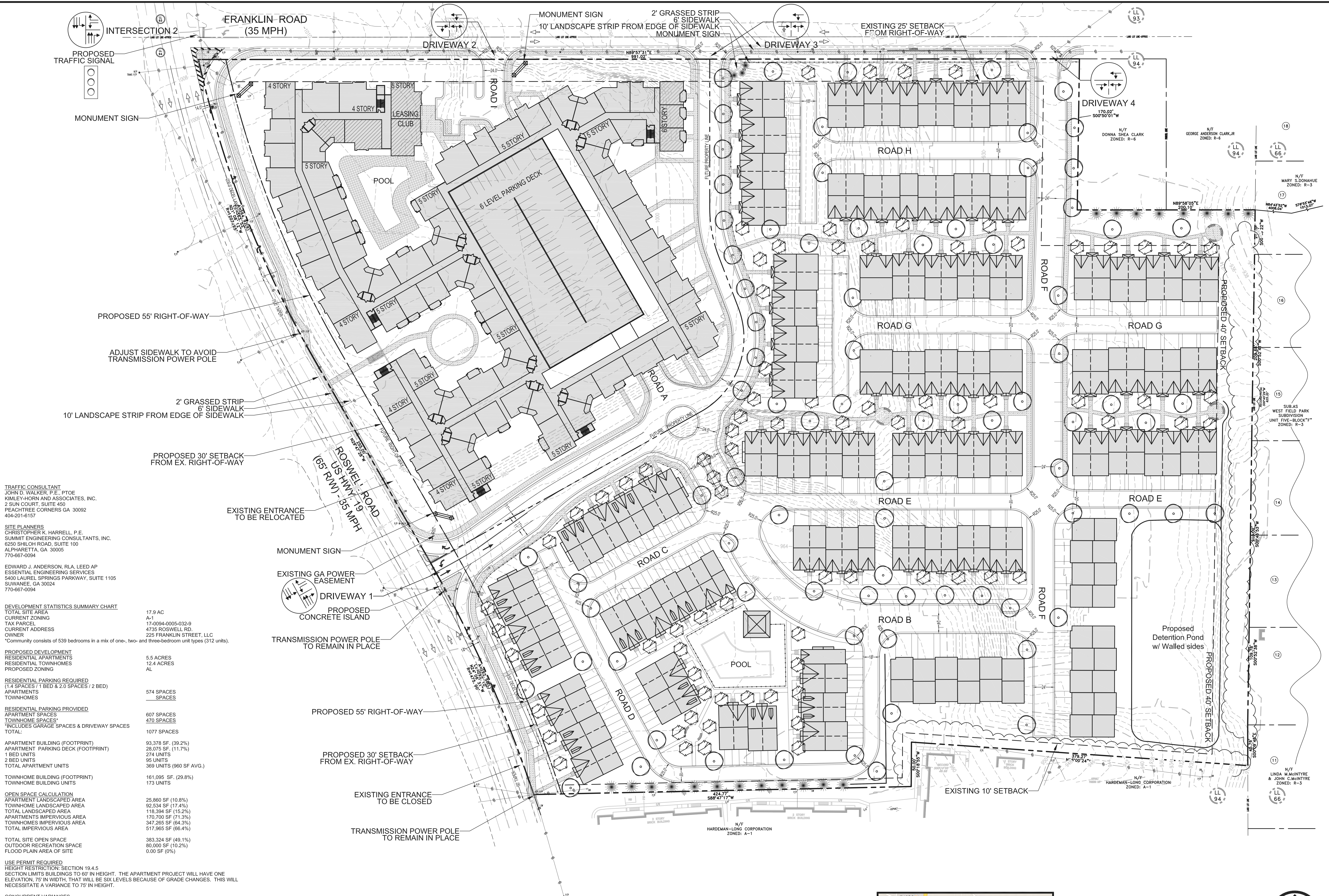
day? (If only an alternative measure of volume is available, please provide.)	
Has a traffic study been performed to determine whether or not transportation or access improvements will be needed to serve this project?	<input type="radio"/> (not selected) <input checked="" type="radio"/> Yes <input type="radio"/> No
Are transportation improvements needed to serve this project?	<input type="radio"/> (not selected) <input checked="" type="radio"/> Yes <input type="radio"/> No
If yes, please describe below: Install traffic signal at intersection of Roswell Road (SR 9) & Franklin Road. Install northbound light-turn lane along Roswell Road (SR 9) into site driveway and at Franklin Road	
<b>Solid Waste Disposal</b>	
How much solid waste is the project expected to generate annually (in tons)?	618
Is sufficient landfill capacity available to serve this proposed project?	<input type="radio"/> (not selected) <input checked="" type="radio"/> Yes <input type="radio"/> No
If no, describe any plans to expand existing landfill capacity:	
Will any hazardous waste be generated by the development?	<input type="radio"/> (not selected) <input checked="" type="radio"/> Yes <input type="radio"/> No
If yes, please explain: The demolition will involve asbestos abatement; no hazardous waste there after.	
<b>Stormwater Management</b>	
What percentage of the site is projected to be impervious surface once the proposed development has been constructed?	66.4
Describe any measures proposed (such as buffers, detention or retention ponds, pervious parking areas) to mitigate the project's impacts on stormwater management: Project will be built with all required erosion control measures and will be served by a master detention facility engineered and constructed in accordance with all governmental regulations.	
<b>Environmental Quality</b>	
Is the development located within, or likely to affect any of the following:	
1. Water supply watersheds?	<input type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> No
2. Significant groundwater recharge areas?	<input type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> No

3. Wetlands?	<input type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> No
4. Protected mountains?	<input type="radio"/> (not selected) <input type="radio"/> Yes <input type="radio"/> No
5. Protected river corridors?	<input type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> No
6. Floodplains?	<input type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> No
7. Historic resources?	<input type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> No
8. Other environmentally sensitive resources?	<input type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> No
If you answered yes to any question above, describe how the identified resource(s) may be affected:	
<hr/>	
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<a href="#">Back to Top</a>	

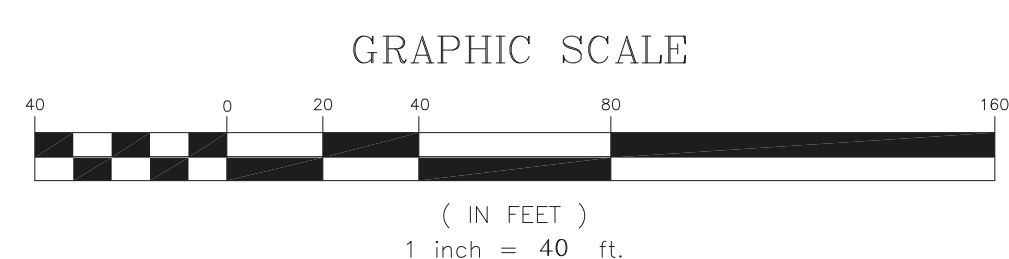
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TRAFFIC CONSULTANT JOHN D. WALKER, P.E., PTOE KIMLEY-HORN AND ASSOCIATES, INC. 2 SUN COURT, SUITE 450 PEACHTREE CORNERS GA 30092 404-201-6157	
SITE PLANNERS CHRISTOPHER K. HARRELL, P.E. SUMMIT ENGINEERING CONSULTANTS, INC. 6250 SHILOH ROAD, SUITE 100 ALPHARETTA, GA 30005 770-667-0094	
EDWARD J. ANDERSON, R.L.A. LEED AP ESSENTIAL ENGINEERING SERVICES 5400 LAUREL SPRINGS PARKWAY, SUITE 1105 SUWANEE, GA 30024 770-667-0094	
DEVELOPMENT STATISTICS SUMMARY CHART	
TOTAL SITE AREA	17.9 AC
CURRENT ZONING	A-1
TAX PARCEL	17-0994-0005-032-8
CURRENT ADDRESS	4735 ROSWELL RD.
OWNER	225 FRANKLIN STREET, LLC
*Community consists of 539 bedrooms in a mix of one-, two- and three-bedroom unit types (312 units).	
PROPOSED DEVELOPMENT	
RESIDENTIAL APARTMENTS	5.5 ACRES
RESIDENTIAL TOWNHOMES	12.4 ACRES
PROPOSED ZONING	AL
RESIDENTIAL PARKING REQUIRED (1.4 SPACES / 1 BED & 2.0 SPACES / 2 BED)	
APARTMENTS	574 SPACES
TOWNHOMES	SPACES
RESIDENTIAL PARKING PROVIDED	
APARTMENT SPACES	607 SPACES
TOWNHOME SPACES	470 SPACES
*INCLUDES GARAGE SPACES & DRIVEWAY SPACES	
TOTAL:	1077 SPACES
APARTMENT BUILDING (FOOTPRINT)	
APARTMENT PARKING DECK (FOOTPRINT)	93,378 SF (39.2%)
1 BED UNITS	28,075 SF (11.7%)
2 BED UNITS	274 UNITS
3 BED UNITS	95 UNITS
TOTAL APARTMENT UNITS	369 UNITS (960 SF AVG.)
TOWNHOME BUILDING (FOOTPRINT)	
TOWNHOME BUILDING UNITS	161,095 SF (29.8%)
	173 UNITS
OPEN SPACE CALCULATION	
APARTMENT LANDSCAPED AREA	25,860 SF (10.8%)
TOWNHOME LANDSCAPED AREA	92,534 SF (17.4%)
TOTAL LANDSCAPED AREA	118,394 SF (15.2%)
APARTMENTS IMPERVIOUS AREA	170,700 SF (71.3%)
TOWNHOMES IMPERVIOUS AREA	347,265 SF (64.3%)
TOTAL IMPERVIOUS AREA	517,965 SF (66.4%)
TOTAL SITE OPEN SPACE	
OUTDOOR RECREATION SPACE	383,324 SF (49.1%)
FLOOD PLAIN AREA OF SITE	80,000 SF (10.2%)
	0.00 SF (0%)
USE PERMIT REQUIRED	
HEIGHT RESTRICTION: SECTION 19.4.5	
SECTION LIMITS BUILDINGS TO 60' IN HEIGHT. THE APARTMENT PROJECT WILL HAVE ONE ELEVATION, 75' IN WIDTH, THAT WILL BE SIX LEVELS BECAUSE OF GRADE CHANGES. THIS WILL NECESSITATE A VARIANCE TO 75' IN HEIGHT.	
CONCURRENT VARIANCES	
ROSWELL RD. AND FRANKLIN RD. SETBACKS: SECTION 7.4.3c	
SECTION ESTABLISHES A 40' MINIMUM FRONT YARD SETBACK. PROJECT WILL REQUIRE A VARIANCE TO A 0' SETBACK FROM THE PROPOSED RESERVE ROW ALONG ROSWELL RD. AND A 25' SETBACK FROM THE ROW ALONG FRANKLIN RD.	
LANDSCAPE STRIP: SECTION 12.4b	
SECTION REQUIRES A 10' LANDSCAPE STRIP ALONG ROW'S OF ROSWELL RD. AND FRANKLIN RD. REQUEST VARIANCE FOR A WAIVER OF REQUIRED LANDSCAPE STRIP.	
BUFFER REQUIRED: SECTION 4.23.1	
SECTION REQUIRES A 50' BUFFER AND 10' IMPROVEMENT SETBACK ALONG THE EASTERN PROPERTY LINE. REQUEST VARIANCE TO A 40' LANDSCAPED AREA WITH NO IMPROVEMENT SETBACK.	
SETBACKS: SECTION 7.4.3b	
SOUTHERN PROPERTY LINE REQUIRES A 20' NO BUILD SETBACK WHICH INCLUDES A 10' LANDSCAPE STRIP. REQUEST VARIANCE TO A ELIMINATE 20' NO BUILD SETBACK AND MAINTAIN THE 10' LANDSCAPE STRIP ADJACENT TO THE PROPERTY LINE.	
MONUMENT SIGNS: SECTION 33.26.1c	
ALLOWS A ONE MONUMENT SIGN PER FRONTAGE. REQUEST VARIANCE TO ALLOW TWO MONUMENTS SIGNS PER FRONTAGE.	



\*\*\*CAUTION\*\*\*  
THE UTILITIES SHOWN HEREIN ARE FOR THE CONTRACTOR'S CONVENIENCE ONLY. THERE MAY BE OTHER UTILITIES NOT SHOWN ON THESE PLANS. THE ENGINEER ASSUMES NO RESPONSIBILITY FOR THE LOCATIONS SHOWN AND IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY ALL UTILITIES WITHIN THE LIMITS OF THE WORK. ALL DAMAGE MADE TO EXISTING UTILITIES BY THE CONTRACTOR SHALL BE THE SOLE RESPONSIBILITY OF THE CONTRACTOR.



ESSENTIAL ENGINEERING SERVICES  
5400 Laurel Springs Parkway - Suite 1105  
Suwanee, Georgia 30066

summit  
Engineering Consultants, Inc.  
6250 Shiloh Road, Suite 200  
Alpharetta, Georgia 30005  
(770) 667-0094 / (770) 667-0095

The Worthing Companies  
5909 PEACHTREE DUNWOODY RD.  
SUITE 400  
ATLANTA, GA 30328  
770-522-5775

The Providence Group  
of Georgia, L.L.C.  
Warren Jolly  
11330 Lakefield Drive  
Building II, Suite 200  
Johns Creek, Georgia 30097  
Tele: (678) 475-1800

Project No.	No.	Revision Schedule
S-14433		
Design By:	OKH	
Drawn By:	OKH	
Checked By:	OKH	
Date:	7/7/14	
Scale:	1" = 40'	

DRI SITE PLAN (DRI #2419)  
THE HEIGHTS AT SANDY SPRINGS  
LAND LOT 94 - 17th DISTRICT  
CITY OF SANDY SPRINGS  
FULTON COUNTY, GEORGIA

Drawing No.  
1 OF 1