

Transportation Analysis

Roxy Residential Tower
DRI# 1365
City of Atlanta, Georgia

Prepared for:
Novare Group

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May 2007
019308008

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EXECUTIVE SUMMARY

This report presents the analysis of the anticipated traffic impacts of a proposed 1.7-acre mixed-use redevelopment (*Roxy Residential Tower*) along Roswell Road at Irby Avenue in the City of Atlanta, Georgia. The existing site consists of a surface parking lot and 4,400 square foot restaurant building (to be demolished with this development) and is currently zoned of C-3 (Commercial) and is partially located within SPI-9 Overlay District (Sub Area B). This report is being prepared as part of a submittal requesting a Special Administrative Permit (SAP) from the City of Atlanta. Because the project will exceed 400,000 square feet (SF) of mixed-use space, the proposed development is a Development of Regional Impact (DRI) and is subject to Georgia Regional Transportation Authority (GRTA) and Atlanta Regional Commission (ARC) review.

The proposed development is expected to consist of approximately 263 high-rise residential condominium units, 32,000 SF of specialty retail, and 10,000 SF of restaurant. The development is scheduled to be completed in a single phase, by the year 2009.

Access to the proposed development is to be provided in two locations. Site Driveway #1 will be located along Irby Avenue approximately 160 feet west of Roswell Road and is proposed to be full movement. Ingress and egress is to be provided for residents and ingress only provided for retail and restaurant patrons.

Site Driveway #2 will be along Roswell Road, approximately eighty feet south of Sardis Way and will be right-in/right-out only (a median is to be constructed along Roswell Road to prohibit left-turn maneuvers into and out of the proposed development). This site driveway will provide ingress and egress for residents as well for retail and restaurant patrons. It is important to note that this driveway is a relocation of an existing full-movement driveway along Roswell Road that is currently located just north of Sardis Way.

The results of the detailed intersection analysis for the 2009 No-Build (excluding the Roxy Residential Tower development) and 2009 Build conditions (including the Roxy Residential Tower development) identified improvements that will be necessary in order to maintain the Level of Service standard (LOS D) within the study network. These improvements are listed below:

2009 No-Build recommended improvements (includes background growth but does not include the Roxy Residential Tower DRI project traffic):

Roswell Road @ Irby Avenue

- Provide an exclusive eastbound right-turn lane along Irby Avenue.

2009 Build recommended improvements (includes the Roxy Residential Tower DRI project traffic):

Note: These improvements are in addition to the 2009 No-Build recommended improvements.

Roswell Road @ Irby Avenue

- Install a traffic signal (if warranted and approved by GDOT) with a northbound permissive + protected left-turn phase (along Roswell Road) and coordinate signal timings with the intersection of Roswell Road @ Peachtree Street / West Paces Ferry Road.

1.0 PROJECT DESCRIPTION

1.1 Introduction

This report presents the analysis of the anticipated traffic impacts of a proposed 1.7b-acre mixed-use redevelopment (*Roxy Residential Tower*) along Roswell Road at Irby Avenue in the City of Atlanta, Georgia. The existing site consists of a surface parking lot and restaurant building (to be demolished with this development) and is currently zoned of C-3 (Commercial) and is partially located within SPI-9 Overlay District (Sub Area B). This report is being prepared as part of a submittal requesting a Special Administrative Permit (SAP) from the City of Atlanta. Because the project will exceed 400,000 square feet (SF) of mixed-use space, the proposed development is a Development of Regional Impact (DRI) and is subject to Georgia Regional Transportation Authority (GRTA) and Atlanta Regional Commission (ARC) review.

The proposed development is expected to consist of approximately 263 high-rise residential condominium units, 32,000 SF of specialty retail, and 10,000 SF of restaurant space. The development is scheduled to be completed in a single phase, by the year 2009.

A summary of the proposed land-uses and densities can be found below in **Table 1**.

Table 1 Roxy Residential Tower DRI Proposed Land Uses	
High-Rise Condominiums	263 dwelling units
Specialty Retail	32,000 square feet
Restaurant	10,000 square feet

Figure 1 and **Figure 2** provide a location map and an aerial photograph of the site.

1.2 Site Plan Review

The proposed site is surrounded by Irby Avenue to the north, the Coca-Cola Roxy Theater to the south, Roswell Road to the east, and Early Street to the west.

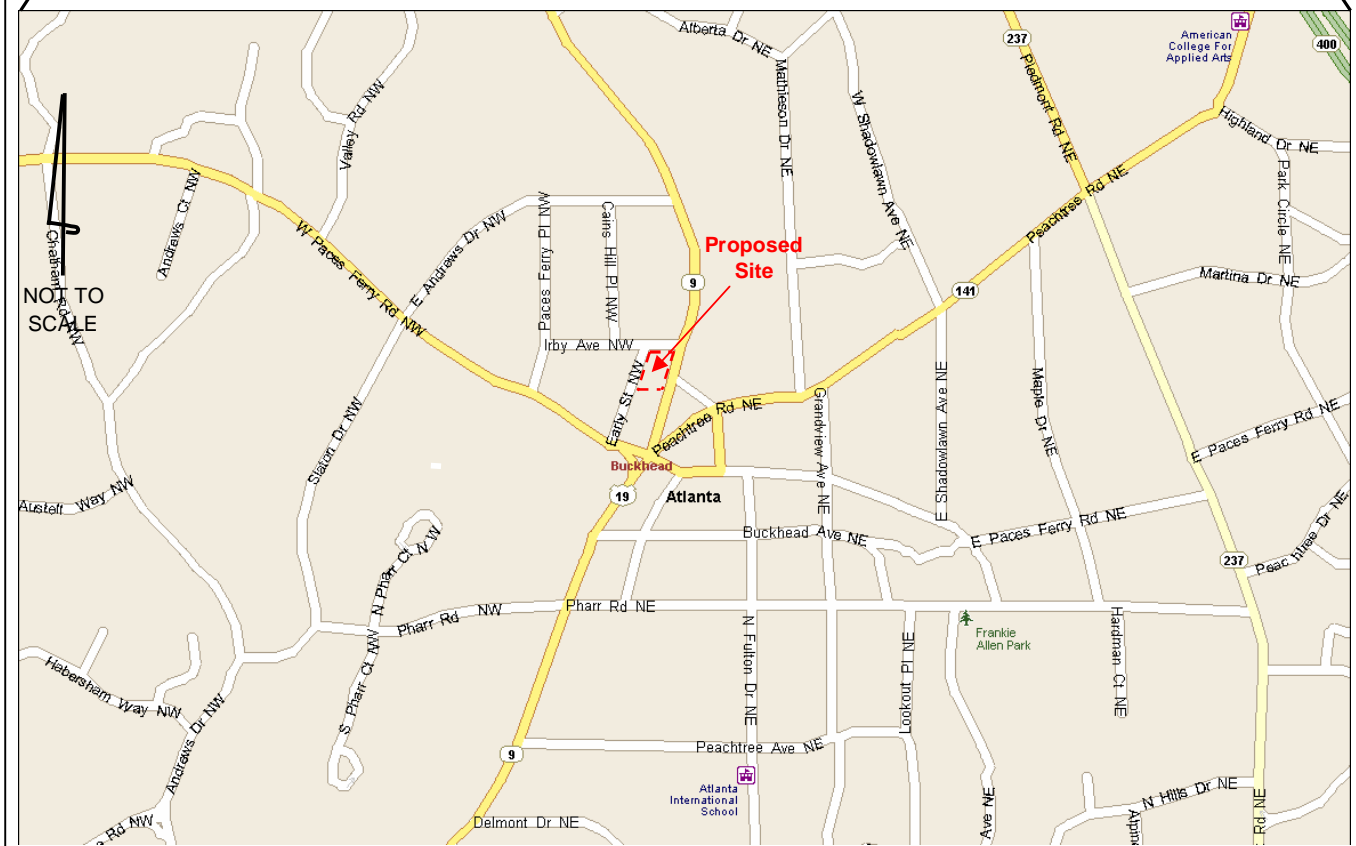
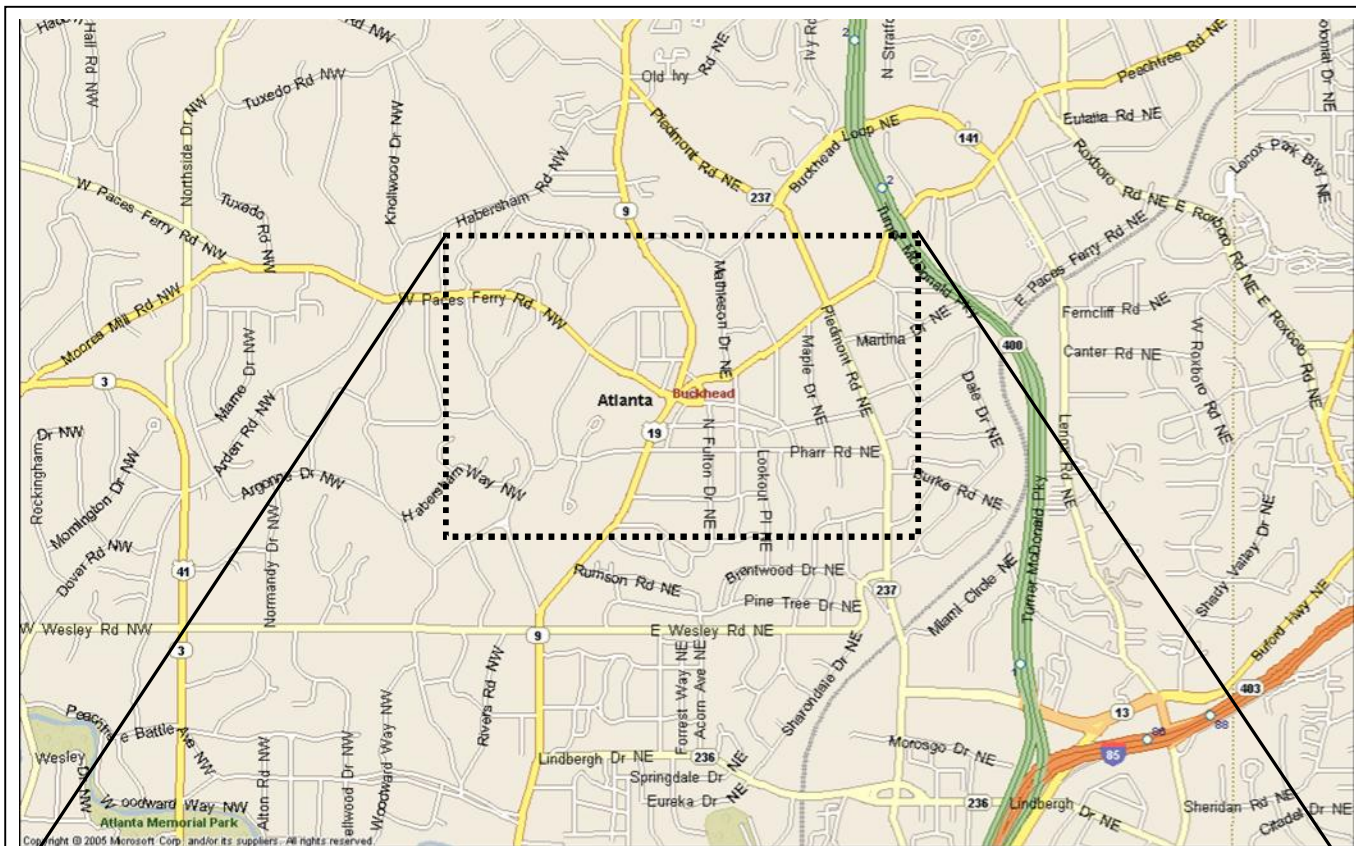
The 22-story tower will consist of nine levels of parking with the retail component of the development in the first four levels and residential units on the 6th floor and above.

Figure 3 is a small-scale copy of the site plan. A full-size site plan consistent with GRTA's Site Plan Guidelines is also being submitted as part of the Review Package.

1.3 Site Access

Access to the proposed development is to be provided in two locations. Site Driveway #1 will be located along Irby Avenue approximately 160 feet west of Roswell Road and is proposed to be full movement. Ingress and egress is to be provided for residents and ingress only provided for retail and restaurant patrons.

Site Driveway #2 will be along Roswell Road, approximately eighty feet south of Sardis Way and will be right-in/right-out only (a median is to be constructed along Roswell Road to prohibit left-turn maneuvers into and out of the proposed development). This site driveway will provide ingress and egress for residents as well for retail and restaurant patrons. It is important to note that this driveway is a relocation of an existing full-movement driveway along Roswell Road that is currently located just north of Sardis Way.





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Roxy Residential Tower DRI Transportation Analysis

Aerial Photo

Figure
2

The City of Atlanta will be the permitting agency for Site Driveway #1 (along Irby Avenue), and the Georgia Department of Transportation will be the permitting agency for Site Driveway #2 (along Roswell Road).

1.4 Bicycle and Pedestrian Facilities

Pedestrian facilities currently exist along Roswell Road and connect to a network of pedestrian connections in the Buckhead Village area. The proposed development will connect to the existing sidewalks to provide pedestrian access to adjacent land uses.

1.5 Transit Facilities

The proposed development is located along two MARTA bus routes: Route 23 – Lenox / Arts Center (5-10-minute headways) and Route 38 – Chastain Park (60-minute headways). Route 23 intersects the Lenox MARTA Station, the Buckhead MARTA Station, and the Arts Center Station while Route 38 intersects the Lindbergh MARTA Station. See the attached route maps for detailed route descriptions

2.0 TRAFFIC ANALYSES METHODOLOGY AND ASSUMPTIONS

2.1 Growth Rate

Background traffic is defined as expected traffic on the roadway network in future year(s) absent the construction and opening of the proposed project. Historical traffic count data from the Georgia DOT was reviewed for the area surrounding the proposed development, and growth rates of 3.0% per year along all roadways were agreed upon during the Pre-Application meeting with GRTA staff.

2.2 Traffic Data Collection

2007 peak hour turning movement counts were conducted at five unsignalized intersections between 7:00-9:00 AM and 4:00-6:00 PM. The morning and afternoon peak hours varied between the five intersections:

- Early Street @ Irby Avenue (AM Peak 8:00-9:00, PM Peak 4:45-5:45)
- Irby Avenue @ Roswell Road (AM Peak 8:00-9:00, PM Peak 5:00-6:00)
- Sardis Way @ Roswell Road (AM Peak 8:00-9:00, PM Peak 4:45-5:45)
- Irby Avenue @ Paces Ferry Place (AM Peak 8:00-9:00, PM Peak 5:00-6:00)
- Early Street @ W. Paces Ferry Road (AM Peak 8:00-9:00, PM Peak 5:00-6:00)

All raw count data is included in the Appendix.

2.3 Detailed Intersection Analysis

Level-of-service (LOS) is used to describe the operating characteristics of a road segment or intersection in relation to its capacity. LOS is defined as a qualitative measure that describes operational conditions and motorists perceptions within a traffic stream. The Highway Capacity Manual defines six levels of service, LOS A through LOS F, with A being the best and F being the worst. Level of service analyses were conducted at all intersections within the study network using Synchro Professional, Version 6.0.

Levels of service for signalized intersections are reported for individual movements as well as for the intersection as a whole. One or more movements at an intersection may experience a low Level of service, while the intersection as a whole may operate acceptably.

Levels of service for unsignalized intersections, with stop control on the minor street only, are reported for the side street approaches. Low Levels of service for side street approaches are not uncommon, as vehicles may experience delay in turning onto a major roadway.

3.0 STUDY NETWORK

3.1 Gross Trip Generation

As stated earlier, the proposed development is expected to consist of approximately 263 high-rise condominium units, 32,000 SF of specialty retail, and 10,000 SF of restaurant space. The development is scheduled to be completed in a single phase, by the year 2009.

Traffic for these land uses was calculated using equations contained in the *Institute of Transportation Engineers' (ITE) Trip Generation Manual, Seventh Edition, 2003*. Average rates were used only when equations were not provided. Gross trips generated are displayed below in **Table 2**.

Table 2 Roxy Residential Tower DRI Gross Trip Generation							
Land Use	ITE Code	Daily Traffic		AM Peak Hour		PM Peak Hour	
		Enter	Exit	Enter	Exit	Enter	Exit
Build-Out (Year 2009)							
263 High-Rise Condos	232	608	608	20	85	65	40
32,000 SF Specialty Retail	820	704	704	131	142	43	55
10,000 SF Quality Restaurant	931	450	450	-	-	50	25
Total		1,764	1,764	151	227	158	120

3.2 Trip Distribution

The directional distribution and assignment of new project trips was based on prior studies in the area, engineering judgment and discussions with GRTA staff at the methodology meeting.

3.3 *Level of Service Standards*

For the purposes of this traffic analysis, a level of service standard of D was assumed for all intersections and segments within the study network. If, however, an intersection or segment currently operates at LOS E or LOS F during an existing peak period, the LOS standard for that peak period becomes LOS E, consistent with GRTA's Letter of Understanding.

3.4 *Study Network Determination*

A general study area was determined using the 7% rule. This rule recommends that all intersections and segments be analyzed which are impacted to the extent that the traffic from the proposed site is 7% or more of the Service Volume of the facility (at a previously established LOS standard) be considered for analysis. This general study area was refined during the methodology meeting, and includes the following intersections:

- Early Street @ Irby Avenue
- Irby Avenue @ Roswell Road
- Sardis Way @ Roswell Road
- Irby Avenue @ Paces Ferry Place
- Early Street @ W. Paces Ferry Road

Each of the above listed intersections was analyzed for the Existing 2007 Condition, the 2009 No-Build Condition, and the 2009 Build Condition. The 2009 No-Build condition represents the existing traffic volumes grown at 3.0% per year for three years. The 2009 Build condition adds the projected trips associated with the Roxy Residential Tower development to the 2009 No-Build condition. (NOTE: The additional proposed site access points listed below were only analyzed for the 2009 Build Condition):

- Irby Avenue @ Site Driveway #1
- Roswell Road @ Site Driveway #2

These intersections were analyzed for the AM and PM peak periods.

3.5 *Existing Facilities*

The following section provides a written description of the study area facilities.

Irby Avenue

- Irby Avenue is a two-lane Urban Local Road. Irby Avenue runs east to west, connecting Paces Ferry Place and Roswell Road.

Early Street

- Early Street is a two-lane Urban Local Road. Early Street has a north south orientation, connecting Irby Avenue and West Paces Ferry.

Peachtree Road

- Peachtree Road (State Route 141) is an Urban Principal Arterial with three lanes in each direction (northeast to southwest in the vicinity of the project).

Roswell Road

- Roswell Road (State Route 9) is an Urban Minor Arterial of four lanes than is oriented north-south.

West Paces Ferry Road

- West Paces Ferry Road is a four-lane Urban Minor Arterial that runs east to west. West Paces Ferry Road originates at Peachtree Road on the east and extends west, beyond I-75.

East Paces Ferry Road

- East Paces Ferry Road is a four-lane Urban Collector Street which runs east to west. East Paces Ferry Road originates at Peachtree Road and extends east to Piedmont Road.

Paces Ferry Place

- Paces Ferry Place is two-lane Urban Local Street that runs north-south and connects West Paces Ferry Road on the south with East Andrews Drive on the north.

Table 3 displays the functional classification of study-area facilities.

Table 3 Roxy Residential Tower DRI Study Area Roadways Classifications		
Roadway	Number of Lanes	GDOT Functional Classification
Irby Avenue	2	Urban Local Street
Early Street	2	Urban Local Street
Peachtree Road (SR 141)	6	Urban Principal Arterial
Roswell Road (SR 9 / US 19)	4	Urban Minor Arterial
West Paces Ferry Road	4	Urban Minor Arterial
East Paces Ferry Road	4	Urban Collector Street
Paces Ferry Place	2	Urban Local Street

4.0 TRIP GENERATION

As stated earlier, trips associated with the proposed development were estimated using the *ITE Trip Generation Manual*, Seventh Edition (2003), using equations where available.

Mixed-use and pass-by reductions were taken according to the *ITE Trip Generation Handbook*, 1998 and GRTA guidelines. A 5% alternate mode reduction was taken as agreed to at the pre-application meeting with GRTA and ARC and documented in the April 9, 2007 Letter of Understanding. The net trip generation for the proposed development is displayed in **Table 4**.

Table 4 Roxy Residential Tower DRI Net Trip Generation						
Land Use	Daily Traffic		AM Peak Hour		PM Peak Hour	
	Enter	Exit	Enter	Exit	Enter	Exit
Build-Out (Year 2009)						
Gross Trips	1,764	1,764	151	227	158	120
<i>Internal Capture Reductions</i>	-231	-231	0	0	-18	-17
<i>Alternative Mode Reductions</i>	-77	-77	-8	-11	-7	-6
<i>Pass-by Reductions</i>	-335	-335	0	0	-25	-25
New Trips	1,121	1,121	143	216	108	72

5.0 TRIP DISTRIBUTION AND ASSIGNMENT

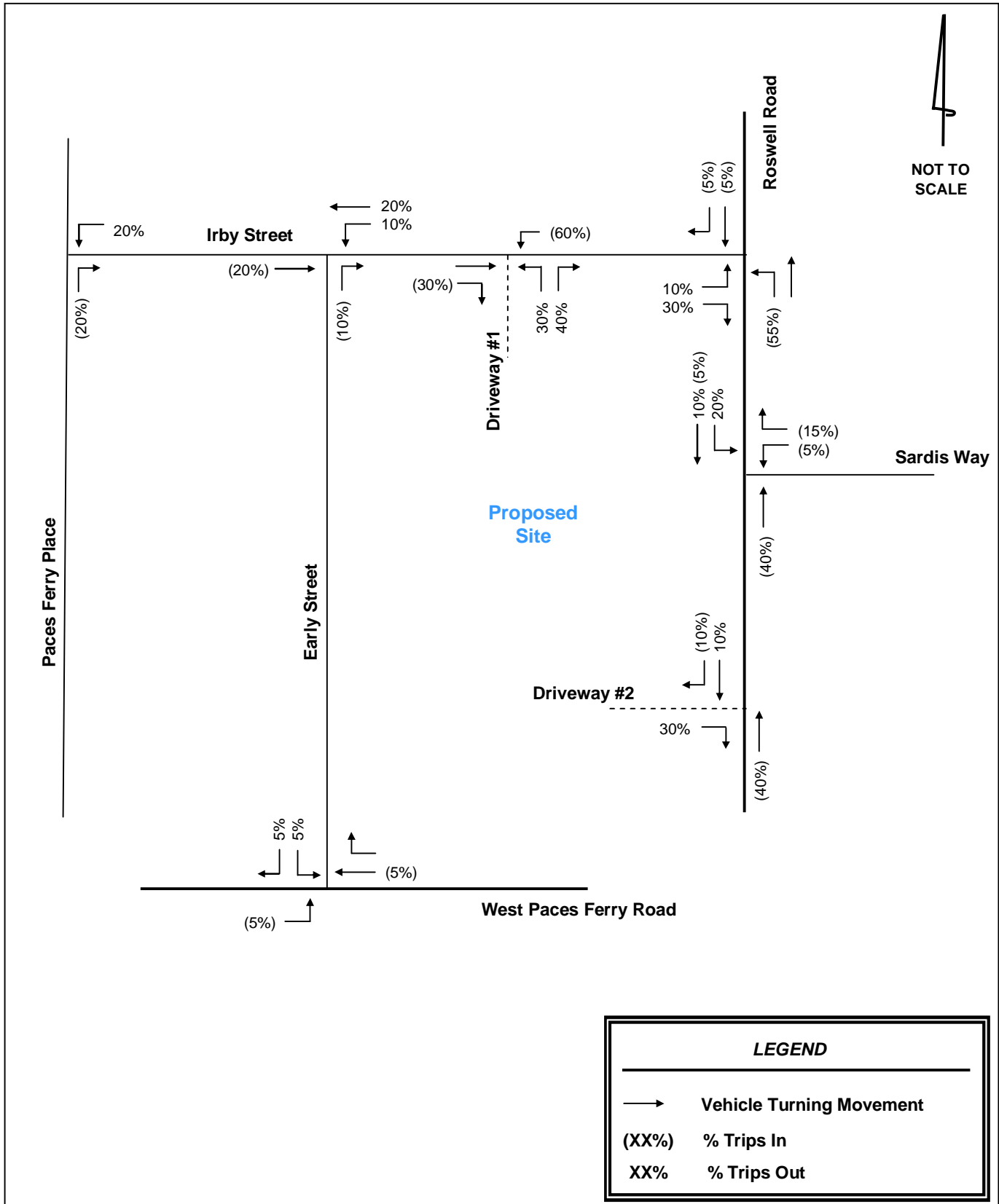
New trips were distributed onto the roadway network using the percentages agreed to during the methodology meeting. **Figure 4 and Figure 5** displays the expected percentages for the development throughout the roadway network. These percentages were applied to the new trips generated by the development (see Table 3, above), and the volumes were assigned to the roadway network. The expected peak hour turning movements generated by the proposed development are shown in **Figure 6**.

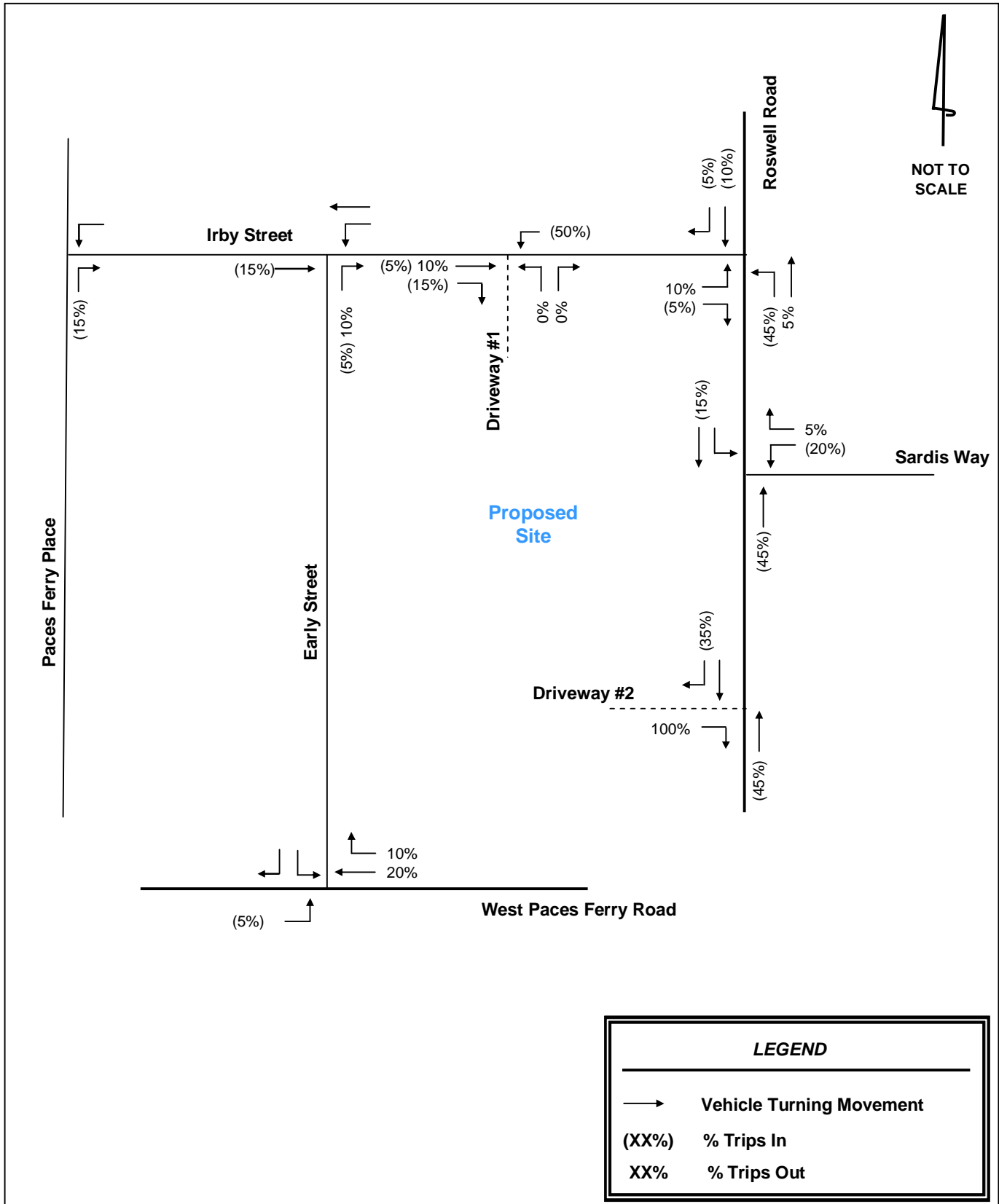
6.0 TRAFFIC ANALYSIS

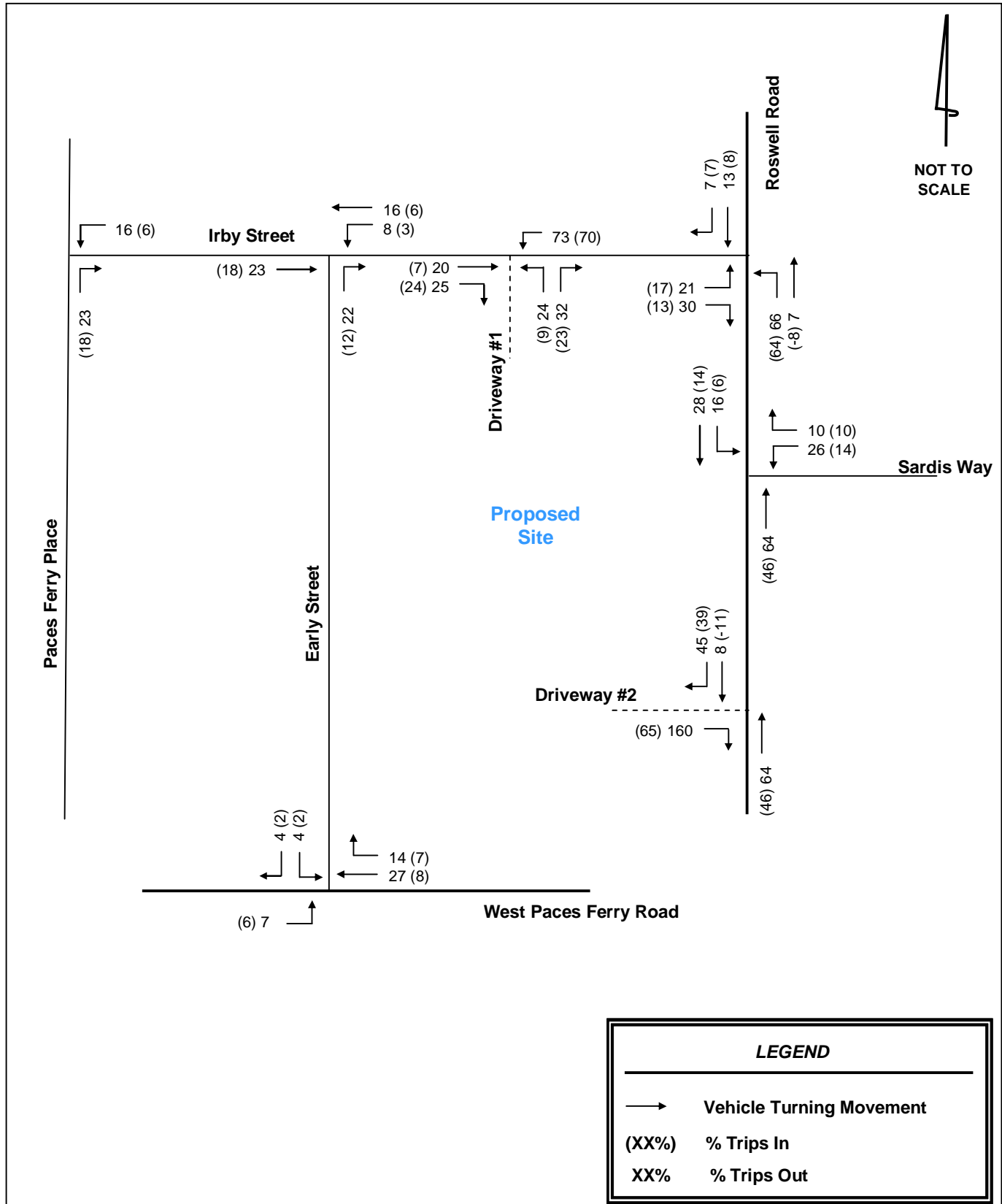
6.1 Existing Traffic

The existing traffic volumes are shown in **Figure 7**. These volumes were input in Synchro 6.0 and an Existing Conditions analysis was performed. The results are displayed below in **Table 5**.

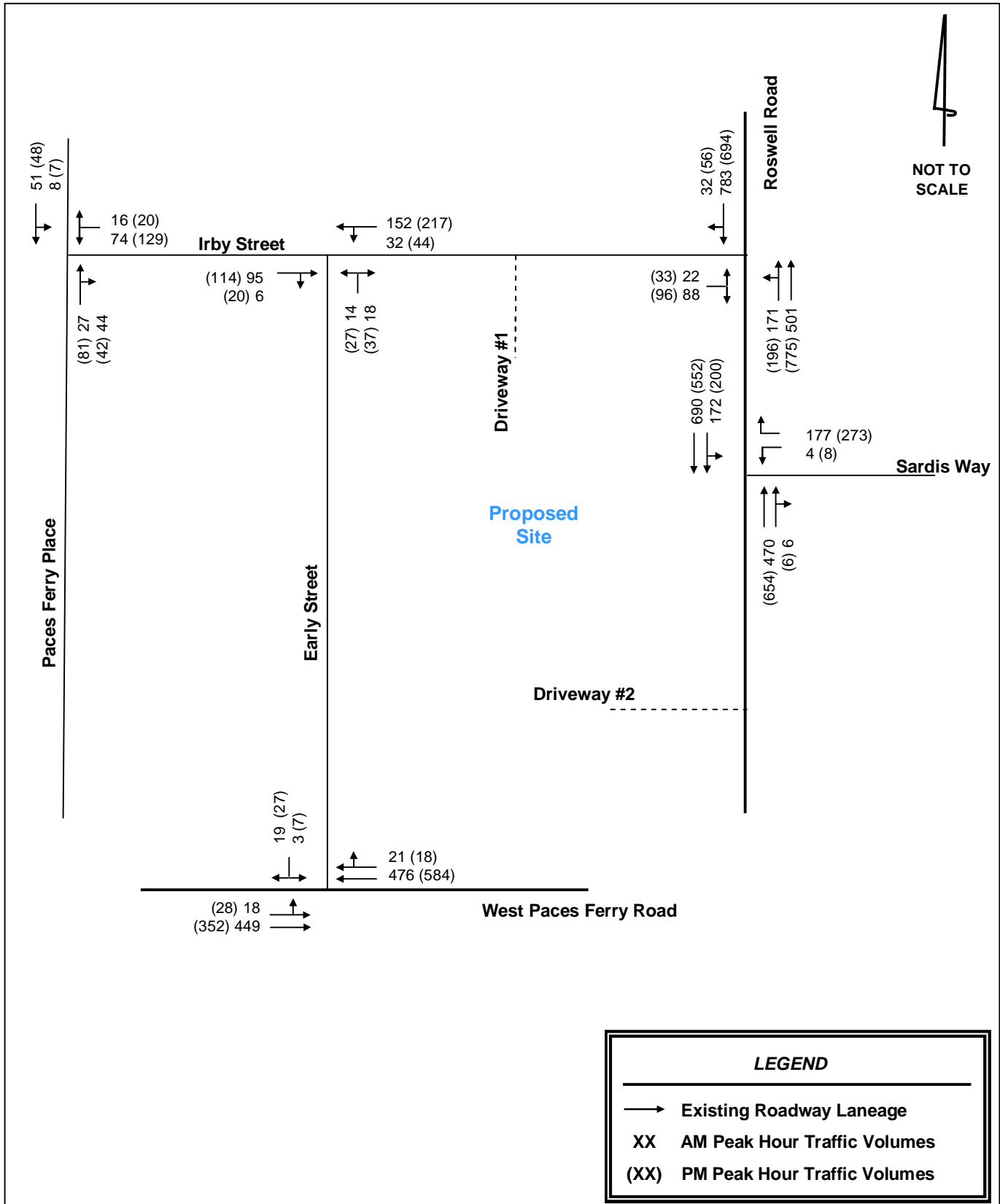
Table 5 Roxy Residential Tower DRI Existing 2007 Intersection Levels of Service (delay in seconds)				
Intersection		Control	AM Peak Hour	PM Peak Hour
1	Early Street @ Irby Avenue	NB Stop-Controlled	B	B
2	Irby Avenue @ Roswell Road	EB Stop-Controlled	D	F
3	Sardis Way @ Roswell Road	WB Stop-Controlled	B	C
4	Irby Avenue @ Paces Ferry Place	WB Stop-Controlled	A	B
5	Early Street @ W. Paces Ferry Road	SB Stop-Controlled	B	B







LEGEND	
→	Vehicle Turning Movement
(XX%)	% Trips In
XX%	% Trips Out



NOT TO SCALE

As you can see in **Table 5**, the intersection of Irby Avenue and Roswell Road currently operates below the acceptable Level of Service standard (LOS D). The LOS standard for this intersection during this time period will be adjusted to LOS E, per GRTA's Letter of Understanding. As requested in the April 9, 2007 GRTA Letter of Understanding, existing queue analyses were performed for the Roswell Road at Irby Avenue intersection. The results are displayed below, in **Table 6**.

Table 6 Roxy Residential Tower DRI Existing 2007 Intersection Queues (for informational purposes)					
Intersection		Queue Length in Feet			
		NB	SB	EB	WB
2	Roswell Road at Irby Avenue				
	AM Peak	22'	0'	66'	N/A
	PM Peak	24'	0'	108'	N/A

6.2 2009 No-Build Traffic

The existing traffic volumes were grown at 3.0% per year along all roadway links within the study network. These volumes were input in Synchro 6.0 and analyses of the projected No-Build conditions were performed. The results are displayed below in **Table 7**.

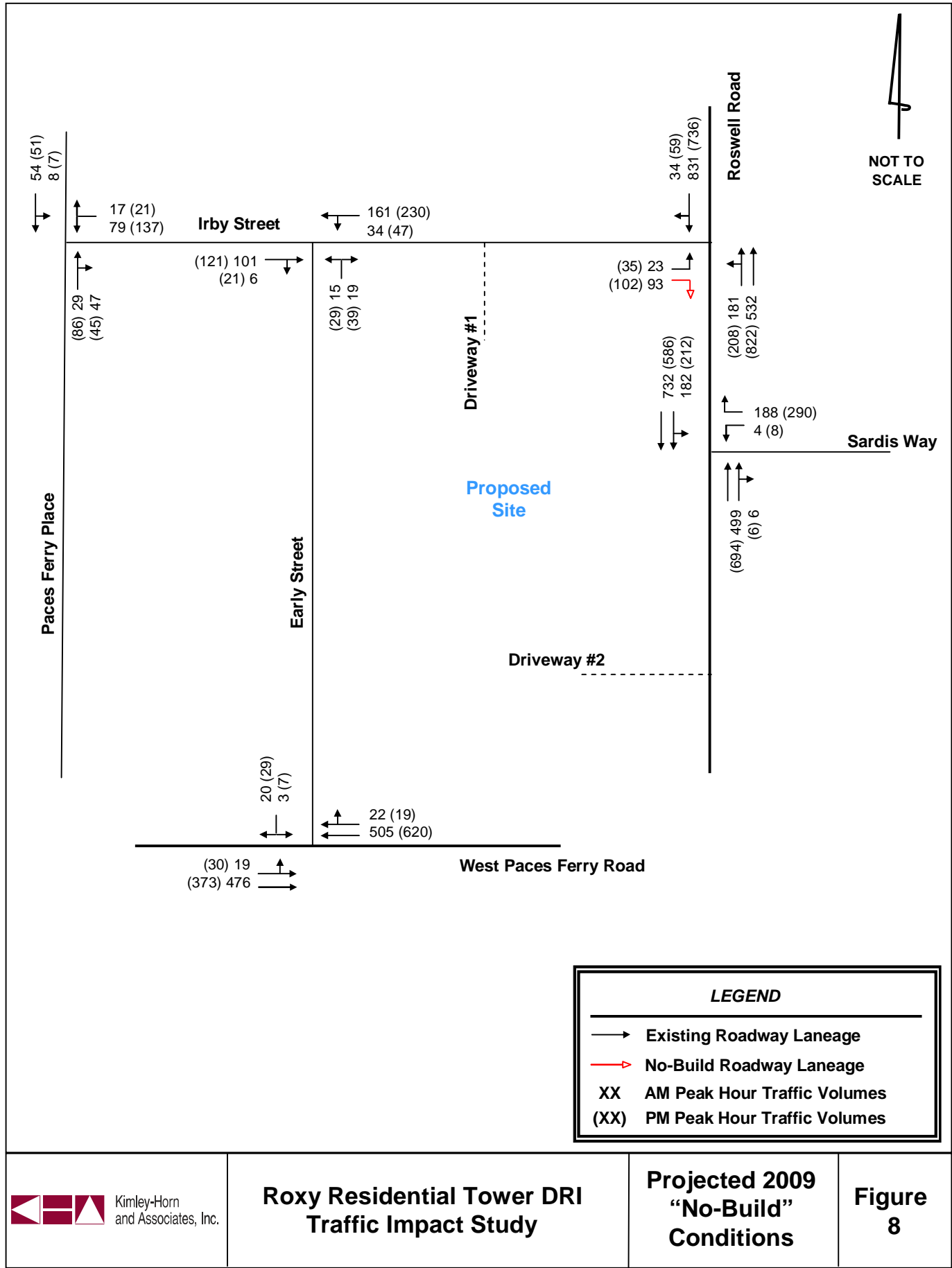
Table 7 Roxy Residential Tower DRI 2009 No-Build Intersection Levels of Service (delay in seconds)					
Intersection		Control	LOS Standard	AM Peak Hour	PM Peak Hour
1	Early Street @ Irby Avenue	NB Stop-Controlled	D	B	B
2	Irby Avenue @ Roswell Road	EB Stop-Controlled	D – AM E – PM	E	F
3	Sardis Way @ Roswell Road	WB Stop-Controlled	D	B	C
4	Irby Avenue @ Paces Ferry Place	WB Stop-Controlled	D	A	B
5	Early Street @ W. Paces Ferry Road	SB Stop-Controlled	D	B	B

One of the intersections failed to meet acceptable Level of Service standards for the year 2009 No-Build condition; however, it is not uncommon for side street approaches to experience delay at intersections with major roadways during the peak hours of traffic. Projected 2009 No-Build intersection queues for Roswell Road at Irby Avenue are displayed below, in **Table 8**.

Table 8 Roxy Residential Tower DRI 2009 No-Build Intersection Queues (for informational purposes)					
Intersection		Queue Length in Feet			
		NB	SB	EB	WB
2	Roswell Road at Irby Avenue				
	AM Peak	26’	0’	89’	N/A
	PM Peak	28’	0’	154’	N/A

Providing an exclusive eastbound right-turn lane along Irby Avenue would improve the LOS for the eastbound approach to LOS D in the AM and E in the PM, as well as improve the queues, as displayed in **Table 9**. The projected volumes for the year 2009 No-Build condition are shown in **Figure 8**.

Table 9 Roxy Residential Tower DRI 2009 No-Build IMPROVED Intersection Queues (for informational purposes)					
Intersection		Queue Length in Feet			
		NB	SB	EB	WB
2	Roswell Road at Irby Avenue				
	AM Peak	26’	0’	40’	N/A
	PM Peak	28’	0’	72’	N/A



6.3 2009 Build Traffic

The traffic associated with the proposed development (The Roxy Residential Tower) was added to the 2009 No-Build volumes. These volumes were then input into Synchro 6.0. The results of the analyses are displayed in **Table 10**.

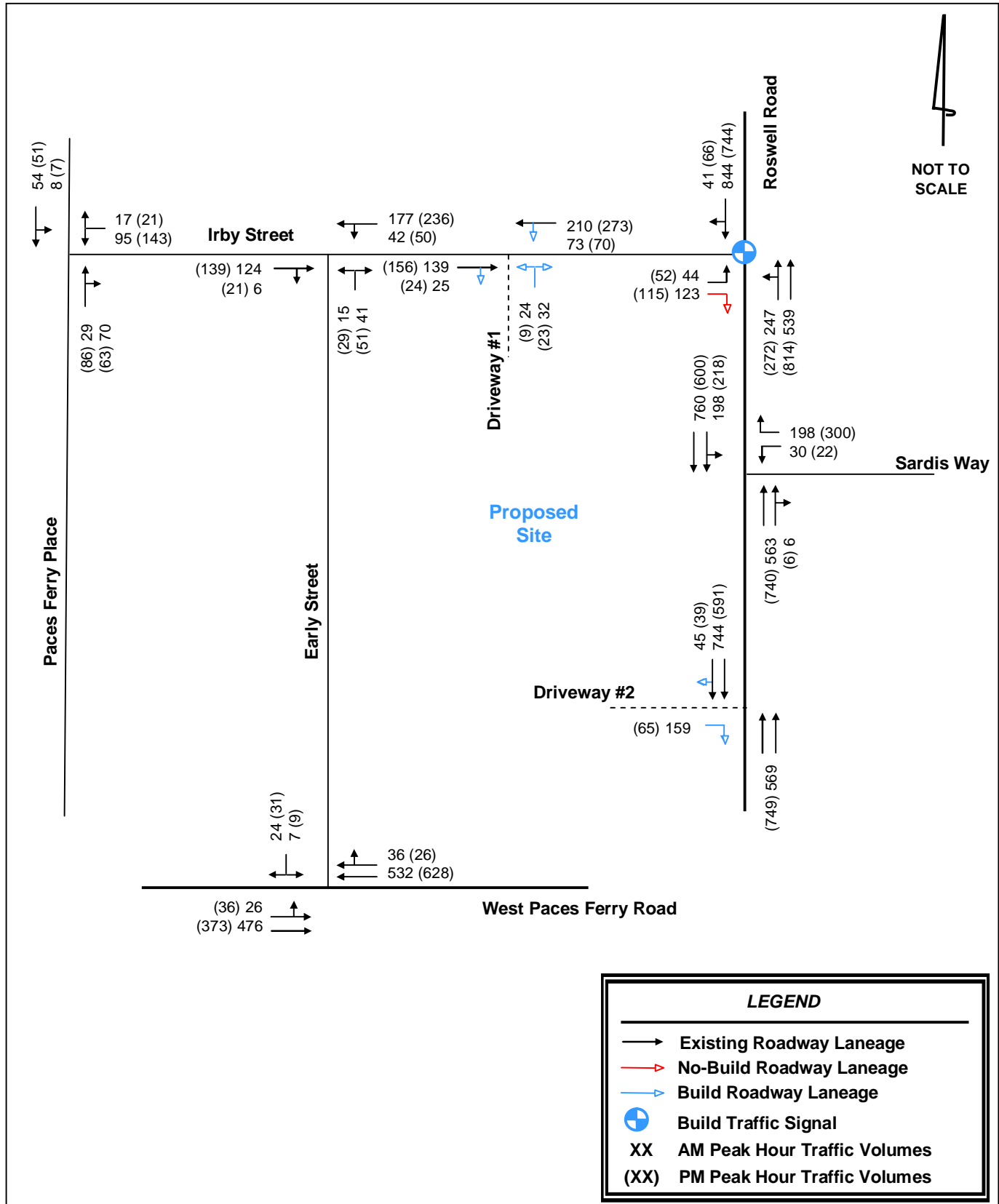
Table 10 Roxy Residential Tower DRI 2009 Build Intersection Levels of Service (delay in seconds)					
Intersection		Control	LOS Standard	AM Peak Hour	PM Peak Hour
1	Early Street @ Irby Avenue	NB Stop-Controlled	D	B	B
2	Irby Avenue @ Roswell Road	EB Stop-Controlled	D - AM E - PM	F	F
3	Sardis Way @ Roswell Road	WB Stop-Controlled	D	D	C
4	Irby Avenue @ Paces Ferry Place	WB Stop-Controlled	D	A	B
5	Early Street @ W. Paces Ferry Road	SB Stop-Controlled	D	B	B
6	Site Driveway #1 @ Irby Avenue	NB Stop-Controlled	D	B	B
7	Site Driveway #2 @ Roswell Road	EB Stop-Controlled	D	B	B

As shown in **Table 10**, one of the intersections failed to meet the acceptable Level of Service standard for the AM and PM peak hours. As mentioned in the previous section, it is not uncommon for side-street traffic to experience delays at an intersection with a major arterial. Projected 2009 Build queues for the intersection of Roswell Road at Irby Avenue, as well as for Irby Avenue at Site Driveway #1 (as requested in the GRTA Letter of Understanding), are in **Table 11**.

Table 11 Roxy Residential Tower DRI 2009 Build Intersection Queues (for informational purposes)					
Intersection		Queue Length in Feet			
		NB	SB	EB	WB
2	Roswell Road at Irby Avenue				
	AM Peak	41'	0'	131'	N/A
	PM Peak	42'	0'	151'	N/A
6	Irby Avenue at Site Driveway #1				
	AM Peak	8'	N/A	0'	5'
	PM Peak	4'	N/A	0'	4'

With the installation of a traffic signal (if warranted and approved by GDOT), the level of service would be improved to LOS A; the resulting queues are displayed in **Table 12**. **Figure 9** displays projected 2009 Build Conditions.

Table 12 Roxy Residential Tower DRI 2009 Build IMPROVED Intersection Queues (for informational purposes)					
Intersection		Queue Length in Feet			
		NB	SB	EB	WB
2	Roswell Road at Irby Avenue				
	AM Peak	135'	83'	82'	N/A
	PM Peak	243'	78'	96'	N/A
6	Irby Avenue at Site Driveway #1				
	AM Peak	8'	N/A	0'	5'
	PM Peak	4'	N/A	0'	4'



7.0 IDENTIFICATION OF PROGRAMMED PROJECTS

The *TIP*, *STIP*, *RTP*, and *GDOT's Construction Work Program* were searched for currently programmed transportation projects within the vicinity of the proposed development. Several projects are programmed for the area surrounding the study network. Information on the projects is included in the Appendix, and the projects are displayed graphically in **Figure 10**.

Table 13
Roxy Residential Tower DRI
Area Programmed Improvements

SR 141 Multimodal Corridor Enhancements	This project will upgrade the current bicycle and pedestrian environments from Shadowlawn Avenue to Maple Drive along Peachtree Road including refurbishing sidewalks, adding bicycle lanes, and adding a center raised median.
Sponsor: Buckhead Community Improvement District (BCID)	
Buckhead Village Streetscape Improvements	Streetscape and bike/ped improvements along East Paces Ferry Road and Pharr Road within the Buckhead Village. Improvements include widening of sidewalks, capacity reduction in conjunction with the addition of on-street parking, and other pedestrian upgrades and enhancements. This project is being coordinated with the Buckhead Avenues project.
Sponsor: Buckhead Community Improvement District (BCID)	

8.0 INGRESS/EGRESS ANALYSIS

Access to the proposed development is to be provided in two locations. Site Driveway #1 will be located along Irby Avenue approximately 160 feet west of Roswell Road and is proposed to be full movement. Ingress and egress is to be provided for residents and ingress only provided for retail and restaurant patrons.

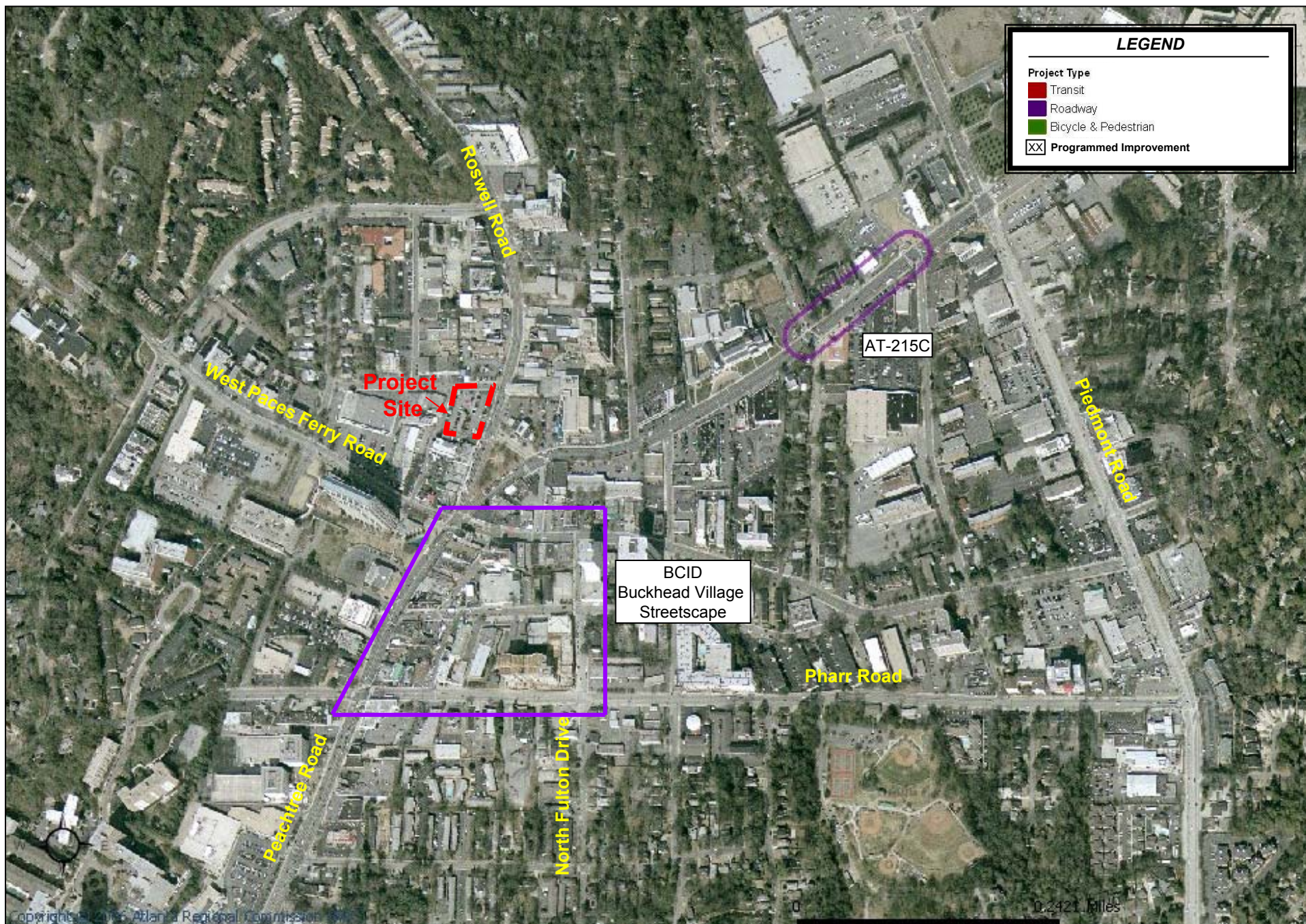
Site Driveway #2 will be along Roswell Road, approximately eighty feet south of Sardis Way and will be right-in/right-out only (a median is to be constructed along Roswell Road to prohibit left-turn maneuvers into and out of the proposed development). This site driveway will provide ingress and egress for residents as well for retail and restaurant patrons. It is important to note that this driveway is a relocation of an existing full-movement driveway along Roswell Road that is currently located just north of Sardis Way.

9.0 INTERNAL CIRCULATION ANALYSIS

The proposed development will generate trips between the residential and non-residential uses. The parking deck connects the mixed uses and will provide connectivity for internal trips; however, retail trips will only be able to exit through Driveway #2 along Roswell Road.

10.0 COMPLIANCE WITH COMPREHENSIVE PLAN ANALYSIS

The Future Land Use Plan for the City of Atlanta designates the area as high density commercial.



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**Roxy Residential Tower DRI
Transportation Analysis**

**Programmed
Improvements**

Figure 10

11.0 NON-EXPEDITED CRITERIA

11.1 *Quality, Character, Convenience, and Flexibility of Transportation Options*

MARTA bus routes currently serve the proposed site, and a MARTA rail station is located approximately one mile from the site. Route maps are included in the Appendix.

11.2 *Vehicle Miles Traveled*

The following table displays the reduction in traffic generation due to internal capture and pass-by trips.

Table 14 Roxy Residential Tower DRI Vehicle Trip Reductions	
	Build-out Total
Daily Gross Trip Generation:	3,528
(-)Mixed-use reductions (internal capture)	-462
(-)Alternative modes	-154
(-)Pass-by trips	-670
Net Trips:	2,242

11.3 *Relationship Between Location of Proposed DRI and Regional Mobility*

The proposed development is located within an urban core. It is situated along two MARTA bus routes (which operate along Peachtree Road) and is approximately one mile from two MARTA rail stations. Additionally, the project is located one mile from GA-400 which provides direct connections to I-75/I-85 southbound and I-285.

11.4 *Relationship Between Proposed DRI and Existing or Planned Transit Facilities*

Two MARTA bus routes access the proposed development: Route 23 and Route 38. Route 23 connects the Lenox station, the Buckhead station, and the Arts Center station along Peachtree Road and operates under 5-to 15-minute headways. Route 38 connects Chastain Park and the Lindbergh station along Roswell Road, Peachtree Road, Pharr Road, and Piedmont Road. Route 38 operates under 60-minute headways. The Lindbergh station and Buckhead station are approximately one mile from the development as well.

11.5 *Transportation Management Area Designation*

The development is located within the Buckhead Area Transportation Management Area.

11.6 *Offsite Trip Reduction and Trip Reduction Techniques*

Mixed-use and pass-by trip reductions were taken according to the *ITE Trip Generation Handbook, 1998*. Approximately 13.11% of the gross daily trips will be internal and approximately 12.95% of the gross PM peak hour trips will be internal. For the projected new PM peak hour trips, a 34% pass-by reduction was used for the proposed retail and restaurant uses.

11.7 *Balance of Land Uses – Jobs/Housing Balance*

Please refer to the Area of Influence Analysis, located in Section 12.0 of the report.

11.8 Relationship Between Proposed DRI and Existing Development and Infrastructure

The development is located in an area where the existing infrastructure is adequate to serve the needs of the development upon build-out (2009).

12.0 AREA OF INFLUENCE

This section will describe the Area of Influence (AOI) demographics, AOI average wage levels, expected DRI housing costs, and the availability of jobs within the AOI that would reasonably position employees to purchase housing or rent within the proposed DRI.

12.1 Criteria

As part of the non-expedited review process for a DRI, an Area of Influence Analysis must be performed to determine the impact of the proposed development on the balance of housing and jobs within the immediate area surrounding the proposed development. For this proposed development expansion, the non-expedited review criterion is as follows:

7. The proposed DRI:

- (c) Is located in an area of influence with employment opportunities which are such that at least twenty-five percent (25%) of the persons that are reasonably anticipated to live in the proposed DRI and are reasonably expected to be employed will have an opportunity to find employment appropriate to such persons' qualifications and experience within the Area of Influence;

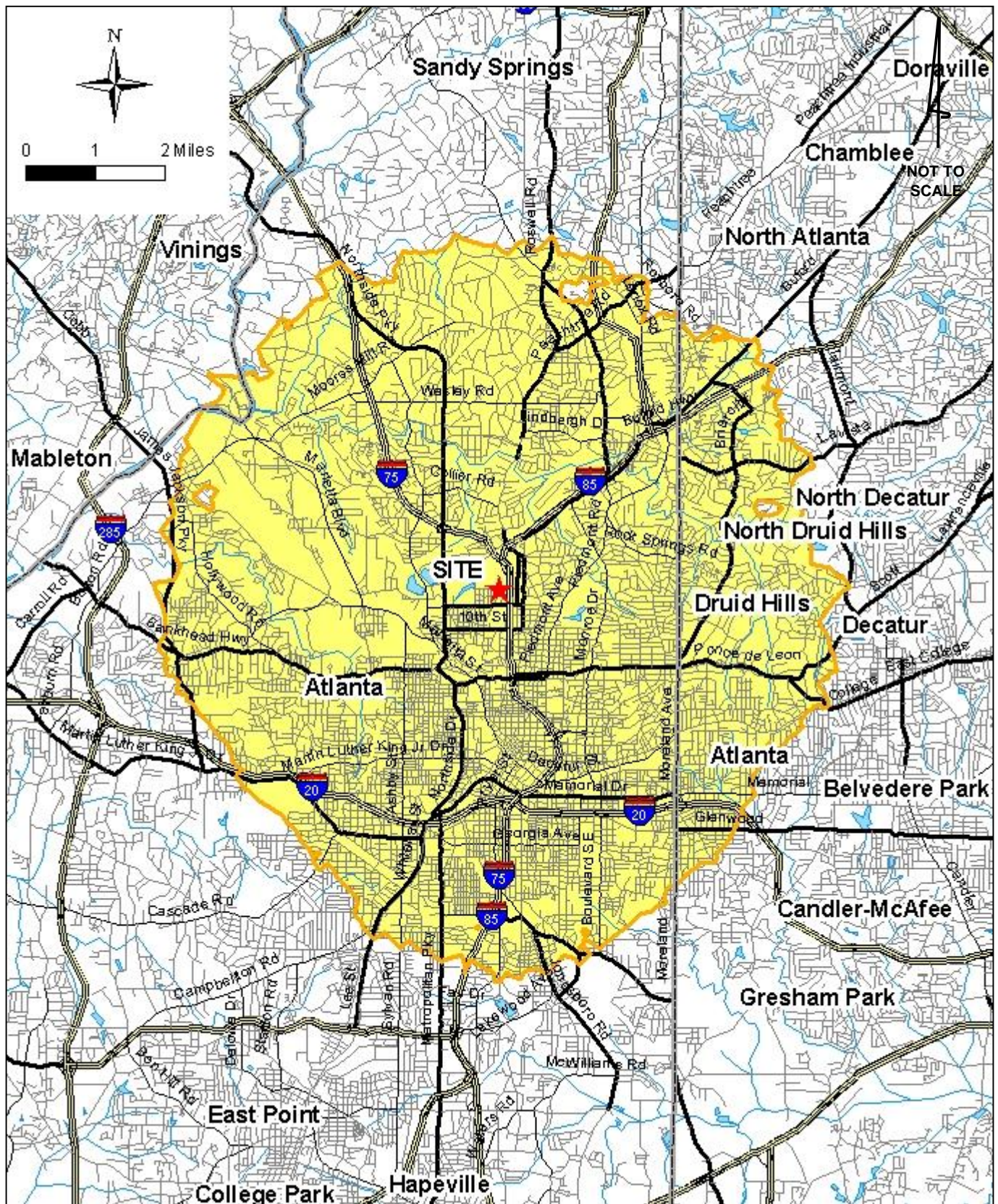
12.2 Study Area Determination and Characteristics

The Area of Influence is comprised of the area within six road-miles of the proposed development. To determine the AOI, *TransCAD* was used to measure six road miles from the nearest intersection to the project (Roswell Road and Irby Avenue). The population and housing statistics for the AOI were determined by taking the area outlined in *TransCAD*, creating a boundary in GIS format, and overlaying the boundary with a GIS layer containing Census tract information. The Area of Influence (located within Fulton, DeKalb, and Cobb Counties) can be seen in **Figure 11**. Information obtained from the census tracts can be seen in **Table 15**.

Table 15 Area of Influence Census Tract Information	
Total Households	115,737
Population in Households	233,709
Average household size	2.02
Total Workers	146,312
Workers per Household	1.26
Owner Occupied	43.8%
Renter Occupied	56.2%

As can be seen from the table above, the total population within the Area of Influence is 233,709, residing within 115,737 households (an average of 2.02 people per household). The AOI area totals 49,727 acres.

Using the above calculated average of 2.02 persons per household, it can be anticipated that the proposed DRI will house approximately 531 people (263 proposed dwelling units multiplied by 2.02). Based on information obtained from the Census tracts, it is estimated that approximately 331 of these expected 531 residents would be



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Roxy Residential Tower DRI Traffic Impact Study

Area Of
Influence

Figure
11

workers. The remainder of this section will demonstrate the availability of jobs for these expected workers within the development at or above the necessary income level to afford housing within the DRI.

The Atlanta Journal-Constitution website was researched to find current listings of condominiums/townhouses for sale and apartments for rent in the vicinity of the proposed development (30305 Zip Code). At the time of this report, approximately 321 condo/townhouse/single family homes were listed in the area, ranging in purchase price from \$79,900 to \$12,999,000.

12.3 Development Housing Analysis

Approximately two different price ranges of condominiums will be available for purchase within the proposed development. **Table 16** below displays the number of units available for purchase, the average purchase price, and the number of workers expected to reside in homes at each price range.

Table 16 Area of Influence Estimated Workers per Household (Purchase)			
	Number of Units	Average Price	Number of Workers
1 BR	209 units for sale	\$215,000	263
2 BR	54 units for sale	\$315,000	68
	263 total units	-	331 total workers

In order to determine the number of jobs available within the AOI that would provide adequate income, information about the types of jobs within the AOI and the average salaries for these positions was collected first. Information about the types of jobs available within the AOI was obtained from Claritas, a data solutions company. A map with the boundary of the AOI was sent to Claritas, and a report containing the types of employment opportunities and number of each type of job was compiled. The Claritas report is included in the Appendix of this report. Next, the Georgia Department of Labor website was researched to obtain average salary information for the positions available within the AOI. Average salary information for jobs in Fulton, DeKalb, and Cobb Counties was matched to the jobs existing within the AOI. This information (also available in the Appendix), along with the information provided by Claritas, is included in **Table 17**, on the following page.

Table 17
Area of Influence
Jobs and Average Salaries

Industry / Business Type	# Businesses	# Employees	Average Salary
Retail Trade	3,975	60,329	\$28,067
Building Materials and Garden Supply	130	3,345	-
General Merchandise Stores	61	3,107	-
Food Stores	246	5,495	-
Auto Dealers and Gas Stations	169	1,719	-
Apparel and Accessory Stores	466	3,279	-
Home Furniture, Furnishings, and Equipment	562	9,020	-
Eating and Drinking Places	1,253	25,499	-
Miscellaneous Retail Stores	1,088	8,865	-
Finance	2,700	42,503	\$59,208
Banks, Savings and Lending Institutions	537	9,192	-
Securities and Commodity Brokers	454	7,764	-
Insurance Carriers and Agencies	305	10,854	-
Real Estate	1,309	13,169	-
Trusts, Holdings, and Other Investments	95	1,524	-
Services	10,403	178,789	-
Hotels and Other Lodging	137	8,878	\$17,987
Personal Services	1,628	8,518	-
Business Services	3,287	47,623	\$69,940
Motion Picture and Amusement	500	4,553	\$41,754
Health Services	1,929	50,542	\$43,100
Legal Services	1,388	15,557	\$69,940
Education Services	249	26,137	\$38,759
Social Services	351	6,763	\$43,100
Miscellaneous, Membership	934	10,218	-
Organizations and Nonclassified			
Agriculture	230	2,329	\$16,939
Mining	7	53	\$59,966
Construction	789	7,038	\$48,008
Manufacturing	761	16,927	\$57,108
Transportation, Communication/Public Utilities	629	16,559	\$92,471
Wholesale Trade	769	14,831	\$62,488
Public Administration	267	18,129	\$44,701
Total	20,530	357,487	-

12.4 Affordable Housing Analysis

In order to calculate the number of expected workers likely to find appropriate employment within the AOI, it was necessary to first estimate the yearly cost of each tier. It was assumed that no more than one-third of an individual's income would be used for mortgage costs, that a 7.0% interest rate on a 30-year conventional loan could be obtained, and that a 10% down payment would be made. Because there is an average of 1.26 workers expected per household, the required income for each range was divided by 1.26 to determine the average salary each worker within the development would be expected to earn in order to provide their "fair share" of the housing costs. This methodology assumes an equal burden on all workers within the development, and is considered to be a conservative approach since it eliminates the lower paying positions within the AOI from consideration in the analysis. **Table 18** displays the number of workers expected in each price range, as well as the number of jobs available at the necessary average income level to afford housing within that price range. As can be seen in the table, there are more than enough positions available within the AOI for expected workers within the proposed development to find employment at the required minimum income level for both levels of pricing within the development, thus satisfying the GRTA requirement of 25%.

Table 18 Area of Influence Expected Workers				
	Average Monthly Price	Necessary Income per Expected Worker (Yearly)	Expected Workers per Price Range	Jobs at or above Necessary Income
1 BR	\$1,287	\$36,782	263	267,215
2 BR	\$1,886	\$53,890	68	154,053
Percent of expected workers likely to find necessary employment within the AOI				100%

13.0 ARC'S AIR QUALITY BENCHMARK

The development is a mixed-use development, containing 263 residential units, 32,000 SF of specialty retail, and 10,000 SF of restaurant on approximately 1.2 acres. Because residential is the dominant use and the dwelling units per acre ratio is greater than 15 units per acre, the development meets the ARC criterion (1 b) for a 6% reduction.

The proposed development is within ¼ mile of a bus station and eligible for a 3% reduction for proximity to public transportation. Additionally, the proposed development proposes internal pedestrian connectivity between uses and pedestrian facilities to connect to the surrounding land uses; this equates to a 5% reduction (ARC criterion 6 e).

Additionally, the proposed development is located within the Buckhead Area Transportation Management Association and is eligible for an additional 3% reduction. In total, meeting these criteria equates to a 17% reduction in vehicle miles traveled. These reductions are displayed below in **Table 19**.

Table 19 Roxy Residential Tower DRI ARC VMT Reductions	
Mixed-Use Projects where Residential is the dominant use	
Greater than 15 dwelling units/acre	-6%
Project is located within ¼ mile of a bus stop	-3%
Project is located within a TMA	-3%
Bike/ped networks in development that meet one Density 'target' and connect to adjoining uses	-5%
Total Reductions	17%