



# 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: Jun 16 2007

ARC REVIEW CODE: R7051707

TO: Mayor Shirley Franklin  
ATTN TO: Shelley Peart, Principal Planner  
FROM: Charles Krautler, Director

NOTE: This is digital  
signature. Original on file.

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

**Submitting Local Government:** City of Atlanta  
**Name of Proposal:** Roxy Residential Tower

**Review Type:** Development of Regional Impact

**Date Opened:** May 17 2007

**Date Closed:** Jun 16 2007

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

**Additional Comments:** The Roxy is a proposed mixed use development that meets many of the ARC's Regional Development Policies. The proposed development is located with a regional center according to the Atlanta Region Unified Growth Policy Map. Regional Centers are defined as areas of intense retail, office and residential uses that can be integrated or separate. The proposed development is within the Buckhead LCI Study Area and should, therefore, meet many of the goals and policies set forth in the study.

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

ARC LAND USE PLANNING  
ARC DATA RESEARCH  
GEORGIA DEPARTMENT OF NATURAL RESOURCES  
METRO ATLANTA RAPID TRANSIT AUTHORITY  
DEKALB COUNTY

ARC TRANSPORTATION PLANNING  
ARC AGING DIVISION  
GEORGIA DEPARTMENT OF TRANSPORTATION  
BUCKHEAD COMMUNITY IMPROVEMENT DISTRICT  
CITY OF SANDY SPRINGS

ARC ENVIRONMENTAL PLANNING  
GEORGIA DEPARTMENT OF COMMUNITY AFFAIRS  
GEORGIA REGIONAL TRANSPORTATION AUTHORITY  
FULTON COUNTY  
CITY OF ATLANTA SCHOOLS

If you have any questions regarding this review, Please call Haley Fleming, Review Coordinator, at (404) 463-3311. This finding will be published to the ARC website.

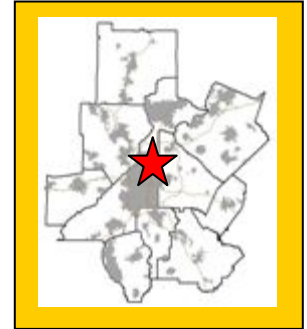
The ARC review website is located at: <http://www.atlantaregional.com/landuse>.

Preliminary Report:	May 17, 2007	<b>DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT</b>	Project:	Roxy Residential Tower #1365
Final Report Due:	June 16, 2007		Comments Due By:	May 31, 2007

## **FINAL REPORT SUMMARY**

### **PROPOSED DEVELOPMENT:**

The Roxy Residential Tower is a proposed mixed use development on 1.7 acres. The proposed development includes 263 high rise residential condominium units and 32,000 square feet of specialty retail and 10,00 square feet of restaurant. Access to the site is proposed at tow locations along Irby Avenue and Roswell Road.



### **PROJECT PHASING:**

The project is being proposed in one phase with a project build out date for 2009.

### **GENERAL**

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

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

The project site is currently zoned C-3 (commercial residential district) and partially falls within the SPI-9 Overlay District. The proposed zoning will remain C-3. Information submitted for the review indicates that the proposed development is consistent with the City of Atlanta's Future Land Use Plan, which calls for high density residential.

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

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

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

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

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

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

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

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

<b>2007</b>	<b>Buckhead Avenues</b>
<b>2006</b>	<b>The Roxy</b>
<b>2006</b>	<b>Phipps Plaza Tract H</b>
<b>2005</b>	<b>Phipps Tower</b>
<b>2003</b>	<b>W Buckhead Hotel and Residences</b>
<b>2002</b>	<b>Lindbergh Plaza</b>
<b>2000</b>	<b>Bass Buckhead</b>
<b>1996</b>	<b>Alexander Estate Development (revised)</b>
<b>1990</b>	<b>Phipps Plaza Renovation</b>
<b>1989</b>	<b>Laing-Stratford</b>
<b>1989</b>	<b>Atlanta Plaza I and II</b>
<b>1986</b>	<b>3630 Peachtree</b>
<b>1986</b>	<b>City Center</b>
<b>1986</b>	<b>Lenox Park</b>
<b>1986</b>	<b>Allison Drive Residential</b>
<b>1985</b>	<b>Principal Place</b>
<b>1985</b>	<b>Lenox 400</b>
<b>1985</b>	<b>Lenox Ferncliff</b>
<b>1984</b>	<b>Buckhead Plaza</b>
<b>1984</b>	<b>Monarch Centre</b>

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

Based on information submitted for the review, currently existing on the site is a surface parking lot and a 4,400 square foot restaurant that will be demolished.

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

No.

**Is the proposed development consistent with regional plans and policies?**

The Roxy is a proposed mixed use development that meets many of the ARC's Regional Development Policies. The proposed development is located with a regional center according to the Atlanta Region Unified Growth Policy Map. Regional Centers are defined as areas of intense retail, office and residential uses that can be integrated or separate. The proposed development is within the Buckhead LCI Study Area and should, therefore, meet many of the goals and policies set forth in the study.

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The Buckhead LCI Action Plan envisions a “high energy, diverse activity center with stable single family neighborhoods surrounding a high density, mixed use core of corporate headquarters, regional retailers store, excellent restaurants, and varied entertainment venues.” The Roxy is located in the Buckhead Village, where the Action plan promotes diversification of land uses within the Village. This would include neighborhood retail, entertainment venues, restaurants, office, and multi-family housing. The overall vision of the Buckhead Village includes a mid-rise transition area between the high intensity of the Buckhead commercial core and the adjacent Buckhead area neighborhoods.

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

The proposed project is located within the SPI-9 overlay district. This overlay district promotes appropriate types and character of development, especially around mass transit. The proposed development should meet or exceed the intent of the SPI district.

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## **FINAL REPORT**

### **Regional Development Plan Policies**

1. Provide sustainable economic growth in all areas of the region.
2. Encourage new homes and jobs within existing developed areas of the region, focusing on principal transportation corridors, the Central Business District, activity centers, and town centers.
3. Increase opportunities for mixed use development, transit-oriented development, infill, and redevelopment.
4. At strategic regional locations, plan and retail industrial and freight land uses.
5. Design transportation infrastructure to protect the context of adjoining development and provide a sense of place appropriate for our communities.
6. Promote the reclamation of Brownfield development sites.
7. Protect the character and integrity of existing neighborhoods, while also meeting the needs of communities to grow.
8. Encourage a variety of homes styles, densities, and price ranges in locations that are accessible to jobs and services to ensure housing for individuals and families of all incomes and age groups.
9. Promote new communities that feature greenspace and neighborhood parks, pedestrian scale, support transportation options, and provide an appropriate mix of uses and housing types.
10. Promote sustainable and energy efficient development.
11. Protect environmentally-sensitive areas including wetlands, floodplains, small water supply watersheds, rivers and stream corridors.
12. Increase the amount, quality, and connectivity, and accessibility of greenspace.
13. Provide strategies to preserve and enhance historic resources
14. Through regional infrastructure planning, limit growth in undeveloped areas of the region
15. Assist local governments to adopt growth management strategies that make more efficient use of existing infrastructure.
16. Inform and involve the public in planning at regional, local, and neighborhood levels.
17. Coordinate local policies and regulations to support Regional Policies
18. Encourage the development of state and regional growth management policy.

### **BEST LAND USE PRACTICES**

Practice 1: Keep vehicle miles of travel (VMT) below the area average. Infill developments are the best at accomplishing this. The more remote a development the more self contained it must be to stay below the area average VMT.

Practice 2: Contribute to the area's jobs-housing balance. Strive for a job-housing balance with a three to five mile area around a development site.

Practice 3: Mix land uses at the finest grain the market will bear and include civic uses in the mix.

Practice 4: Develop in clusters and keep the clusters small. This will result in more open space preservation.



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Practice 5: Place higher-density housing near commercial centers, transit lines and parks. This will enable more walking, biking and transit use.

Practice 6: Phase convenience shopping and recreational opportunities to keep pace with housing. These are valued amenities and translate into less external travel by residents if located conveniently to housing.

Practice 7: Make subdivisions into neighborhoods with well-defined centers and edges. This is traditional development.

Practice 8: Reserve school sites and donate them if necessary to attract new schools. This will result in neighborhood schools which provide a more supportive learning environment than larger ones.

Practice 9: Concentrate commercial development in compact centers or districts, rather than letting it spread out in strips.

Practice 10: Make shopping centers and business parks into all-purpose activity centers. Suburban shopping centers and their environs could be improved by mixing uses and designing them with the pedestrian amenities of downtowns.

Practice 11: Tame auto-oriented land uses, or at least separate them from pedestrian-oriented uses. Relegate "big box" stores to areas where they will do the least harm to the community fabric.

## BEST TRANSPORTATION PRACTICES

Practice 1: Design the street network with multiple connections and relatively direct routes.

Practice 2: Space through-streets no more than a half-mile apart or the equivalent route density in a curvilinear network.

Practice 3: Use traffic-calming measures liberally. Use short streets, sharp curves, center islands, traffic circles, textured pavements, speed bumps and raised crosswalks.

Practice 4: Keep speeds on local streets down to 20 mph.

Practice 5: Keep speeds on arterials and collectors down to 35 mph (at least inside communities).

Practice 6: Keep all streets as narrow as possible and never more than four traffic lanes wide. Florida suggests access streets 18 feet, subcollectors 26 feet, and collectors from 28 feet to 36 feet depending on lanes and parking.

Practice 7: Align streets to give buildings energy-efficient orientations. Allow building sites to benefit from sun angles, natural shading and prevailing breezes.

Practice 8: Avoid using traffic signals wherever possible and always space them for good traffic progression.

Practice 9: Provide networks for pedestrians and bicyclists as good as the network for motorists.

Practice 10: Provide pedestrians and bicyclists with shortcuts and alternatives to travel along high-volume streets.

Practice 11: Incorporate transit-oriented design features.

Practice 12: Establish TDM programs for local employees. Ridesharing, modified work hours, telecommuting and others.

## BEST ENVIRONMENTAL PRACTICES

Practice 1: Use a systems approach to environmental planning. Shift from development orientation to basins or ecosystems planning.

Practice 2: Channel development into areas that are already disturbed.

Practice 3: Preserve patches of high-quality habitat, as large and circular as possible, feathered at the edges and connected by wildlife corridors. Stream corridors offer great potential.

Practice 4: Design around significant wetlands.

Practice 5: Establish upland buffers around all retained wetlands and natural water bodies.

Practice 6: Preserve significant uplands, too.

Practice 7: Restore and enhance ecological functions damaged by prior site activities.

Practice 8: Detain runoff with open, natural drainage systems. The more natural the system the more valuable it will be for wildlife and water quality.

Practice 9: Design man-made lakes and stormwater ponds for maximum environmental value. Recreation, stormwater management, wildlife habitat and others.

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Practice 10: Use reclaimed water and integrated pest management on large landscaped areas. Integrated pest management involves controlling pests by introducing their natural enemies and cultivating disease and insect resistant grasses.

Practice 11: Use and require the use of Xeriscape™ landscaping. Xeriscaping™ is water conserving landscape methods and materials.

## BEST HOUSING PRACTICES

Practice 1: Offer “life cycle” housing. Providing integrated housing for every part of the “life cycle.”

Practice 2: Achieve an average net residential density of six to seven units per acre without the appearance of crowding. Cluster housing to achieve open space.

Practice 3: Use cost-effective site development and construction practices. Small frontages and setbacks; rolled curbs or no curbs; shared driveways.

Practice 4: Design of energy-saving features. Natural shading and solar access.

Practice 5: Supply affordable single-family homes for moderate-income households.

Practice 6: Supply affordable multi-family and accessory housing for low-income households.

Practice 7: Tap government housing programs to broaden and deepen the housing/income mix.

Practice 8: Mix housing to the extent the market will bear.

## LOCATION

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

The project is located in the City of Atlanta. The project site approximately 1.7 acres bounded by Irby Avenue, Roswell Road to the east, and Early Street to the west.

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

The proposed development is entirely within the City of Atlanta.

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

The proposed development is surrounded by existing commercial and offices uses. The existing Roxy Theatre is adjacent to the site

## ECONOMY OF THE REGION

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

### **What new taxes will be generated by the proposed project?**

Estimated value of the development is \$47,250,000 with an expected \$1,750,000 million in annual local tax revenues.

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



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Short-term jobs will depend upon construction schedule.

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

Yes.

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

The proposed development will add residential uses to the Buckhead area where there is an existing jobs to housing imbalance.

### **NATURAL RESOURCES**

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

This project is proposed on a site that appears to be already almost entirely impervious in a dense urban area. Stormwater will be handled by the City of Atlanta stormwater system

### **HISTORIC RESOURCES**

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

None have been identified.

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

Not applicable.

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

Not applicable.

### **INFRASTRUCTURE**

#### **Transportation**

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

Access to the proposed development is provided in two locations.



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- Site access driveway 1, a full-movement driveway, will be located along Irby Avenue, approximately 160 ft west of Roswell Road.
- Site access driveway 2, a right-in/right-out driveway, will be located along Roswell Road, approximately 80 ft south of Sardis Way.

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

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

Land Use	A.M. Peak Hour			P.M. Peak Hour			24-Hour
	Enter	Exit	2-Way	Enter	Exit	2-Way	2-Way
263 Condominiums	20	85	105	65	40	105	1216
32,000 sq ft Retail Space	131	142	273	43	55	98	1408
10,000 sq ft Restaurant	-	-	-	50	25	75	900
Reductions	-8	-11	-19	-50	-48	-98	-1286
<b>TOTAL NEW TRIPS</b>	<b>143</b>	<b>216</b>	<b>359</b>	<b>108</b>	<b>72</b>	<b>180</b>	<b>2238</b>

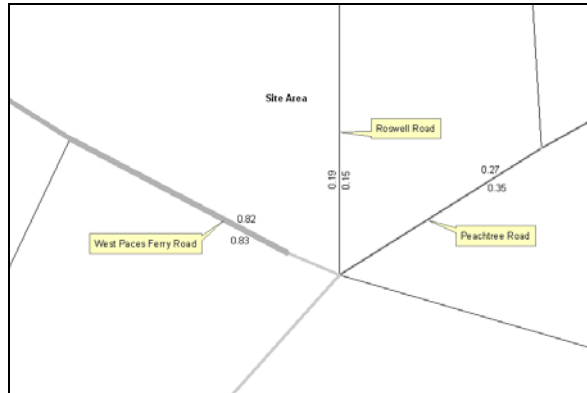
**What are the existing traffic patterns and volumes on the local, county, state and interstate roads that serve the site?**

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

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

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## V/C Ratios



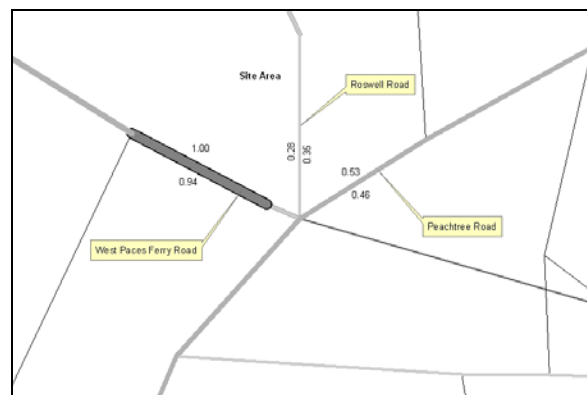
**2005 AM Peak**



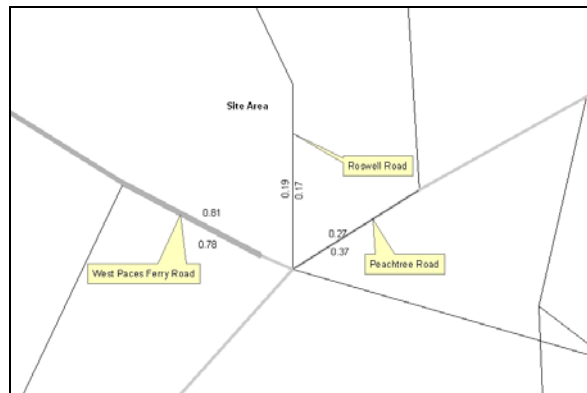
**2005 PM Peak**



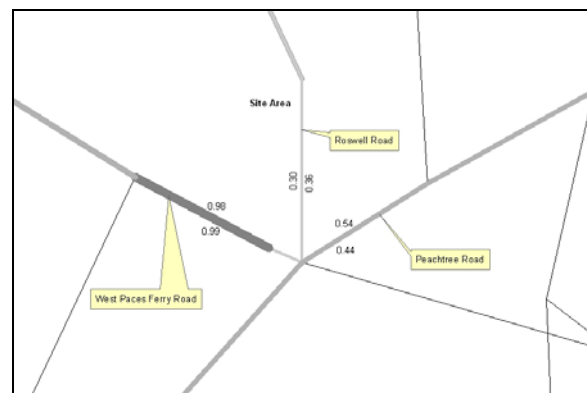
**2010 AM Peak**



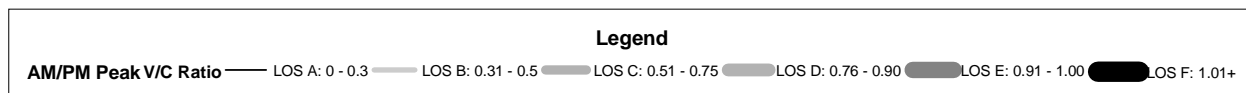
**2010 PM Peak**



**2030 AM Peak**



**2030 PM Peak**



For the V/C ratio graphic, the data is based on 2005, 2010 and 2030 A.M./P.M. peak volume data generated from ARC's travel demand model for Mobility 2030, the 2030 RTP and the FY 2005-2010 TIP, approved in December 2004. The travel demand model incorporates lane addition improvements and updates to the network as appropriate. As the life of the RTP progresses, volume and/or V/C ratio data may appear inconsistent due to (1) effect of implementation of nearby new or expanded facilities or (2) impact of socio-economic data on facility types.

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

**2006-2011 TIP\***

ARC Number	Route	Type of Improvement	Scheduled Completion Year
AT-215C	SR 141 (Peachtree Road) Multimodal Corridor Enhancements	Roadway Operations	2009

**2030 RTP\***

ARC Number	Route	Type of Improvement	Scheduled Completion Year
N/A	N/A	N/A	N/A

*\*The ARC Board adopted the 2030 RTP and FY 2005-2010 TIP in December 2004. USDOT approved in December 2004.*

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

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

**Roswell Road at Irby Avenue**

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

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

**Roswell Road at Irby Avenue**

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

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

MARTA bus routes #23, #38 and #110 provide service in the vicinity of the site seven days a week.

- Route #23 serves the Lenox, Buckhead, and Arts Center rail stations traveling along Lenox Road, Peachtree Road and 15<sup>th</sup> Street, Monday through Friday from 5:17 a.m. till 11:46 p.m. with headways between 10 and 15 minutes. Service is provided on Saturday from 5:56 a.m. till

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11:56 p.m. with headways every 20 minutes. Sunday service is provided from 6:19 a.m. till 11:49 p.m. with headways every 25 minutes.

- Route #38 operates from Chastain Park to the Lindbergh Center MARTA rail station, traveling along Powers Ferry Road, Roswell Road, and Peachtree Road before turning onto Sidney Marcus to access the Lindbergh Station. Service is provided Monday through Friday from 5:42 a.m. till 11:32 p.m. with headways every 60 minutes. Saturday service is provided from 5:42 a.m. till 8:12 p.m. with headways every 50 minutes.
- Route #110, The Peach, serves the Lenox, Buckhead, and Arts Center rail stations, as well as Downtown Atlanta, traveling along Lenox Road, Peachtree Road and Peachtree Street. Service is available, Monday through Friday, from 7:00 a.m. till 11:54 p.m. with headways of 30 minutes. Service is available on Saturdays and Sundays from 6:50 a.m. till 11:49 p.m. with headways of 30 minutes.

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

None proposed.

The development **PASSES** the ARC's Air Quality Benchmark test.

<b>Air Quality Impacts/Mitigation (based on ARC strategies)</b>	<b>Credits</b>	<b>Total</b>
Where Residential is dominant, >15 units/ac	6%	6%
w/in 1/4 mile of Bus Stop (CCT, MARTA, Other)	3%	3%
TMA that includes shuttle service	5%	5%
Bike/ped networks that meet Mixed Use or Density target and connect to adjoining uses	5%	5%
<b>Total</b>		<b>19%</b>

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

According to the impact analysis in the traffic study, one analyzed intersection will function below the acceptable level of service in the future year background condition and this intersection degrades to an even lower level of service as a result of this proposed development, as shown in the future year total traffic condition. Implementing the recommended improvements will not allow this identified intersection to return to operation at the acceptable level of service. The area surrounding the proposed site experiences high levels of peak period congestion with few transportation improvements planned for completion by build-out of the proposed site. It is suggested that both recommended improvements be implemented prior to construction completion in order to minimize the impacts the proposed development will have on the surrounding roadway network.

## **INFRASTRUCTURE**

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## Wastewater and Sewage

Based on regional averages, wastewater is estimated at 0.06 MGD.

### Which facility will treat wastewater from the project?

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

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

The capacity of R.M.Clayton is listed below

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

*MMF: Maximum Monthly Flow. Mgd: million of gallons per day.*

<sub>1</sub> Source: Metropolitan North Georgia Water Planning District **SHORT-TERM WASTEWATER CAPACITY PLAN**, August 2002.

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

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

## INFRASTRUCTURE

### Water Supply and Treatment

#### How much water will the proposed project demand?

Water demand also is estimated at .10 MGD based on regional averages.

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

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

## INFRASTRUCTURE

### Solid Waste



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

Information submitted with the review 625 tons of solid waste per year.

**Will the project create any unusual waste handling or disposal problems?**

No.

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

None stated.

## **INFRASTRUCTURE**

### **Other facilities**

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

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

None were determined during the review.

## **HOUSING**

**Will the proposed project create a demand for additional housing?**

No, the project will provide an additional 263 housing units that will include condominiums a

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

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

Preliminary Report:	May 17, 2007	<b>DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT</b>	Project:	Roxy Residential Tower #1365
Final Report Due:	June 16, 2007		Comments Due By:	May 31, 2007

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

The site proposed for the development is located in Census Tract 95. This tract had a 12.3 percent increase in number of housing units from 2000 to 2006 according to ARC's Population and Housing Report. The report shows that 32 percent of the housing units are single-family, compared to 69 percent for the region; thus indicating a variety of housing options around the development area.

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

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

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

**Haley Fleming**

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**From:** Zehner, Michael [michael.zehner@sandyspringsga.org]  
**Sent:** Thursday, May 17, 2007 4:33 PM  
**To:** Haley Fleming  
**Subject:** RE: DRI Review Notification- Roxy Residential Tower #1365

Haley,  
This project has no immediate impact on the City of Sandy Springs.

Thanks,  
Michael

Michael D. Zehner, Assistant Director of Planning and Zoning  
City of Sandy Springs  
7840 Roswell Road, Building 500  
Sandy Springs, GA 30350  
direct 770-206-1532  
main 770-730-5600  
admin asst 770-206-1511  
fax 770-206-1562  
[www.sandyspringsga.org](http://www.sandyspringsga.org)

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**From:** Haley Fleming [mailto:Haley@atlantaregional.com]  
**Sent:** Thursday, May 17, 2007 4:20 PM  
**To:** carol\_couch@mail.dnr.state.ga.us; cindy.vandyke@dot.state.ga.us; harold.linnenkohl@dot.state.ga.us; wstinson@itsmarta.com; rstogner@co.dekalb.ga.us; angela.alexander@dot.state.ga.us; sdorffman@dca.state.ga.us; ibrahim.maslamani@co.fulton.ga.us; RCailloux@grta.org; lbeall@grta.org; sgreene@buckheadcid.org; superintendent@atlanta.k12.ga.us; Galambos, Eva; pejike@co.dekalb.ga.us; Zehner, Michael  
**Cc:** Holly Vine; John.Walker@kimley-horn.com; Peart, Shelley; winter.smith@kimley-horn.com; ekunzmann-devine@novaregroup.com; mbrambrut@novaregroup.com; alison.gower@kimley-horn.com; rstand@aw-sn.com; Parker.Ellen@kimley-horn.com  
**Subject:** DRI Review Notification- Roxy Residential Tower #1365

## **Development of Regional Impact Request for Comments**

**This E-Mail serves as notice that the ARC staff has begun the review for DRI #1365, Roxy Residential Tower.**

**We request that you or a member of your staff review the attached preliminary report and provide comments to ARC by Thursday, May 31th.**

***Roxy Residential Towers, City of Atlanta:*** The Roxy Residential Tower is a proposed mixed use development on 1.7 acres. The proposed development includes 263 high rise residential condominium units and 32,000 square feet of specialty retail and 10,00 square feet of restaurant. Access to the site is proposed at tow locations along Irby Avenue and Roswell Road.

**Preliminary Report: May 17, 2007**



May 31, 2007

Ms. Haley Fleming, Sr. Planner  
Atlanta Regional Commission (ARC)  
40 Courtland Street, N.E.  
Atlanta, GA 30303

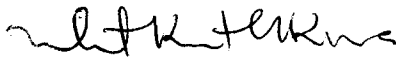
**RE: Development of Regional Impact (DRI) # 1365  
Roxy Residential Towers**

The Metropolitan Atlanta Rapid Transit Authority (MARTA) has completed review of documentation for DRI # 1365 – Roxy Residential Towers – located in the City of Atlanta.

MARTA Bus Routes 23 and 110 operate along Peachtree Street, and Route 38 operates on Roswell Road, all in the vicinity of the project site. These bus routes would provide regular transit connection to the development. There is potential for increased ridership on the bus routes from the development, so we suggest a well thought out pedestrian connectivity to the transit stops as part of the project concept.

Thank you for the opportunity to review the proposal and do contact me if you have any questions.

Sincerely,



Henry Ikwut-Ukwa  
Transit System Planning

# Developments of Regional Impact

[DRI Home](#)[DRI Rules](#)[Thresholds](#)[Tier Map](#)[FAQ](#)[Apply](#)[View Submissions](#)[Login](#)

DRI #1365

## 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: Atlanta

Individual completing form: SHELLEY PEART CITY OF ATLANTA 55 TRINITY AVE, ST

Telephone: 404-330-6781

E-mail: speart@atlantaga.gov

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

### Proposed Project Information

Name of Proposed Project: ROXY RESIDENTIAL TOWER

Location (Street Address, GPS Coordinates, or  
Legal Land Lot Description): 33.8410 N

Brief Description of Project: 250 High rise condo units; 32000 sf speciality retail; 10000sf quality restaurant

**Development Type:**

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

If other development type, describe:

--

Project Size (# of units, floor area, etc.):			
Developer:		Marc Brambrut @ Novare Group, Inc. 817 W. Peachtree Street N.W. Ste 400 Atlanta, GA 30308	
Mailing Address:			
Address 2:			
		City: State: Zip:	
Telephone:		404-815-1234	
Email:		mbrambrut@novaregroup.com	
Is property owner different from developer/applicant?		(not selected)    Yes    No	
If yes, property owner:			
Is the proposed project entirely located within your local government's jurisdiction?		(not selected)    Yes    No	
If no, in what additional jurisdictions is the project located?			
Is the current proposal a continuation or expansion of a previous DRI?		(not selected)    Yes    No	
If yes, provide the following information:		Project Name:	
		Project ID:	
The initial action being requested of the local government for this project:		Rezoning Variance Sewer Water Permit Other    SAP 07-38	
Is this project a phase or part of a larger overall project?		(not selected)    Yes    No	
If yes, what percent of the overall project does this project/phase represent?			

Estimated Project Completion Dates:

This project/phase: 2009  
Overall project: 2009

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[Site Map](#) | [Statements](#) | [Contact](#)

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# Developments of Regional Impact

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DRI #1365

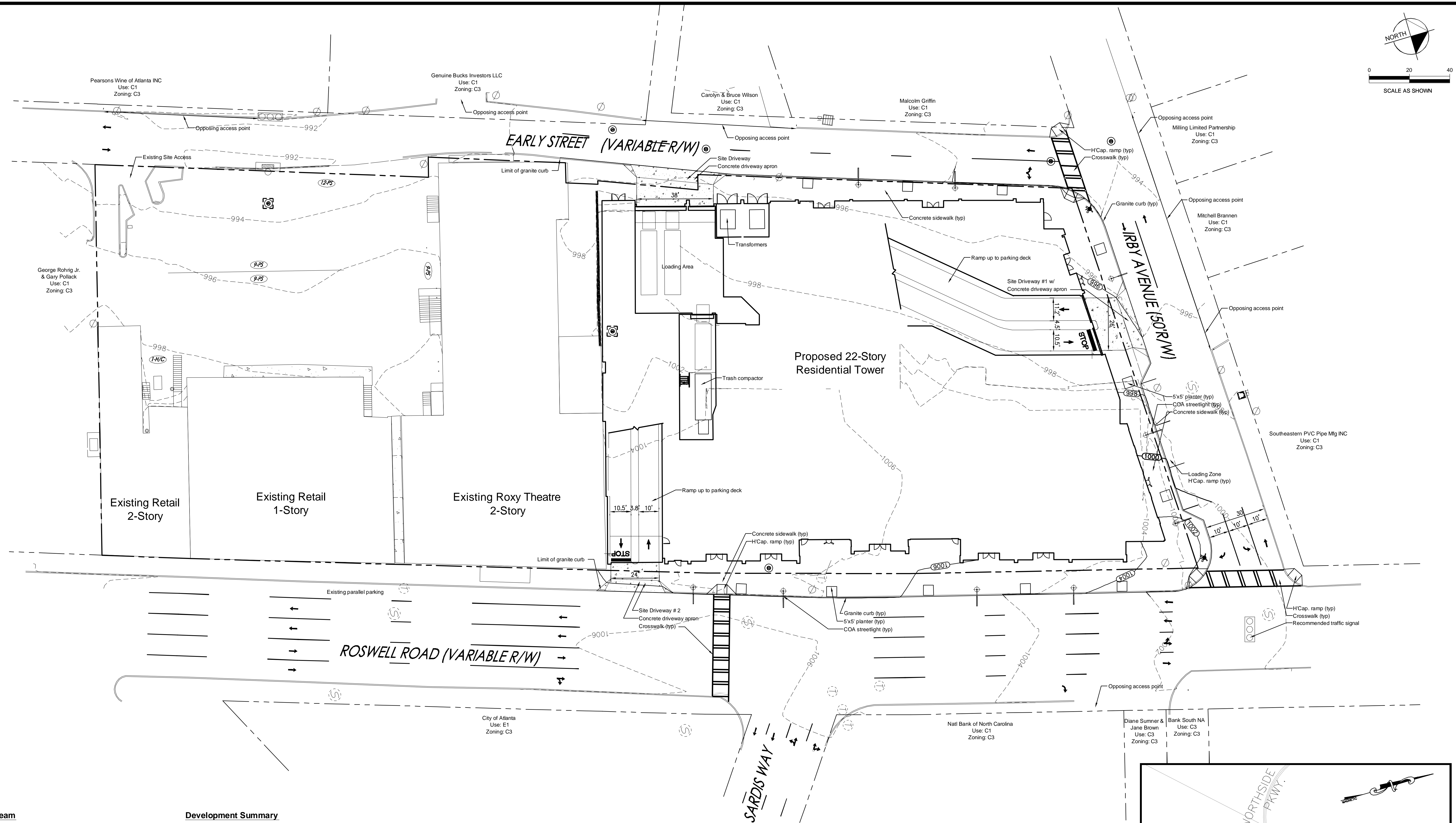
DEVELOPMENT OF REGIONAL IMPACT Additional DRI Information	
This form is to be completed by the city or county government to provide information needed by the RDC for its review of the proposed DRI. Refer to both the <a href="#">Rules for the DRI Process</a> and the <a href="#">DRI Tiers and Thresholds</a> for more information.	
<b>Local Government Information</b>	
Submitting Local Government:	Atlanta
Individual completing form:	SHELLEY PEARTCITY OF ATLANTA55 TRINITY AVE, ST
Telephone:	404-330-6781
Email:	speart@atlantaga.gov
<b>Project Information</b>	
Name of Proposed Project:	ROXY RESIDENTIAL TOWER
DRI ID Number:	1365
Developer/Applicant:	Marc Brambrut @ Novare Group, Inc.817 W. Peachtree Street N.W. Ste 400At
Telephone:	404-815-1234
Email(s):	mbrambrut@novaregroup.com
<b>Additional Information Requested</b>	
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 checked="" type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> No
If yes, has that additional information been provided to your RDC and, if applicable, GRTA?	<input checked="" type="radio"/> (not selected) <input type="radio"/> Yes <input type="radio"/> No
If no, the official review process can not start until this additional information is provided.	
<b>Economic Development</b>	
Estimated Value at Build-Out:	\$47,250,000
Estimated annual local tax revenues (i.e.,	\$1,750,000

property tax, sales tax) likely to be generated by the proposed development:	
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): a restaurant building & surface parking lot	
<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)?	.1 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:	RM Clayton
What is the estimated sewage flow to be generated by the project, measured in Millions of Gallons Per Day (MGD)?	.06 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?	


Land Transportation	
How much traffic volume is expected to be generated by the proposed development, in peak hour vehicle trips per day? (If only an alternative measure of volume is available, please provide.)	359 AM peak trips 180 PM peak trips
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: Please refer to the traffic study performed by Kimley-Horn and Associates, Inc.	
Solid Waste Disposal	
How much solid waste is the project expected to generate annually (in tons)?	625 TONS
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 type="radio"/> Yes <input checked="" type="radio"/> No	
If yes, please explain:	
Stormwater Management	
What percentage of the site is projected to be impervious surface once the proposed development has been constructed?	100
Describe any measures proposed (such as buffers, detention or retention ponds, pervious parking areas) to mitigate the project's impacts on stormwater management:	

Environmental Quality	
Is the development located within, or likely to affect any of the following:	
1. Water supply watersheds?	<input checked="" type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> No
2. Significant groundwater recharge areas?	<input checked="" type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> No
3. Wetlands?	<input checked="" type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> No
4. Protected mountains?	<input checked="" type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> No
5. Protected river corridors?	<input checked="" type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> No
6. Floodplains?	<input checked="" type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> No
7. Historic resources?	<input checked="" type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> No
8. Other environmentally sensitive resources?	<input checked="" 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:	
<div style="border: 1px solid black; height: 40px;"></div>	
<div> <div>Submit Application</div> <div>Save without Submitting</div> <div>Cancel</div> </div>	
<a href="#">Back to Top</a>	





**Kimley-Horn  
and Associates, Inc.**

 1817 WEST PEACHTREE ST., NW  
SUITE 601  
ATLANTA, GEORGIA 30308-1121

Tel: (404) 419-8700  
Fax: (404) 419-8701

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**THE ROXY**  
1116 ROSWELL ROAD  
ATLANTA, GEORGIA

**SITE PLAN**

SCALE (H):	1"=20'
SCALE (V):	NONE
DESIGNED BY:	CT
DRAWN BY:	CT
CHECKED BY:	JH
DATE:	05/04/07
KHA PROJECT NO.: 019308007	
SHEET NUMBER <b>C1-01</b>	

**Owner**  
Novare Group  
817 West Peachtree Street  
Suite 400  
Atlanta, GA 30308  
Phone: 404.815.1234

**Architect**  
Stevens & Wilkinson Stang & Newdow, INC.  
100 Peachtree Street NW  
Suite 2500  
Atlanta, GA 30303  
Phone: 404.521.6208  
Fax: 404.521.6204  
Contact: Donald Campbell

**Civil Engineer**  
Kimley-Horn and Associates, INC  
817 West Peachtree Street, NW  
The Biltmore, Suite 601  
Atlanta, GA 30308  
Phone: 404.419.8700  
Fax: 404.419.8701  
Contact: Emmy Montanye, P.E.

**Surveyor**  
Highland Engineering, INC  
1455 Lincoln Parkway  
Suite 200  
Atlanta, GA 30338  
Phone: 770.607.1300  
Fax: 770.607.1333

## Development Summary

<b>Site Acreage</b>	2.3 ac
---------------------	--------

**Zoning Classification** SPI-9

**Dwelling Units** 263 units

<b>Density Calculation</b>	
Residential (263 / 2.3 ac)	115
FAR of other uses (76,300 / 137,038)	0.56

	Required	Provided
<b>Parking Requirements</b>		
Existing Retail/Office/Roxy	143 spaces	143 spaces
Restaurant	80 spaces	80 spaces
Retail	97 spaces	97 spaces
Residential	174 spaces	210 spaces
<b>Total</b>	<b>494 spaces</b>	<b>530 spaces</b>

A map showing the intersection of Peachtree Rd. and Northside Dr. The map includes labels for Northside Pkwy., Northside Dr., West Paces Ferry, Paces Ferry, Peachtree Rd., and Roswell Rd. A north arrow is present in the top right corner. A line points to a specific location on Peachtree Rd. labeled 'Site Location'.