



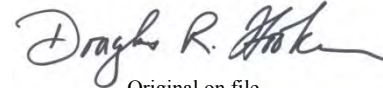
REGIONAL REVIEW FINDING

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

DATE: June 15, 2015

ARC REVIEW CODE: R15052701

TO: Mayor Greg Clifton
ATTN TO: Julie Brown, Planner
FROM: Douglas R. Hooker, Executive Director
RE: Development of Regional Impact Review



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.

Name of Proposal: Pinewood Atlanta Studios

Submitting Local Government: City of Fayetteville

Review Type: Development of Regional Impact **Date Opened:** May 27, 2015 **Date Closed:** June 15, 2015

Description: This development project is located in the City of Fayetteville at 400 Veterans Parkway. It is proposed to include 1,518,000 square feet of studio facilities, 521,000 square feet of office space, 128,500 square feet of commercial space, 821 single-family units, 524 multi-family units, and 200 hotel rooms.

Comments: According to the ARC Unified Growth Policy Map (UGPM) and Regional Development Guide (RDG), the proposed development is located within the Developing Suburbs and Developing Rural areas of the region.

The UGPM and RDG state that Developing Suburbs are areas in the region where suburban development has occurred and the conventional development pattern is present but not set. These areas are characterized by limited commercial and residential development. These areas represent the extent of the urban service area, and the region's first attempts at suburban smart growth can be found in these areas. The region should strive to develop these areas in a more sustainable way than the existing development model. To this end, there is a need for additional preservation of critical environmental locations, as well as agricultural and forest uses adjacent to rural areas.

Developing Rural areas represent the part of the region where little to no development has taken place, but where there is development pressure. These areas are characterized by limited single family subdivisions, individual large single family lots, agricultural uses, protected lands, and forests. The region should strive to protect these areas by limiting infrastructure investments to targeted areas and allowing no development or only low intensity development.

Within Developing Rural areas, confusion may exist regarding appropriate development densities for rural intensity uses. Most rural zoning categories have 1 unit per acre minimums. As a result, these areas are beginning to see additional development that may be contrary to the desire of many to keep these areas rural in character. To maintain economic viability without undesirable development, these areas may serve as "sending" areas in a regional Transfer of Development Rights (TDR) program, or establish conservation development standards in areas appropriate for growth.

The region should strive to develop these areas in a more sustainable way than the existing development model. To this end, there is a need for additional preservation of critical environmental locations, as well as agricultural and forest uses. Limited existing infrastructure in these areas will constrain the amount of

additional growth that is possible. Some transportation improvements may be needed in developing rural areas, but care should be taken not to spur unwanted growth.

The proposed development is proposed for an area that has been predominately lower residential or undeveloped and thus will have a significant impact on surrounding communities and the existing road network. The City of Fayetteville and the developer should work together to identify and mitigate any potential land use or transportation impacts generated by this development.

See additional staff comments included in this review report.

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

ARC COMMUNITY DEVELOPMENT
ARC RESEARCH & ANALYTICS
GEORGIA DEPARTMENT OF NATURAL RESOURCES
CITY OF FAYETTEVILLE

ARC TRANSPORTATION ACCESS & MOBILITY
ARC AGING & HEALTH RESOURCES
GEORGIA DEPARTMENT OF TRANSPORTATION
FAYETTE COUNTY

ARC NATURAL RESOURCES
GEORGIA DEPARTMENT OF COMMUNITY AFFAIRS
GEORGIA REGIONAL TRANSPORTATION AUTHORITY
TOWN OF TYRONE

If you have any questions regarding this review, Please contact Jon Tuley at (404) 463-3307 or 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: Daniel Studdard, Transportation Access and Mobility Division

DATE: May 26, 2015

SUBJECT: **Transportation Division Review of DRI # 2480**

Project: Pinewood Atlanta Studios

County: Fayette

Location: At the intersection of Veterans Pkwy at Sandy Creek Rd, north of SR 54

Analysis:

Expedited ☐

Non-Expedited ☒

cc: David Haynes
TAMD

The Transportation Access & Mobility Division has reviewed the traffic study performed by Kimley-Horn and Associates, Inc., on behalf of Foley Design Associates Architects, Inc., the developer of Pinewood Atlanta Studios. 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 approximately 696 acre site is located north of SR 54, along Veterans Parkway, Sandy Creek Road, and Hood Road. The site is in unincorporated Fayette County, and is expected to be annexed by the City of Fayetteville. The proposed development consists of approximately 1,518,000 square feet of film production studio space, 521,000 square feet of office space, 128,500 square feet of retail commercial space, 821 single-family detached homes, 524 multi-family apartment units, 200 hotel rooms, and 97,000 square feet of school/institutional space.

Approximately 532,200 square feet of the film studio/movie production space and office space is already-constructed or currently under construction. An additional 135,000 square feet has been pad-graded for buildings to be constructed upon. The analyses contained in this report consider traffic impacts associated with full build-out of the project. The project will be built in one phase, with build-out expected in 2022.

INFRASTRUCTURE

Transportation

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

Access to the site will be provided by 18 driveways, 17 of which are full movement and one is right-in/right-out only. These access points are summarized as follows:

- Parcel 1: 2 proposed driveways (on Veterans Parkway, one of which will align with Hood Road and the other will align with a Parcel 4 driveway); plus 2 existing driveways (both on Sandy Creek Road, both of which align, or will align, with other site driveways)
- Parcel 2: 3 proposed driveways (1 on Veterans Parkway / Tillman Road, which will align with another driveway not associated with the DRI, and 2 on Sandy Creek Road, one of which is at an existing stub, aligned with a Parcel 1 driveway)
- Parcel 3: 1 proposed driveway (on Veterans Parkway / Tillman Road); plus 2 existing driveways (on Sandy Creek Road, one of which aligns with an existing Parcel 1 driveway)
- Parcel 4: 4 proposed driveways (2 on Veterans Parkway, one of which to tie into the existing Sandy Creek Road intersection and the other to align with a Parcel 1 driveway, and 2 on Hood Road)
- Parcel 5: 2 proposed full-movement driveways (both on Veterans Parkway, one of which is at an existing stub), and 1 proposed right-in/right-out driveway (on Veterans Parkway)
- Parcel 6: 1 proposed driveway (at an existing stub on Veterans Parkway to align with a Parcel 5 driveway)

A total of 6,931 parking spaces will be provided throughout the development.

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

The traffic consultant calculated traffic volumes for the proposed land uses and densities using equations contained in the *Institute of Transportation Engineers' (ITE) Trip Generation Manual, Ninth Edition, 2012*. The development is projected to generate 32,045 gross daily trips, and 23,850 net daily trips after applying mixed-use and pass-by trip reductions.

The projected gross trip generation for the development is included as Table 3 in the traffic study, shown below. It should be noted that land use Warehousing (ITE Code 150) was used for the proposed film production studio.

Table 3 Gross Trip Generation							
Land Use (Intensity)	ITE Code	Daily Traffic		AM Peak Hour		PM Peak Hour	
		Enter	Exit	Enter	Exit	Enter	Exit
Warehousing (1,518,000 SF)	150	2,772	2,772	384	102	106	317
Single-Family Detached Housing (821 Units)	210	3,763	3,762	149	446	459	269
Apartments (524 Units)	220	1,711	1,712	52	212	210	114
Hotel (200 Rooms)	310	709	708	63	43	61	59
Junior/Community College (97,000 SF)	540	1,333	1,334	215	75	143	103
General Office Building (521,000 SF)	710	2,991	2,991	783	107	152	745
Retail – Shopping Center (128,500 SF)	820	2,744	2,743	77	46	229	247
Total Gross Trips		16,023	16,022	1,723	1,031	1,360	1,854

Source: DRI Traffic Study for Pinewood Atlanta Studios DRI #2480

Summarize the transportation improvements as recommended by the traffic study consultant

The traffic consultant identified a number of transportation improvements based on the 2022 No-Build analysis results, the 2022 Build analysis results, and the analysis of site ingress/egress. The transportation projects identified by the 2022 No-Build analysis results include the following:

- SR 54 (Floy Farr Parkway) at SR 74 (Joel Cowan Parkway) (Int. #1)
 - Construct one additional westbound through lane along SR 54 in the vicinity of SR 74, resulting in three westbound through lanes.
 - Construct one additional eastbound through lane along SR 54 in the vicinity of SR 74, resulting in three eastbound through lanes.
 - Convert the existing southbound channelized right-turn along SR 74 from yield-control to continuous free-flow. Construct a westbound receiving lane along SR 54, departing from SR 74, to accommodate this free-flow right-turn implementation.
 - Convert the existing eastbound right-turn along SR 54 to a channelized, continuous free-flow right-turn. Construct a southbound receiving lane along SR 74, departing from SR 54, to accommodate this free-flow right-turn implementation.

Note: Widening, additional turn lanes, and other intersection improvements will likely be included with implementation of the programmed intersection redesign project, (Fayette County IR-022; SPLOST I-19; LRTP FA-074A2). This project has considered widening, turn lane improvements, and a grade separated interchange.

- SR 74 (Joel Cowan Parkway) at Sandy Creek Road (Int. #14)
 - Install a traffic signal (when warranted). Note that this intersection is not projected to meet traffic signal warrant thresholds in the AM or PM peak hours under projected 2022 No-Build conditions. See Appendix F for detailed Traffic Signal Warrant Analyses. It should be noted that for all requests for new traffic signals, an alternative solution that considers a roundabout is required to be investigated, per GDOT policy.
 - Construct an exclusive westbound left-turn lane along Sandy Creek Road, and convert the existing shared left-turn/through lane to be a through-only lane, to meet the GDOT requirements for the recommended traffic signal installation.
 - If signalized, provide protected-permissive left-turn phasing for the southbound left-turn movement.

Note: If a traffic signal is installed, an exclusive left-turn lane on the eastbound approach (Laurelmont Drive) may also be required by GDOT (not included in this study).
- SR 74 (Senoia Road) at I-85 Northbound Ramps (Int. #15)
 - Construct one additional northbound right-turn lane along SR 74 to the I-85 Northbound Entrance Ramp, resulting in dual channelized free-flow right-turn lanes.

Note: Additional right-turn capacity will likely be achieved with implementation of the programmed interchange reconstruction project, FS-AR-182. This project proposes either a Diverging Diamond Interchange or a new Partial Cloverleaf Interchange design.
- SR 92 at Veterans Parkway (new road under construction) / Westbridge Road (Int. #19)
 - Install a traffic signal (when warranted). Note that this intersection is projected to meet Warrant 1 (Eight-Hour), Warrant 2 (Four-Hour), and Warrant 3 (Peak Hour) thresholds during both the AM and PM peak hours under projected 2022 No-Build conditions. See Appendix F for detailed Traffic Signal Warrant Analyses. It should be noted that for all requests for new traffic signals, an alternative solution that considers a roundabout is required to be investigated, per GDOT policy.
 - Provide an exclusive westbound left-turn lane along SR 92, to serve traffic turning onto the new Veterans Parkway roadway, and to meet the GDOT requirements for the recommended traffic signal installation.
 - In combination with the possible traffic signal installation, construct an exclusive southbound left-turn lane along Westbridge Road and construct an exclusive northbound left-turn lane along Veterans Parkway (new road). The Veterans Parkway roadway extension plans at this study intersection have not been formally approved at this time, so whether a one-lane approach or a two-lane approach will be constructed with the project is uncertain. A two-lane approach is recommended.

Based on the projected 2022 Build conditions, the traffic consultant identified the following recommended improvements that result in the below listed intersections operating at or above their LOS standard. The only exception is Intersection #12, where the southbound stop-controlled approach continues to operate at a failing LOS even with the recommend improvements. The following improvements are in addition to the improvements identified under projected 2022 No-Build conditions

- SR 54 (Floy Farr Parkway) at SR 74 (Joel Cowan Parkway) (Int. #1)
 - Construct one additional southbound left-turn lane along SR 74 to SR 54, resulting in dual left-turn lanes.
 - Construct one additional eastbound left-turn lane along SR 54 to SR 74, resulting in triple left-turn lanes.
 - Construct one additional westbound left-turn lane along SR 54 to SR 74, resulting in dual left-turn lanes.

Note: Widening, additional turn lanes, and other intersection improvements will likely be included with implementation of the programmed intersection redesign project, (Fayette County IR-022; SPLOST I-19; LRTP FA-074A2). This project has considered widening, turn lane improvements, and a grade separated interchange.
- SR 54 at Veterans Parkway / Lester Road (Int. #4)
 - Provide protected-permissive phasing for the eastbound left-turn movement (existing left-turn phasing is permissive-only).
- SR 54 at S. Sandy Creek Road / Old Norton Road (Int. #5)
 - Construct an exclusive southbound left-turn lane along S. Sandy Creek Road to SR 54.
 - Provide protected-permissive phasing for the southbound left-turn movement, to serve the recommend exclusive southbound left-turn lane.
- Sandy Creek Road at Eastin Road (Int. #12)
 - Construct an exclusive southbound right-turn lane along Eastin Road to Sandy Creek Road, and convert the existing shared left-turn/right-turn lane to be a stop-controlled left-turn only lane.
 - Construct an exclusive eastbound left-turn lane along Sandy Creek Road to Eastin Road, and convert the existing shared left-turn/through lane to be a through-only lane.
- Sandy Creek Road at Lees Mill Road (Int. #13)
 - Install a traffic signal (when warranted). Note that this intersection is projected to meet Warrant 1 (Eight-Hour), Warrant 2 (Four-Hour), and Warrant 3 (Peak Hour) thresholds during the PM peak hour under projected 2022 Build conditions. See Appendix F for detailed Traffic Signal Warrant Analyses.
- SR 74 (Joel Cowan Parkway) at Sandy Creek Road (Int. #14)
 - Construct one additional southbound left-turn lane along SR 74 to Sandy Creek Road, resulting in dual left-turn lanes. Construct an additional eastbound receiving lane along Sandy Creek Road, departing from SR 74, to accommodate this dual-left turn implementation.
 - With the recommended signalization, provide protected-only left-turn phasing for the southbound dual left-turn movement.

- SR 74 (Senoia Road) at I-85 Northbound Ramps (Int. #15)
 - Construct one additional southbound through lane along SR 74 in the vicinity of I-85 Northbound Ramps, resulting in three southbound through lanes. Extend this additional southbound through lane upstream across the bridge to the I-85 Southbound Ramps (Int. #16) to serve as the third receiving lane for the recommended third westbound left-turn lane (see next bulleted intersection).

Note: Additional exit-ramp and southbound bridge capacity will likely be achieved with implementation of the programmed interchange reconstruction project, FS-AR-182. This project proposes either a Diverging Diamond Interchange or a new Partial Cloverleaf Interchange design.

- SR 74 (Senoia Road) at I-85 Southbound Ramps (Int. #16)
 - Construct one additional westbound left-turn lane along the I-85 Southbound Exit Ramp to SR 74, resulting in triple left-turn lanes. The third westbound left-turn lane will be received by the recommended third southbound through lane at the I-85 Northbound Ramp intersection, extended upstream across the bridge to this study intersection.

Note: Additional exit-ramp and southbound bridge capacity will likely be achieved with implementation of the programmed interchange reconstruction project, FS-AR-182. This project proposes either a Diverging Diamond Interchange or a new Partial Cloverleaf Interchange design.

Based on the projected 2022 Build conditions, the traffic consultant identified the following recommended improvements that result in the below listed intersections that provide ingress/egress to the site operating at or above their LOS standard:

- Veterans Parkway roadway segment from S. Sandy Creek Road to Sandy Creek Road (from Int. #9 to Int. #11)
 - Widen the roadway from a 2-lane typical section to a 4-lane typical section.
 - At the southern end of this segment, the additional northbound through travel lane begins with the recommended westbound free-flow right-turn at Int. #9, and the additional southbound through travel lane ends as an exclusive left-turn at Int. #9 (see details for Int. #9 below).
 - At the northern end of this segment, the additional southbound through travel lane begins with the recommended eastbound right-turn bypass/slip lane to supplement the proposed roundabout at Int. #11, and the additional northbound through travel lane ends as one of the two northbound entry lanes into the proposed roundabout at Int. #11 (see details for Int. #11 below).
- Veterans Parkway at S. Sandy Creek Road (Int. #9)
 - Install a traffic signal (when warranted). Note that this intersection is projected to meet Warrant 1 (Eight-Hour), Warrant 2 (Four-Hour), and Warrant 3 (Peak Hour) thresholds during the AM peak hour under projected 2022 Build conditions.
 - Convert the existing northbound right-turn along Veterans Parkway to a channelized, yield-controlled right-turn.
 - Extend the existing southbound left-turn lane along Veterans Parkway to function as a lane drop for the additional southbound through travel lane, to accommodate the recommended widening of Veterans Parkway (described above).

- Convert the existing westbound channelized right-turn along SR 74 from yield-control to continuous free-flow (without an immediate merge). Construct a northbound receiving lane along Veterans Parkway, departing from S. Sandy Creek Road, to function as the additional northbound through travel lane, in accordance with the recommended widening of Veterans Parkway (described above).
- Veterans Parkway at Hood Road / Proposed Driveway #7 (Int. #10)
 - Install a traffic signal (when warranted). Note that this intersection is projected to meet Warrant 1 (Eight-Hour), Warrant 2 (Four-Hour), and Warrant 3 (Peak Hour) thresholds during the AM peak hour, as well as Warrant 1 thresholds during the PM peak hour, under projected 2022 Build conditions.
 - Construct one additional northbound through lane along Veterans Parkway, resulting in two northbound through lanes, in accordance with the recommended widening of Veterans Parkway (described above).
 - Construct one additional southbound through lane along Veterans Parkway, resulting in two southbound through lanes, in accordance with the recommended widening of Veterans Parkway (described above).
 - Construct Driveway #7 to have one ingress lane and one egress lane, aligned with Hood Road.
 - Provide an eastbound shared left-turn/through lane with a channelized, yield-controlled right-turn lane, to serve traffic exiting the site from Driveway #7.
 - Construct a northbound exclusive left-turn lane along Veterans Parkway to serve traffic entering the site along Driveway #7.
 - Convert the existing southbound through lane to be a shared left-turn/through lane along Veterans Parkway to serve traffic turning onto Hood Road.
 - Construct a northbound right-turn deceleration lane along Veterans Parkway to serve traffic turning onto Hood Road.
 - Construct a southbound right-turn deceleration lane along Veterans Parkway to serve traffic entering the site along Driveway #7.
 - Construct a westbound channelized, yield-controlled right-turn lane along Hood Road, and convert the existing shared left-turn/through/right turn lane to be a shared left-turn/through lane.
- Veterans Parkway at Sandy Creek Road / Proposed Driveway #10 (Int. #11)
 - Construct a partial single-lane/dual-lane roundabout. Figure 9C and the roundabout layout graphic in Appendix G of the DRI traffic study provide a more complete laneage depiction.
 - Provide two northbound entry lanes into the roundabout: one left-turn only lane and one shared through/right-turn lane.
 - Provide two southbound exit lanes from the roundabout: one lane departs from the roundabout circle and the other receives the eastbound right-turn bypass/slip lane.
 - Provide two eastbound entry lanes into the roundabout: one shared left-turn/through lane and one right-turn bypass/slip lane.
 - Provide one westbound exit lane from the roundabout.
 - Provide one southbound entry lane into the roundabout and one northbound exit lane from the roundabout.

- Construct Driveway #10 to have one ingress lane and one egress lane, aligned with Sandy Creek Road via the proposed roundabout.
- Veterans Parkway at Proposed Driveway #1 / Proposed Driveway #2 (Int. #21)
 - Construct Driveway #1 to have one ingress lane and one egress lane, aligned with Driveway #2.
 - Construct Driveway #2 to have one ingress lane and one egress lane, aligned with Driveway #1.
 - Provide a westbound, stop-controlled, shared left-turn/through lane with a channelized, yield-controlled right-turn lane, to serve traffic exiting the site from Driveway #1.
 - Provide an eastbound, stop-controlled, shared left-turn/through lane with a channelized, yield-controlled right-turn lane, to serve traffic exiting the site from Driveway #2.
 - Construct a northbound exclusive left-turn lane along Veterans Parkway to serve traffic entering the site along Driveway #2.
 - Construct a southbound exclusive left-turn lane along Veterans Parkway to serve traffic entering the site along Driveway #1.
 - Construct a northbound right-turn deceleration lane along Veterans Parkway to serve traffic entering the site along Driveway #1.
- Veterans Parkway at Proposed Driveway #3 (Int. #22)
 - Construct Driveway #3 to have one ingress lane and one egress lane.
 - Provide an eastbound, stop-controlled, left-turn lane with a channelized, yield-controlled right-turn lane, to serve traffic exiting the site from Driveway #3.
 - Construct a southbound right-turn deceleration lane along Veterans Parkway to serve traffic entering the site along Driveway #3.
- Veterans Parkway at Proposed Driveway #4 (Int. #23)
 - Construct Driveway #4 to be a right-in/right-out only driveway with one ingress lane and one egress lane.
 - Provide an eastbound channelized yield-controlled right-turn lane to serve traffic exiting the site from Driveway #4.
 - Construct a southbound channelized right-turn deceleration lane along Veterans Parkway to serve traffic entering the site along Driveway #4.
- Hood Road at Proposed Driveway #5 (Int. #24)
 - Construct Driveway #5 to have one ingress lane and one egress lane.
 - Provide a southbound, stop-controlled, shared left-turn/right-turn lane, to serve traffic exiting the site from Driveway #5.
- Hood Road at Proposed Driveway #6 (Int. #25)
 - Construct Driveway #6 to have one ingress lane and one egress lane.
 - Provide a southbound, stop-controlled, shared left-turn/right-turn lane, to serve traffic exiting the site from Driveway #6.

- Veterans Parkway at Proposed Driveway #8 / Proposed Driveway #9 (Int. #26)
 - Construct a dual-lane roundabout. Refer to Figure 9C and the roundabout layout graphic in the Appendix G for a more complete laneage depiction.
 - Provide two northbound entry lanes into the roundabout: one shared left-turn/through lane and one shared through/right-turn lane.
 - Provide two southbound entry lanes into the roundabout: one shared left-turn/through lane and one shared through/right-turn lane.
 - Provide two lanes exiting the roundabout in the northbound and southbound directions.
 - Note: the dual entry and exit lanes in the northbound and southbound directions ties into the recommended widening of Veterans Parkway (described above).
 - Construct Driveway #8 to have one ingress lane and one egress lane, aligned with Driveway #9 via the proposed roundabout.
 - Construct Driveway #9 to have one ingress lane and one egress lane, aligned with Driveway #8 via the proposed roundabout.
- Veterans Parkway at Proposed Driveway #11 (Int. #27)
 - Construct Driveway #11 to have one ingress lane and one egress lane.
 - Provide an eastbound, stop-controlled, shared left-turn/right-turn lane, to serve traffic exiting the site from Driveway #11.
- Veterans Parkway at Proposed Driveway #12 (Int. #28)
 - Construct Driveway #12 to have one ingress lane and one egress lane.
 - Provide an eastbound, stop-controlled, shared left-turn/right-turn lane, to serve traffic exiting the site from Driveway #12.
- Sandy Creek Road at Existing Driveway #13 (Int. #29)
 - Construct a southbound channelized, yield-controlled right-turn lane along the existing Driveway #13, and convert the existing shared left-turn/right-turn lane to be a stop-controlled left-turn only lane.
 - Construct a westbound right-turn deceleration lane along Sandy Creek Road to serve traffic entering the site along Driveway #13.
- Sandy Creek Road at Existing Driveway #14 / Existing Driveway #15 (Int. #30)
 - Construct a southbound channelized, yield-controlled right-turn lane along the existing Driveway #14, and convert the existing shared left-turn/through/right-turn lane to be a stop-controlled shared left-turn/ through lane.
- Sandy Creek Road at Proposed Driveway #16 (Int. #31)
 - Construct Driveway #16 to have one ingress lane and one egress lane.
 - Provide a southbound, stop-controlled, left-turn lane with a channelized, yield-controlled right-turn lane, to serve traffic exiting the site from Driveway #16.
 - Construct a westbound right-turn deceleration lane along Sandy Creek Road to serve traffic entering the site along Driveway #16.
- Sandy Creek Road at Proposed Driveway #17 / Existing Driveway #18 (Int. #32)

- Construct Driveway #17 to have one ingress lane and one egress lane, aligned with Driveway #18.
- Provide a southbound, stop-controlled, shared left-turn/through lane with a channelized, yield-controlled right-turn lane, to serve traffic exiting the site from Driveway #17.
- Construct an eastbound exclusive left-turn lane along Sandy Creek Road to serve traffic entering the site along Driveway #17.
- Construct a westbound right-turn deceleration lane along Sandy Creek Road to serve traffic entering the site along Driveway #17.

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

The traffic consultant reviewed the ARC Transportation Improvement Program (TIP), the Plan 2040 Regional Transportation Improvement Program (RTP), GDOT's Construction Work Program, Fayette County's SPLOST projects, and the GDOT Statewide TIP (STIP). Based on this review, the following projects are programmed or planned to be completed by the respective years within the vicinity of the proposed development. The identified projects are listed in Table 12 from the traffic study.

Table 12 Programmed Improvements			
#	Completion Date	Project ID	Project Description
1	Under Construction	R-5	SPLOST Project: West Fayetteville Parkway Phase II – New alignment between Sandy Creek Road and Westbridge Road. Also referred to as the “Veterans Parkway Extension”
2	2018	0010613	Pre-construction: at grade pedestrian crossing and paths – SR 54; CR106/CR111/Lester Rd and Path near Piedmont Hospital
3	2020	FA-353	Path Forward Program – West Fayetteville Neighborhoods - Developing final design for key trail segments within Fayette County
4	2020	FA-236A	East Fayetteville Bypass: Segment 1 – New alignment from South Jeff Davis Drive to SR 54 (Fayetteville Road); 4.2 miles
5	2030	FA-085	SR 85 widening from SR 92 to Grady Avenue (2 lanes to 4 lanes); 0.8 miles
6	2030	FA-235C	West Fayetteville Bypass: Phase 3 – New alignment from Lester Road to Redwine Road; 3.1 miles
7	2030	FA-236B	East Fayetteville Bypass: Segment 2 – New alignment from SR 54 (Fayetteville Road) to SR 85; 2.0 miles
8	2030	CL-041	SR 54 widening from McDonough Road to US 19/41 (Tara Boulevard) (2 lanes to 4 lanes); 5.5 miles
9	2030	FS-AR-182	I-85 South Interchange Improvements at SR 74 (Senoia Road) – Interchange reconstruction; add turn lanes; partial cloverleaf design per IMR.
10	2040+	ASP-FA-347	SR 92 widening from Oakley Industrial Boulevard to SR 85 (Glynn Street)

**Table 12
Programmed Improvements**

11	2040+	IT-003	New turn lanes at the intersection of SR 74 at Sandy Creek Road
12	2040+	IR-006	New turn lanes at the intersection of SR 54 @ Ebenezer Road
13	2040+	IR-021	Add left-turn phasing to the intersection of SR 54 @ Gingercake Road
14	2040+	IR-022	Redesign intersection of SR 54 at SR 74; previously planned for grade separation
15	2040+	IR-030	Intersection realignment and improvements at the intersection of SR 92 at Westbridge Road
16	2040+	IS-004	New traffic signal at the intersection of SR 54 at Ebenezer Road
17	2040+	FA-264 / NW-011	Sandy Creek Road Extension from SR 74 (Joel Cowan) to Palmetto Road
18	2040+	OP-002	Coordinated signal system along SR 54
19	2040+	OP-007	Widen Tyrone Road from SR 54 to SR 74 at intersections and key locations where turn lanes are needed (2 lanes to 3 lanes)
20	2040+	OP-011	Widen existing New Hope from realigned intersection to SR 92 (2 lanes to 3 lanes as needed)
21	2040+	OP-012	Widen existing Lees Mill from SR 92 to West Fayetteville Bypass (2 lanes to 3 lanes as needed)
22	2040+	FA-235A / RTP-001	West Fayetteville Bypass: Phase 1 – From Lester Road to Sandy Creek Road
23	2040+	FA-235B / RTP-002	West Fayetteville Bypass: Phase 2 – From Sandy Creek Road to SR 92

Source: *DRI Traffic Study for Pinewood Atlanta Studios DRI #2480*

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 not currently served by transit. There are currently no plans to provide or expand transit service in the vicinity of the proposed project.

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

All intersections that have an existing or a proposed roundabout should have AM and PM peak hour analyses conducted using HCM 2010 methodology. The SIDRA software analysis methodology generally assumes more capacity for intersection analyses than the HCM 2010 methodology. However, the analysis results from the HCM 2010 methodology may be more applicable for this DRI study than the results from the SIDRA software analysis as roundabouts are relatively uncommon in Fayette County and Metro Atlanta. The HCM 2010 methodology analyses can be conducted using

Synchro, SIDRA (using the HCM 2010 module), or the most recent version of the GDOT Roundabout Analysis Tool.

All new roundabouts and all roundabouts proposed for modifications as a part of this development should:

- Have a diameter large enough to accommodate large trucks/buses and/or include a truck-mountable apron as part of their design
- Incorporate pedestrian crossing facilities as part of their design

**PINEWOOD ATLANTA STUDIOS, PRODUCTION CENTER AND GEORGIA MILITARY
COLLEGE DRI
City of Fayetteville**

Natural Resources Division Review Comments

May 26, 2015

Water Supply Watershed and Stream Buffer Protection

A portion of the proposed project property is crossed by Sandy Creek and its tributaries. Sandy Creek is itself a tributary of Whitewater Creek, which is a public water supply source for both the City of Fayetteville and Fayette County. The Whitewater Creek Water Supply Watershed is a small (less than 100 square mile) watershed which is a public water supply source for both Fayette County and the City of Fayetteville. While the proposed project property is more than 7 miles upstream of the County intake, it is within 7 miles of the City intake.

Under the Georgia Planning Act of 1989, all development in a public water supply watershed is subject to the DNR Part 5 Water Supply Watershed Minimum Criteria (Chapter 391-3-16-.01, Criteria for Water Supply Watersheds) unless alternative criteria are developed and adopted by the jurisdiction according to the requirements of the Part 5 criteria and are then approved by Georgia EPD and DCA. The City has adopted a water supply watershed protection ordinance, which requires a 100-foot vegetative buffer and 150-foot impervious surface setback on all perennial streams in a water supply watershed. Perennial streams are defined in the City ordinance as streams that are shown as perennial on a USGS quad sheet.

The submitted site plans show a 50-foot undisturbed buffer and 75-foot impervious setback on all streams shown on plans. The USGS coverage for the project area shows Sandy Creek and two unnamed tributaries on the property as perennial streams. The City will need to determine if the proposed project meets all the applicable requirements of its water supply watershed protection ordinance.

All identified streams on the property will be subject to the City's Stream Buffer Ordinance, which requires a 50-foot undisturbed buffer and a 75-foot impervious surface setback. These buffers are shown along all the streams included on the proposed project plans. All these streams as well as any other waters of the state on this property are also be subject to the State 25-foot Sediment and Erosion Control Buffer.

Storm Water/Water Quality

All projects should adequately address the impacts of the proposed development on stormwater runoff and downstream water quality. During construction, projects 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. ARC has estimated the amount of pollutants produced after the construction of the entire proposed development, based on the submitted site plan. These estimates are based on some simplifying assumptions for typical pollutant loading factors (lbs/ac/yr). 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 Region. If actual impervious percentages are higher or lower than the estimate, the pollutant loads will differ accordingly.. 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
Office/Light Industrial	367.10	473.56	6288.42	41849.40	259906.80	543.31	69.75
Townhouse/Apartment	329.30	345.77	3526.80	22063.10	199226.50	250.27	46.10
TOTAL	696.40	819.33	9815.22	63912.50	459133.30	793.58	115.85

Total Percent Impervious: 60%

In order to address post-construction stormwater runoff quality, the project should implement stormwater management controls (structural and/or nonstructural) as found in the Georgia Stormwater Management Manual (www.georgiastormwater.com) and meet the stormwater management quantity and quality criteria outlined in the Manual. Where possible, the project should utilize the stormwater better site design concepts included in the Manual.

We would also suggest the following additional measures to help reduce stormwater reduction and provide for its reuse:

- Consider using green spaces and tree planting beds as stormwater controls. These can be designed to provide maximum aesthetic value while also providing for water quality treatment and run-off reduction, potentially reducing the need for larger stormwater facilities and helping to minimize the negative effects of stormwater runoff on streams and water quality.
- Consider using pervious concrete or other pervious materials in parking areas and other paved open areas. With the proper substrate, such materials can provide a large storage capacity, which will further help to reduce stormwater runoff.
- Consider including rainwater capture in the project design to provide for landscape irrigation during dry periods.



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 specified return deadline.

Preliminary Findings of the RDC: **Pinewood Atlanta Studios** *See the Preliminary Report.*

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

As mentioned in the traffic analysis section of the DRI report, there are a few programmed projects in the vicinity of this proposed development:

PI 0012878/FA-353 (Path Forward Program - West Fayetteville Neighborhoods). The GDOT Project Manager for this project is Justin Banks, who can be reached at jubanks@dot.ga.gov or 404-631-15553 for further coordination if needed.

PI 0010613 (SR 54; CR 106/CR111/Lester Rd & Path near Piedmont Hospital). The GDOT Project Manager for this project is Jeanne Kerney, who can be reached at jkerney@dot.ga.gov or 404-631-1982 for further coordination if needed.

Individual Completing Form: Julia Billings

Local Government:

Department: GDOT, Office of Planning

Telephone: (404) 631-1774

Signature:

Date: 6-8-15

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: *June 10, 2015*

Jonathan Tuley

From: Hood, Alan C. <achood@dot.ga.gov>
Sent: Wednesday, June 10, 2015 3:11 PM
To: Jonathan Tuley
Cc: Shelley.Lamar@atlanta-airport.com; Hope Macaluso (hope@kffc.org); Brian, Steve
Subject: FW: DRI Review Notification - Pinewood Atlanta Studios (DRI #2480)
Attachments: Pinewood Atlanta Studios (DRI 2480) - Preliminary Report.pdf

Jon,

The proposed development, of 1,518,000 square feet of studio facilities, 521,000 square feet of office space, 128,500 square feet of commercial space, 821 single-family units, 524 multi-family units, and 200 hotel rooms, is located approximately 11 miles south west of the Hartsfield-Jackson Atlanta International Airport (ATL) and 8 miles north east of the Atlanta Regional Airport – Falcon Field (FFC), and is located 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 Ms. Shelley Lamar with the Hartsfield-Jackson Atlanta International Airport and Ms. Hope Macaluso with Atlanta Regional Airport – Falcon Field 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

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

From: Jonathan Tuley [mailto:JTuley@atlantaregional.com]
Sent: Wednesday, May 27, 2015 4:33 PM
To: jud.turner@gaepd.org; Fowler, Matthew; VanDyke, Cindy; 'alware@dot.ga.gov'; Comer, Carol; Hood, Alan C.; Allen, Patrick; Olson, David W; Giles, Shane; Crowe, Richard; Govus, Michael; lbeall@grta.org; DRI; 'Jon West'; Brian Wismer (bwismer@fayetteville-ga.gov); Ray Gibson; planningdesk@fayetteville-ga.gov; pfrisina@fayettecountyga.gov; khood@tyrone.org; Wilkerson, Donald; Woods, Dan; danielle.coles@dot.gov; bkrochester@rochester-assoc.com; John.Walker@kimley-horn.com; michael.wanko@kimley-horn.com
Cc: Community Development; Jim Santo; Daniel Studdard; Jim Skinner; Sammie Carson; Carolyn Rader
Subject: DRI Review Notification - Pinewood Atlanta Studios (DRI #2480)

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 **Pinewood Atlanta Studios (DRI #2480)**. This development project is located in the City of Fayetteville at 400 Veterans Parkway. It is proposed to include 1,518,000 square feet of studio

facilities, 521,000 square feet of office space, 128,500 square feet of commercial space, 821 single-family units, 524 multi-family units, and 200 hotel rooms.

We request that you or a member of your staff review the attached preliminary report, and provide comments to ARC by June 10, 2015.

Review opened on: May 27, 2015

Comments Due: June 10, 2015

Review will close on: June 15, 2015

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
P | 404.463.3307
F | 404.463.3254
jtuley@atlantaregional.com
atlantaregional.com

Connect with ARC

Like us on [Facebook](#) »

Follow us on [Twitter](#) »

ARC Land Matters [Blog](#) »

Get connected on [LinkedIn](#) »

CONFIDENTIALITY NOTICE: This e-mail and any attachments are intended solely for the use of the named recipient or recipients. Any dissemination of this e-mail by anyone other than an intended recipient is strictly prohibited. If you are not a named recipient, you are prohibited from any further viewing of the e-mail or any attachments or from making any use of the e-mail or attachments. If you believe you have received this e-mail in error, notify the sender immediately and permanently delete the e-mail and any attachments, and all copies.

Traffic deaths in Georgia are up an average of 25%. Many of these fatalities result from preventable crashes and distracted driving. The DriveAlert ArriveAlive campaign implores motorists to ... Drive responsibly. It's easy as 1-2-3. 1. Buckle up 2. Stay off the phone/no texting 3. Drive alert Visit www.dot.ga.gov/DS/SafetyOperation/DAAA. #ArriveAliveGA The DriveAlert ArriveAlive campaign is a partnership between the Georgia Department of Transportation (GDOT), the Governor's Office of Highway Safety (GOHS) and the Georgia Department of Public Safety (DPS).

Fayette County Comments for DRI #2480 – Pinewood Atlanta Studios

1. The increased traffic flow on all connecting roads is a major concern, including the funding of recommended road improvements.
2. A multi-use path system to serve pedestrian, bicycle and golf cart movement is necessary to reduce vehicular trips. A multi-use path tunnel or bridge connecting Parcel 1 (Main Studio) and Parcel 3 (Pinewood Forest) crossing Veterans Parkway should be considered as opposed to an at-grade crossing to alleviate vehicle and multi-use path conflicts.
3. Fayetteville should consider limiting the size of big box retail establishments to no more than 32,000 square feet.
4. Driveways – Maintaining limited access to Veterans Parkway was an important consideration during land acquisition and design of Veterans Parkway. Several of the proposed driveways do not meet the original project's intent, including Driveways 3, 7, 12 and 16. Internal frontage roads should be utilized to reduce the number of driveways.
5. Driveways – Driveway 3 should be eliminated and Driveway 4 should be aligned directly across from South Sandy Creek.
6. Driveway 2 – poor alignment for purposes of internal ingress and egress.
7. The Traffic Analysis should assess the benefits of replacing the Hood Road Bridge over Whitewater Creek. Establishing this connectivity would help alleviate traffic on SR 54. This project is in Fayette County's 2010 CTP (#BG007) but is not active, has mixed support, and has no funding source. Fayetteville is planning to let for construction the Hood Avenue realignment project which will provide a new traffic signal for the intersections of Hood Avenue, SR 92 and SR 85 in Fayetteville. If both projects were complete it would make Hood Avenue a great alternative for east-west movement in that area of the County.
8. Is the Pedestrian Tunnel's location accurate? Given the Transportation Analysis' recommendation to widen Veterans Parkway, a tunnel may ultimately be needed in addition to at-grade crossings provided via the roundabouts. Appropriate area should be set aside to accommodate future construction.
9. Assumed Traffic Growth – The study assumed an annual growth rate of 1% for seven years. How sensitive are the level-of-service (LOS) predictions to the growth rate and do any of the transportation recommendations change to unsatisfactory LOS with a higher growth rate?
10. Traffic Volumes and Infrastructure Improvements– After accounting for internal capture, full build-out is estimated to yield 23,850 net daily trips. This is roughly equivalent to the daily traffic on SR 85 South between Stonewall Avenue and Grady Avenue. As a result of this project, there will be substantial transportation projects required within city limits (Fayetteville and Peachtree City), the unincorporated County, and along State Routes. In conjunction with GRTA's Notice of Decision, coordination is needed among these entities to identify implementation and funding strategies for the required and recommended projects.
11. Scheduling – A plan is needed to identify a scheduling sequence for "required" transportation projects as different phases of the development are started and substantially completed.
12. Intersection Controls – are there operational efficiency issues to be considered when recommending a mix of traffic signals and roundabouts along Veterans Parkway? The plans

shows four controls within 9/10th of a mile. Has a corridor analysis been done to see how the segment will function comprehensively with traffic volumes in excess of 23,000 vpd? Would all roundabouts or all signals work better?

13. Future Studies – Fayette County submitted applications to the Atlanta Regional Commission in April 2015 for an Engineering Study of four corridors within Fayette County: SR 74; Sandy Creek Road; Tyrone/Palmetto Roads; and Lees Mill, New Hope and Kenwood Roads. If approved, the studies would provide a comprehensive assessment of the roads and make safety and operational improvement recommendations. A decision on funding from ARC is expected in January or February 2016.
14. Section 7.0, Identification of Programmed Projects – listed below are County comments regarding the status and funding for the 23 projects identified in Table 12 of the *Transportation Analysis*. Please contact Phil Mallon or Carlos Christian (both at 770-320-6010) for additional information on these projects.

#	Project ID	Status
1	R-5, Veterans Parkway Phase	Project complete except for intersection of Veterans Pkwy with SR 92. That task is in design with construction planned for CY 2016.
2	GDOT PI 010613, Pedestrian Bridge over SR 54	The at-grade project has been combined with a pedestrian bridge and trail project over SR 54 near the Hospital. Project is in design.
3	FA-353, Pedestrian Bridge over SR 54	This project has been combined with PI 010613 (see above). Project is in design.
4	FA-236A, EFB Segment 1	This project is now 100% locally funded and will provide connectivity between Corinth Road and County Line Road. Project is in design.
5	FA-085, SR 85 Widening	This is a GDOT capacity project inside City Limits of Fayetteville. Design is authorized (?).
6	FA-235C, WFB Phase 3	This project has been shelved by the BOC. No action.
7	FA-236B, EFB Segment 2	This project is now 100% locally funded and will provide connectivity between Corinth Road and County Line Road. Project is in design. See FA-236A
8	CL-041, Widening of SR 54	This is a GDOT project. PE and ROW are authorized. CST schedule uncertain due to funding.
9	FA-AR-182, SR 74 & I-85 Interchange Improvement	This is a GDOT project under design. CST scheduled for 2018.
10	ASP-FA-347, Widening of SR 92 north of Fayetteville	Aspirations. Possible operational and safety improvements instead of widening. No schedule for delivery.
11	IT-003, Sandy Creek at SR 74	GDOT looking at intersection improvement. Uncertain funding source. A turn lane was added by County in 2009.
12	IR-006, Ebenezer Rd at SR 54	No County information on this project (are additional turn lanes beyond what was added for signal being

		suggested?).
13	IR-021, Gingercake Rd at SR 54	Eligible SPLOST project, waiting on traffic volumes to warrant left turn phase.
14	IR-022, SR 54 & SR 75	No County information on this project.
15	IR-030, Westrbridge at SR 92	Project incorporated into Veterans Parkway Phase 2 (see R-5 above).
16	IS-004, Signal at Ebenezer Rd and SR 54	Signal added in 2010.
17	FA-264 / NW-011, Sandy Creek Rd extension	Project dropped due to residential development
18	OP-002, Signal coordination along SR 54	No County information on this project.
19	OP-007 Tyrone Road	Scoping study requested. No current funding.
20	OP-011 New Hope Road	Scoping study requested. No current funding.
21	OP-012 Lees Mill Road	Scoping study requested. No current funding.
22	FA-235A, WFB 1	Project Complete
23	FA-235B, WFB 2	Project Complete thru Lees Mill Road, need intersection with SR 92 (see R-5 above)

Developments of Regional Impact

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

DRI #2480

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:

Fayetteville

Individual completing form:

Julie Brown

Telephone:

770-719-4177

E-mail:

planningdesk@fayetteville-ga.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:

Pinewood Atlanta Studios - West Fayetteville

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

400 Veterans Parkway Fayetteville, Georgia

Brief Description of Project:

A Master Planned Development consisting of film studio facilities, production center, office, commercial, residential, hotels and institutional uses.

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

<input type="radio"/> Housing <input type="radio"/> Waste Handling Facilities <input type="radio"/> Any other development types	
<input type="radio"/> Industrial <input type="radio"/> Quarries, Asphalt & Cement Plants	
If other development type, describe:	
Project Size (# of units, floor area, etc.):	Studio: 1,952,000 sf; Residential: 1,345 units; Commercial/Office: 259,500 sf; Institutional: 53,000
Developer:	Pinewood Atlanta Holdings, LLC; Attn: Bill Foley
Mailing Address:	900 Westpark Drive
Address 2:	Suite 300
	City: Peachtree City State: Ga Zip: 30269
Telephone:	(404) 761-7299
Email:	BillFoley@foleydesign.com
Is property owner different from developer/applicant?	<input type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> No
If yes, property owner:	
Is the proposed project entirely located within your local government's jurisdiction?	<input type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> No
If no, in what additional jurisdictions is the project located?	Fayette County
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 type="checkbox"/> Rezoning <input type="checkbox"/> Variance <input type="checkbox"/> Sewer <input type="checkbox"/> Water <input type="checkbox"/> Permit <input checked="" type="checkbox"/> Other Annexation and Rezoning
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: 2022 Overall project: 2022
Back to Top	

Copyright © 2010 The Georgia Department of Community Affairs. All Rights Reserved.

Developments of Regional Impact

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

DRI #2480

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:	Fayetteville
Individual completing form:	Julie Brown
Telephone:	770-719-4177
Email:	planningdesk@fayetteville-ga.gov

Project Information

Name of Proposed Project:	Pinewood Atlanta Studios - West Fayetteville
DRI ID Number:	2480
Developer/Applicant:	Pinewood Atlanta Holdings, LLC; Attn: Bill Foley
Telephone:	(404) 761-7299
Email(s):	BillFoley@foleydesign.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
---	--

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.

Economic Development

Estimated Value at Build-Out:	\$780,000,000
-------------------------------	---------------

Estimated annual local tax revenues (i.e., property tax, sales tax) likely to be generated by the proposed development:	\$90- \$100,000,000
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 type="radio"/> Yes <input checked="" type="radio"/> No
If yes, please describe (including number of units, square feet, etc):	
<hr/>	
<hr/>	
Water Supply	
Name of water supply provider for this site:	Fayette County
What is the estimated water supply demand to be generated by the project, measured in Millions of Gallons Per Day (MGD)?	0.71 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:	
<hr/>	
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?	
<hr/>	
<hr/>	
Wastewater Disposal	
Name of wastewater treatment provider for this site:	City of Fayetteville
What is the estimated sewage flow to be generated by the project, measured in Millions of Gallons Per Day (MGD)?	0.64 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:	
<hr/>	
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?	
<hr/>	
<hr/>	
Land Transportation	
How much traffic volume is expected to be generated by the proposed development, in peak hour vehicle trips per	Daily=23,849, AM peak hour=2,382 , Pm peak hour = 2,601

MEMORANDUM

To: Laura Beall, AICP
From: Brian Rochester
cc: Brian Wismer, Jonathan Tuley, Dan Woods, Pete Frisina, Phil Mallon, Bill Foley, John Walker, Jeff Collins
Date: March 20, 2015
Re: Pinewood Atlanta DRI #2480; Fayetteville, Georgia

Based on the Overall Master Plan submitted with the above referenced DRI, it is anticipated that a higher than normal internal capture rate of vehicular trips will occur within the development. This is assumed due to the intended use of certain elements of the development. The following are the developer's assumptions from their pro forma for the development:

1) Hotel:

- It is assumed that 50% of the Hotel guests (based on 200 guest rooms) will be conducting business with the Studios or Offices located within the development.

2) Residential:

- Multi-Family – 212 of the 524 units will be used for temporary extended stay housing associated with production at the facility. An additional 50 of the 524 units will be used for student housing associated with the institutional uses of the development.
- Single-Family – approximately 300 of the 821 units will be residences of employees or temporary extended stay housing associated with the production facility or offices.

- 3) Retail – a large portion of the retail will be served by the works at the studio and offices, as well as by both the permanent and temporary residents within the development.

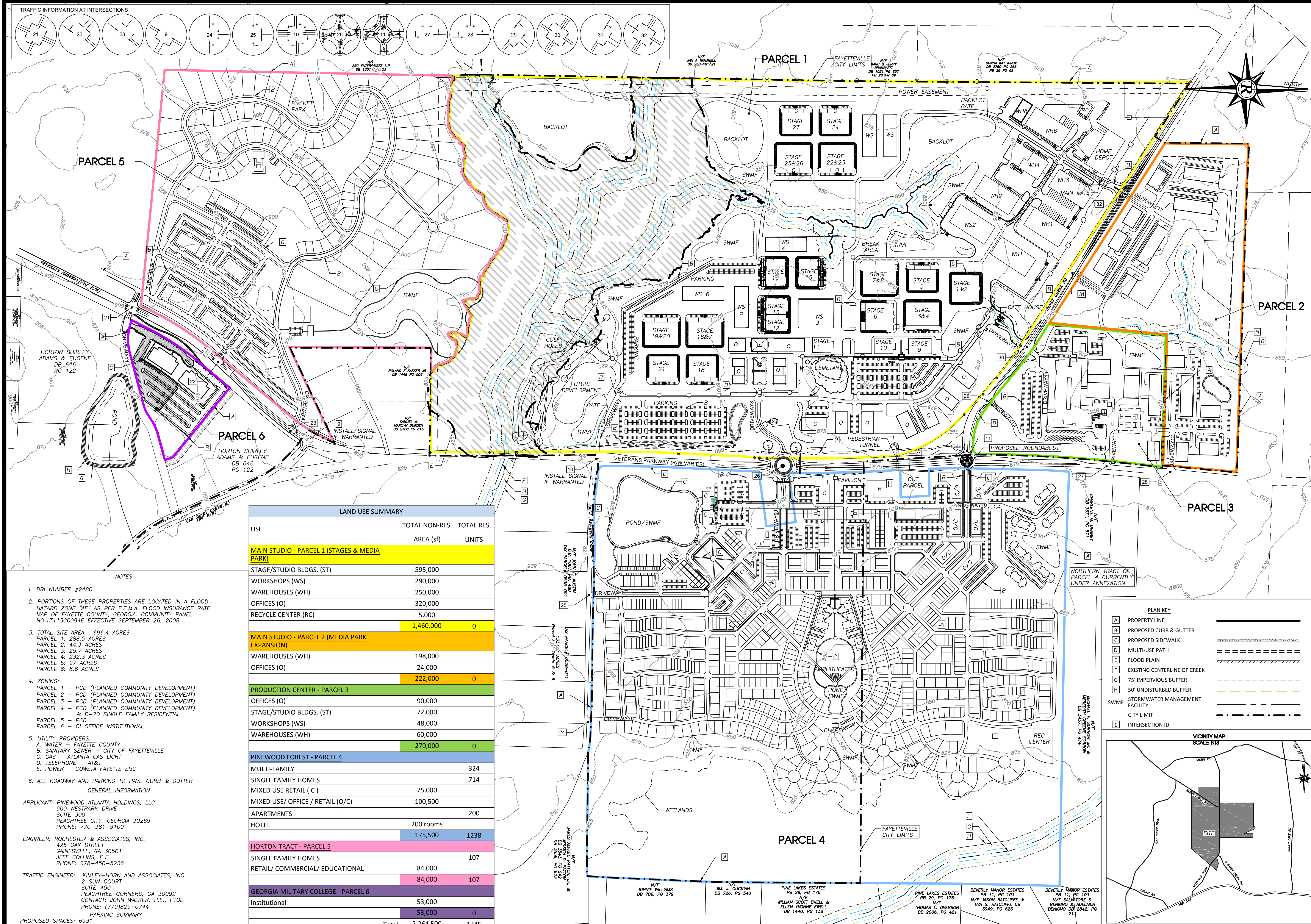
The following table shows the percentages from the developer's pro-forma and the adjusted assumptions to provide a conservative internal capture rate in the traffic study:

Use	Developer Pro-forma Assumptions	Traffic Study Assumptions *(KHA Modified)
Hotel	50%	25%
Multi-family	50%	10%
Single Family	37%	10%
Retail	Higher than ITE	ITE

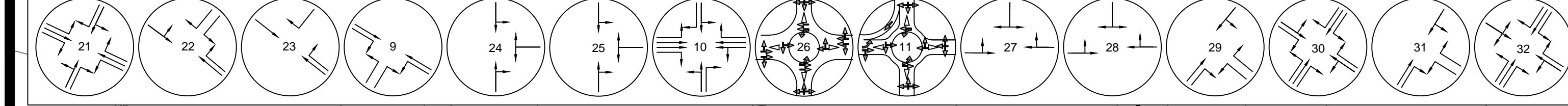
* Matches KHA Internal Capture Memo of March 18, 2015

The developer is planning a high degree of connectivity between various parcels of the development. This is due to the high number of people coming to the development from other parts of the world with expectations of alternative means of getting around. The unusual aspects of this project make it difficult to determine the exact extent of how the various elements will be used, however these assumptions are the intent of the developer at this time.

If you have any questions please feel free to contact Brian Rochester at (678) 450-5163.

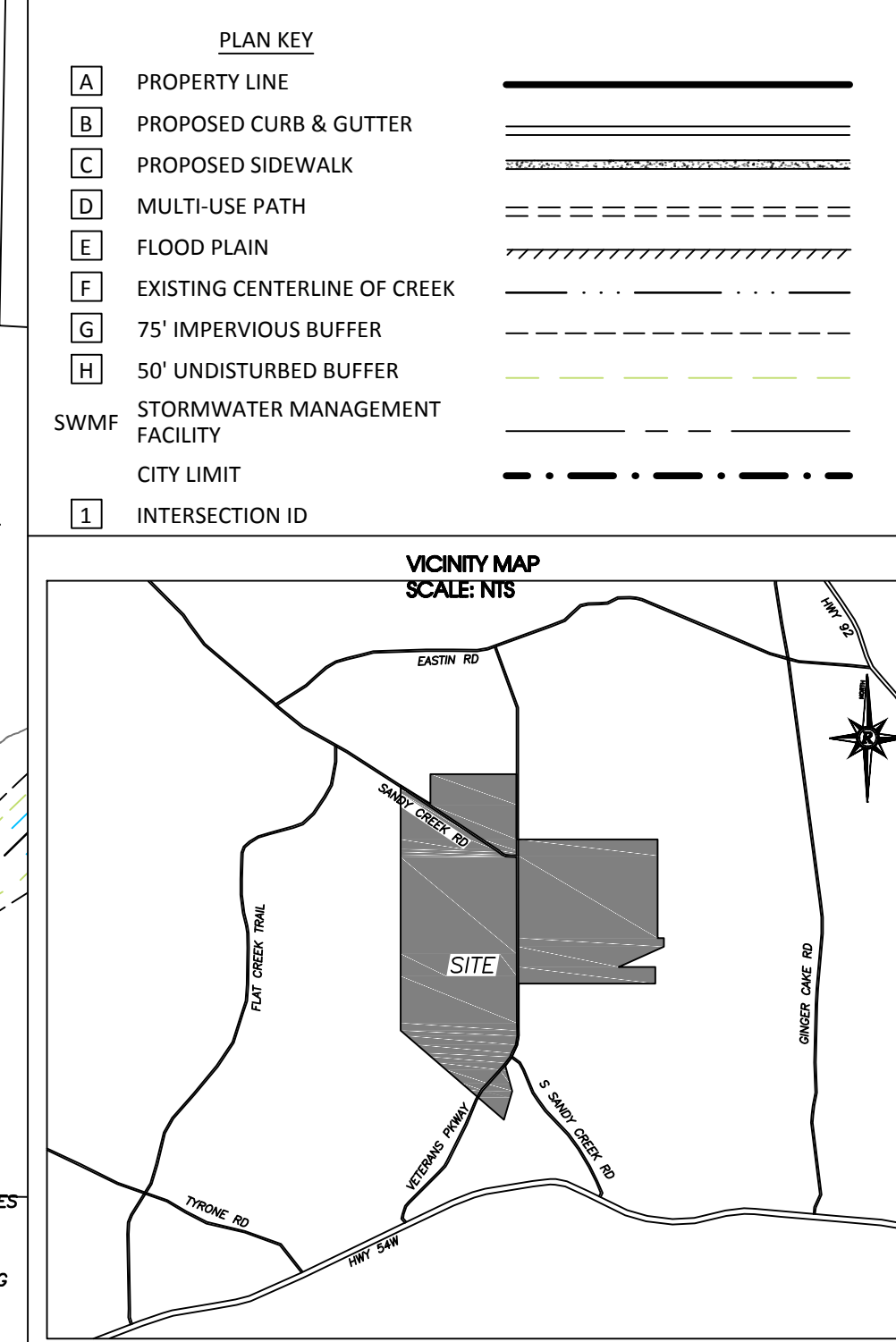


TRAFFIC INFORMATION AT INTERSECTIONS



- NOTES:**
- DRI NUMBER #2480
 - PORTIONS OF THESE PROPERTIES ARE LOCATED IN A FLOOD HAZARD ZONE "AE" AS PER F.E.M.A. FLOOD INSURANCE RATE MAP OF FAYETTE COUNTY, GEORGIA, COMMUNITY PANEL NO.13113C0084E EFFECTIVE SEPTEMBER 26, 2008
 - TOTAL SITE AREA: 696.4 ACRES
PARCEL 1: 288.5 ACRES
PARCEL 2: 44.3 ACRES
PARCEL 3: 25.7 ACRES
PARCEL 4: 232.3 ACRES
PARCEL 5: 97 ACRES
PARCEL 6: 8.6 ACRES
 - ZONING:
PARCEL 1 - PCD (PLANNED COMMUNITY DEVELOPMENT)
PARCEL 2 - PCD (PLANNED COMMUNITY DEVELOPMENT)
PARCEL 3 - PCD (PLANNED COMMUNITY DEVELOPMENT)
PARCEL 4 - PCD (PLANNED COMMUNITY DEVELOPMENT)
PARCEL 5 - PCD
PARCEL 6 - OI OFFICE INSTITUTIONAL
 - UTILITY PROVIDERS:
A. WATER - FAYETTE COUNTY
B. SANITARY SEWER - CITY OF FAYETTEVILLE
C. GAS - ATLANTA GAS LIGHT
D. TELEPHONE - AT&T
E. POWER - COWETA FAYETTE EMC
 - ALL ROADWAY AND PARKING TO HAVE CURB & GUTTER
- GENERAL INFORMATION**
- APPLICANT: PINWOOD ATLANTA HOLDINGS, LLC
900 WESTPARK DRIVE
SUITE 300
PEACHTREE CITY, GEORGIA 30269
PHONE: 770-381-9100
- ENGINEER: ROCHESTER & ASSOCIATES, INC.
425 OAK STREET
GAINESVILLE, GA 30501
JEFF COLLINS, P.E.
PHONE: 678-450-5236
- TRAFFIC ENGINEER: KIMLEY-HORN AND ASSOCIATES, INC.
2 SUN COURT
SUITE 450
PEACHTREE CORNERS, GA 30092
CONTACT: JOHN WALKER, P.E., PTOE
PHONE: (770)825-0744
- PARKING SUMMARY**
- PROPOSED SPACES: 6931
REQUIRED SPACES: PER CITY ORDINANCE

LAND USE SUMMARY		
USE	TOTAL NON-RES.	TOTAL RES.
	AREA (sf)	UNITS
MAIN STUDIO - PARCEL 1 (STAGES & MEDIA PARK)		
STAGE/STUDIO BLDGS. (ST)	595,000	
WORKSHOPS (WS)	290,000	
WAREHOUSES (WH)	250,000	
OFFICES (O)	320,000	
RECYCLE CENTER (RC)	5,000	
	1,460,000	0
MAIN STUDIO - PARCEL 2 (MEDIA PARK EXPANSION)		
WAREHOUSES (WH)	198,000	
OFFICES (O)	24,000	
	222,000	0
PRODUCTION CENTER - PARCEL 3		
OFFICES (O)	90,000	
STAGE/STUDIO BLDGS. (ST)	72,000	
WORKSHOPS (WS)	48,000	
WAREHOUSES (WH)	60,000	
	270,000	0
PINEWOOD FOREST - PARCEL 4		
MULTI-FAMILY		324
SINGLE FAMILY HOMES		714
MIXED USE RETAIL (C)	75,000	
MIXED USE/ OFFICE / RETAIL (O/C)	100,500	
APARTMENTS		200
HOTEL	200 rooms	
	175,500	1238
HORTON TRACT - PARCEL 5		
SINGLE FAMILY HOMES	84,000	107
RETAIL/ COMMERCIAL/ EDUCATIONAL	84,000	107
GEORGIA MILITARY COLLEGE - PARCEL 6		
Institutional	53,000	
	53,000	0
Total	2,264,500	1345



Rochester & Associates, Inc.
425 Oak Street N.W. • Gainesville, Georgia 30501
(770) 718-0600 • (770) 718-9090 Fax • www.rochester-assoc.com

FOR:
PINWOOD ATLANTA STUDIOS,
PRODUCTION CENTER
& GEORGIA MILITARY COLLEGE

LOCATED IN THE
CITY OF FAYETTEVILLE
FAYETTE COUNTY, GA

DRI SITE PLAN

NO.	DATE	DESCRIPTION	REVISIONS
2	5/13/15	ADD INTERSECTION TRAFFIC INFO	
1	4/28/15	ROUNDABOUT ADDED AT MAIN DR	

ANY CHANGES OR ALTERATIONS MADE TO THIS DRAWING MUST BE APPROVED BY THE WRITER OF RECORD, ROCHESTER & ASSOCIATES, INC. ANY CHANGES MADE WITHOUT THE WRITER OF RECORD'S APPROVAL ARE VOID. ORIGINAL DRAWINGS ARE KEPT ON FILE FOR VERIFICATION OF ANY CHANGES.

GRAPHIC SCALE
1"=300'
0' 300' 600'

####

SHEET
1
OF
1

DATE: 5/13/2015
SCALE: 1"=300'
JOB NO. F213004-FDA
DRAWN BY: JWE
CHECKED BY: JWE