

DATE: May 26, 2021

ARC REVIEW CODE: R2105101

TO: CEO Michael Thurmond
ATTN TO: Sylvia Smith, Transportation Planning Manager
FROM: Douglas R. Hooker, Executive Director
RE: Development of Regional Impact (DRI) Review



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Original on file

The Atlanta Regional Commission (ARC) has completed regional review of the following Development of Regional Impact (DRI). ARC reviewed the DRI with regard to its relationship to regional plans, goals and policies – and impacts it may have on the activities, plans, goals and policies of other local jurisdictions as well as state, federal and other agencies. This final report does not address whether the DRI is or is not in the best interest of the host local government.

Name of Proposal: Blackhall Studios Atlanta II DRI #3214

Submitting Local Government: DeKalb County

Review Type: Development of Regional Impact **Date Opened:** May 10, 2021 **Date Closed:** May 26, 2021

Description: A Development of Regional Impact (DRI) review of a proposal to build an additional phase of the Blackhall film/TV production studios and related uses. The 165-acre site is located in unincorporated DeKalb County south of Constitution Road SE between Moreland Avenue (SR 42/US 23) and Bouldercrest Road SE. The site is bounded by the South River to the north and I-285 to the south. Access would be provided with a new connection to International Park Drive SE and a connection through the first Blackhall phase on Constitution Road. The project proposes approximately 538,500 SF of studio space, 420,000 SF of warehouse space, 200,100 SF of offices, and 22,000 SF of on-site catering space. The local trigger action is a rezoning. Expected buildout is 2024.

Comments: According to the ARC's Unified Growth Policy Map (UGPM), this site is located in the Established Suburbs area of the region. These are generally areas of residential development that occurred after 1970 to around 1995 and are projected to remain suburbs through 2040. General recommendations for the Established Suburbs are listed at the end of these comments. These recommendations don't fully address all the prevailing industrial and logistical uses in this location, so additional recommendations for these areas are also included. This area will see increased job growth in the form of industrial and logistics space. Strategies are needed to avoid residential and industrial conflicts while still allowing both uses in proximity to each other, without limiting the operations of industrial land users.

This project supports some aspects of regional policy. It expands capacity for entertainment production, a growing employment sector in Georgia. It expands industrial and logistical space in the Metro South freight

cluster that includes southwestern DeKalb County, southeastern Atlanta, and northern Clayton County. The general area is well served by existing highway infrastructure, including Moreland Avenue (US 23/SR 42), Bouldercrest Road, Interstate 285, and Interstate 675.

The project appears to be compatible with DeKalb County's current comprehensive plan, which defines the future land use for this side as Light Industrial: "The intent of the Light Industrial Character Area is to identify areas appropriate for industrial type uses. The location of these areas shall preserve the appeal and appearance of residential and commercial areas from the prospective intrusion of light industrial land uses. These areas consist of areas used in low intensity manufacturing, including wholesale trade, and distribution activities that do not generate excessive noise, vibration, air pollution or other nuisance characteristics." (Note: DeKalb's current comprehensive plan was updated in 2016. A draft 2021 update is currently being reviewed by Georgia Department of Community Affairs.)

On the north bank of the South River across from the DRI site is identified as Conservation and Open Space: "The intent of the Conservation and Open Space Character Area is to preserve areas in the county with significant natural and ecological features, as well as environmentally sensitive recreational facilities for public enjoyment. These areas consist of undeveloped natural lands, environmentally sensitive and conservation areas that are not suitable for development. It also includes land used for active recreational purposes that provide for a wide range of activities with some land designated for cultural and historic preservation."

Care should be taken to ensure that the development, as constructed, promotes an interconnected, functional, clearly marked and comfortable bike/pedestrian experience on all streets, paths, entrances, and parking areas. The submitted site plan doesn't clearly indicate pedestrian facilities both leading into the site nor among the different uses within the site. The isolation of this location from both nearby residential uses and MARTA service on Constitution Road limit its accessibility for employees without personal vehicles, but there should be at least one fully ADA-compliant pedestrian pathway for each entrance. Internally, there is the potential for reducing internal vehicle trips with a well-designed network. If the majority of employee parking is going to be consolidated in the parking deck, it's essential to identify clear options for those employees to reach their worksite. Please refer to bike and pedestrian resources from ARC, GDOT, NACTO, and other organizations for more detailed recommendations on design elements, such as raised crossings for the path across driveways, lighting, and wayfinding. For example, a clear pedestrian pathway should be. More resources are available at <https://atlantaregional.org/plans-reports/bike-pedestrian-plan-walk-bike-thrive/>.

The City of Atlanta Department of Transportation notes more detail is needed on the proposed new signal on Moreland Avenue at Bailey Street, which is partly in the City. While the submitted diagram is not a full design, they note the need for improved pedestrian facilities at this new signal, as well as other improvements caused by this DRI. There is currently no legal pedestrian crossing of Moreland Avenue between Constitution Road and Interstate 285. Please see the additional comment from Georgia Department of Transportation's aviation office on the site's proximity to a navigation facility.

Historically this area of southern DeKalb County has had intensive industrial and landfill uses that have

been in conflict with the natural resources in the area, such as the South River. Over the recent decades, there have been various community efforts to mitigate environmentally harmful land uses and promote these natural resources. Most recently, the Atlanta Regional Commission awarded a competitive Community Development Assistance Program (CDAP) grant in spring 2021 to The Nature Conservancy and other advocacy organizations in support of developing a community vision for the South River Forest area that includes the DRI site.

The proposed DRI represents a major development and addition of impervious surface along the South River corridor within the boundary of this planning effort. The submitted site plan estimates 84.1 acres of total paved/developed acreage and 81.7 acres of total landscaped surface. The developer, local government, and advocacy groups should begin work immediately to identify any potential conflicts from the DRI with future public greenspace opportunities and environmental consequences.

The project can further support The Atlanta Region's Plan in general by incorporating other aspects of regional policy, including green infrastructure and/or low-impact design best practices throughout the site in general, in parking areas, on site driveways, in stormwater detention facilities, and as part of any improvements to site frontages. Please see additional comments from ARC's Natural Resources Group. They note that the county and state buffers along the river and stream on the submitted site plan should be more clearly defined.

Developing and Established Suburbs Strategies

- New development should connect to the existing road network and adjacent developments and use of cul-de-sacs or other means resulting in disconnected subdivisions should be discouraged
- Maximize the usefulness of existing recreational facilities in addition to providing new recreational opportunities
- Eliminate vacant or under-utilized parking areas through mechanisms such as out-parceling or conversion to community open space
- Use rain gardens, vegetated swales or other enhanced water filtration design to enhance the quality of stormwater run-off
- Identify other opportunities to foster a sense of community by developing town centers, village centers or other places of centralized location

Because these recommendations aren't fully applicable to the proposed use, these comments also include recommendations for the Region's Industrial & Logistics Areas. These include:

- Protect Industrial and Logistics Areas by not allowing conflicting land uses in the vicinity
- Identify key areas to preserve for freight and industrial uses
- Continue to promote Industrial and Logistics Areas as a major resource in recruiting future economic development prospects to the region
- Ensure the continued efficiency of cargo and freight transport with easy connectivity to trucking and shipping routes through the region

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

ARC COMMUNITY DEVELOPMENT
ARC RESEARCH & ANALYTICS
GEORGIA DEPARTMENT OF NATURAL RESOURCES
MARTA
FULTON COUNTY
SOUTH RIVER WATERSHED ALLIANCE

ARC TRANSPORTATION ACCESS & MOBILITY
ARC AGING & HEALTH RESOURCES
GEORGIA DEPARTMENT OF TRANSPORTATION
DEKALB COUNTY
CITY OF ATLANTA

ARC NATURAL RESOURCES
GEORGIA DEPARTMENT OF COMMUNITY AFFAIRS
GRTA/SRTA
CLAYTON COUNTY
METRO SOUTH CID

If you have any questions regarding this review, please contact Greg Giuffrida at (470) 378-1531 or ggiuffrida@atlantaregional.org. This finding will be published to the ARC review website located at <http://atlantaregional.org/plan-reviews>.



Developments of Regional Impact

[DRI Home](#)[Tier Map](#)[Apply](#)[View Submissions](#)[Login](#)**DRI #3214**

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: DeKalb County Government

Individual completing form: Sylvia Smith

Telephone: 678-758-7784

E-mail: sasmith@dekalbcountyga.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: BLACKHALL STUDIOS ATLANTA - PHASE II

Location (Street Address, GPS Coordinates, or Legal Land Lot Description): 15-051-01-001, 15-077-03-027, 15-078-01-001

Brief Description of Project: In early 2017, BLACKHALL STUDIOS ATLANTA opened with 9 new soundstages consisting of 210,000 SF; New Office Bungalows consisting of 41,000 SF, and an existing Warehouse Building consisting of 175,000 SF. BLACKHALL then expanded down the street into an existing 440,000 SF of warehouse/office space ("BLACKHALL EAST"). Now, in order to meet the growing demand for stage space in Atlanta, BLACKHALL STUDIOS ATLANTA is currently planning its ground-up phase II expansion which will consist of 538,000 SF of new soundstage; 200,000 SF of new offices; 420,000 SF of new warehouse space, and 22,000 SF of new catering (not restaurant) space.

Development Type:

- | | | |
|--|---|--|
| <input type="radio"/> (not selected) | <input type="radio"/> Hotels | <input type="radio"/> Wastewater Treatment Facilities |
| <input type="radio"/> Office | <input type="radio"/> Mixed Use | <input type="radio"/> Petroleum Storage Facilities |
| <input type="radio"/> Commercial | <input type="radio"/> Airports | <input type="radio"/> Water Supply Intakes/Reservoirs |
| <input type="radio"/> Wholesale & Distribution | <input type="radio"/> Attractions & Recreational Facilities | <input type="radio"/> Intermodal Terminals |
| <input type="radio"/> Hospitals and Health Care Facilities | <input type="radio"/> Post-Secondary Schools | <input type="radio"/> Truck Stops |
| <input type="radio"/> Housing | <input type="radio"/> Waste Handling Facilities | <input checked="" 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.): Approximately 1,180,372 SF on approximately 165 acres of land.

Developer: JWeberGroup (Jeff Weber)

Mailing Address: 901 Dove Street

Address 2: Suite 270

City: Newport Beach State: CA Zip: 92660-3038

Telephone: (Ph) 949-955-3555 (C)

Email: Jeff@JWeberGroup.com

Is property owner different from developer/applicant? ☐ (not selected) ☒ Yes ☐ No

If yes, property owner: They will close escrow on the land on or about December 31, and application prepared before closing

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

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? BLACKHALL STUDIOS ATLANTA – PHASE II is an extension of the original BLACKHALL CAMPUS and will repre

Estimated Project Completion Dates: This project/phase: The project estimated completion is the first quarter of 2024.
Overall project:

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Developments of Regional Impact

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DRI #3214

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: DeKalb County Government
Individual completing form: Sylvia Smith
Telephone: 678-758-7784
Email: sasmith@dekalbcountyga.gov

Project Information

Name of Proposed Project: BLACKHALL STUDIOS ATLANTA - PHASE II
DRI ID Number: 3214
Developer/Applicant: JWeberGroup (Jeff Weber)
Telephone: (Ph) 949-955-3555 (C)
Email(s): Jeff@JWeberGroup.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.)
☐ (not selected) ☒ Yes ☐ No

If yes, has that additional information been provided to your RDC and, if applicable, GRTA?
☐ (not selected) ☒ Yes ☐ No

If no, the official review process can not start until this additional information is provided.

Economic Development

Estimated Value at Build-Out: \$250,000,000

Estimated annual local tax revenues (i.e., property tax, sales tax) likely to be generated by the proposed development: \$500,000

Is the regional work force sufficient to fill the demand created by the proposed project?
☐ (not selected) ☒ Yes ☐ No

Will this development displace any existing uses?
☐ (not selected) ☒ Yes ☐ No

If yes, please describe (including number of units, square feet, etc):

Water Supply

Name of water supply provider for this site: DeKalb County

What is the estimated water supply demand to be generated by the project, measured in Millions of Gallons Per Day (MGD)? 0.0067 MGD

Is sufficient water supply capacity available to serve the proposed project?
☐ (not selected) ☒ Yes ☐ No

If no, describe any plans to expand the existing water supply capacity:

Is a water line extension required to serve this project? ☐ (not selected) ☒ Yes ☐ No

If yes, how much additional line (in miles) will be required?

Wastewater Disposal

Name of wastewater treatment provider for this site: Dekalb County

What is the estimated sewage flow to be generated by the project, measured in Millions of Gallons Per Day (MGD)? 0.0067 MGD

Is sufficient wastewater treatment capacity available to serve this proposed project? ☐ (not selected) ☒ Yes ☐ No

If no, describe any plans to expand existing wastewater treatment capacity:

Is a sewer line extension required to serve this project? ☐ (not selected) ☒ Yes ☐ 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.)

The proposed development is projected to generate 7,028 daily trips (3,514 entering, 3,514 exiting), o 789 in the AM peak hour (673 entering, 116 exiting) o 787 in the PM peak hour (135 entering, 652 exiting)

Has a traffic study been performed to determine whether or not transportation or access improvements will be needed to serve this project? ☐ (not selected) ☒ Yes ☐ No

Are transportation improvements needed to serve this project? ☐ (not selected) ☒ Yes ☐ No

If yes, please describe below: • Moreland Avenue (SR 42) and Bailey Street o Install a traffic signal. o Implement a left, through/right lane configuration on both side streets. o The westbound left turn lane should have approximately 300 feet of full width storage. o Extend the southbound left turn lane to be back-to-back with the northbound left turn lane just north of it. o Install a northbound right turn lane with a minimum of 175 feet of full width storage. o The southbound and westbound lefts should both have a protected/permissive phase. • Constitution Road SE and International Park Drive SE o Install a single lane roundabout (inscribed diameter of 130 feet) with a northbound right turn bypass lane. ? The westbound approach on Constitution Road SE will need to be reconfigured/restriped to have the westbound lanes merge into a single lane approach. ? The northbound right turn bypass lane will merge freely into the right lane of the two eastbound lanes east of the intersection. • Constitution Road SE and Blackhall Studios Driveway 1 o Extend the eastbound right turn lane to a minimum of 175 feet of full width storage. o Install a westbound left turn lane with a minimum of 235 feet of full width storage. • Constitution Road SE and Blackhall Studios Driveway 2 o Extend the eastbound right turn lane to a minimum of 175 feet of full width storage. o Install a westbound left turn lane with a minimum of 235 feet of full width storage if possible due to the bridge crossing over Intrinchnment Creek. o Implement a right turn radius of 75 feet exiting the driveway for any trucks that may leave the facility. • All improvements listed above have been illustrated in the study for DRI #3214.

Solid Waste Disposal

How much solid waste is the project expected to generate annually (in tons)? 2,000

Is sufficient landfill capacity available to serve this proposed project? ☐ (not selected) ☒ Yes ☐ No

If no, describe any plans to expand existing landfill capacity:

Will any hazardous waste be generated by the development? ☐ (not selected) ☒ Yes ☐ 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? 53.9%

Describe any measures proposed (such as buffers, detention or retention ponds, pervious parking areas) to mitigate the project's impacts on stormwater management: Stormwater Ponds & Natural Conservation Area (including the protected stream buffers) are being provided to mitigate the stormwater discharge impacts.

Environmental Quality

Is the development located within, or likely to affect any of the following:

1. Water supply watersheds? ☐ (not selected) ☒ Yes ☐ No
2. Significant groundwater recharge areas? ☐ (not selected) ☒ Yes ☐ No
3. Wetlands? ☐ (not selected) ☒ Yes ☐ No
4. Protected mountains? ☐ (not selected) ☒ Yes ☐ No
5. Protected river corridors? ☐ (not selected) ☒ Yes ☐ No
6. Floodplains? ☐ (not selected) ☒ Yes ☐ No
7. Historic resources? ☐ (not selected) ☒ Yes ☐ No
8. Other environmentally sensitive resources? ☐ (not selected) ☒ Yes ☐ No

If you answered yes to any question above, describe how the identified resource(s) may be affected:
Wetlands impacts required for Bridge Construction (being permitted thru USACE). Floodplain cut/fill compensation also required for Bridge Construction as well as on-site grading along South River (being permitted thru Dekalb County).

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Greg Giuffrida

From: Hood, Alan C. <achood@dot.ga.gov>
Sent: Tuesday, May 25, 2021 12:11 PM
To: Greg Giuffrida
Subject: RE: ARC DRI Review Notification: Blackhall Studios Atlanta II DRI #3214
Attachments: ARC Preliminary Report - Blackhall Studio Atlanta II DRI 3214 - REVISED.pdf

Greg,

The proposed approximately 552,436 SF of studio space, 420,000 SF of warehouse space, 200,100 SF of offices, and 22,000 SF of on-site catering space is approximately 5.5 miles from Hartsfield - Jackson Atlanta International Airport (ATL) and outside any FAA approach or departure surfaces, and airport compatible land use areas, and does not appear to impact any airport.

However, the proposed development is in proximity to a navigation facility and may impact the assurance of navigation signal reception if construction or construction equipment exceeds 100' above the ground level. If construction or construction equipment exceeds 80' above the ground level an FAA Form 7460-1 must be submitted to the Federal Aviation Administration. Those submissions for the buildings and any associated cranes may be done online at <https://oeaaa.faa.gov>. The FAA must be in receipt of the notifications, no later than 120 days prior to construction. The FAA will evaluate the potential impacts of the project on protected airspace associated with the airports and advise the proponent if any action is necessary.

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

Alan Hood

Airport Safety Data Program Manager



Aviation Programs

600 West Peachtree Street NW
6th Floor
Atlanta, GA, 30308
404.660.3394 cell
404.532.0082 office

From: Greg Giuffrida <GGiuffrida@atlantaregional.org>
Sent: Thursday, May 13, 2021 3:19 PM
To: Sylvia Smith - DeKalb County (sasmith@dekalbcountyga.gov) <sasmith@dekalbcountyga.gov>; Cedric Hudson - DeKalb County (chudson@dekalbcountyga.gov) <chudson@dekalbcountyga.gov>; Andrew Baker - DeKalb County (aabaker@dekalbcountyga.gov) <aabaker@dekalbcountyga.gov>; Brian Brewer <bnbrewer@dekalbcountyga.gov>; Cody Raper <craper@wilburnengineering.com>; Cunningham, Ricky E. <recunningham@dekalbcountyga.gov>; Jeff Weber <jeff@jwebergroup.com>; Speedy Boutwell <speedy@wilburnengineering.com>; Washington, Larry <lwashington@dekalbcountyga.gov>; Andrew Spiliotis <aspiliotis@srta.ga.gov>; Annie Gillespie <agillespie@srta.ga.gov>; 'ccomer@dot.ga.gov'; 'chuck.mueller@dnr.state.ga.us'; 'cyvandyke@dot.ga.gov'; 'davinwilliams@dot.ga.gov'; Delgadillo Canizares, Marlene V. <mcanizares@dot.ga.gov>; DeNard, Paul <pdenard@dot.ga.gov>; Finch, Ashley M <AFinch@dot.ga.gov>; Fowler, Matthew <mfowler@dot.ga.gov>; Greg Floyd - MARTA (gfloyd@itsmarta.com) <gfloyd@itsmarta.com>; Kassa, Habte <hkassa@dot.ga.gov>; Hatch, Justin A

BLACKHALL STUDIOS PHASE II DRI
DeKalb County
Natural Resources Group Comments
April 27, 2021

While ARC and the Metropolitan North Georgia Water Planning District have no regulatory or review authority over this project, the Natural Resources Group has identified City and State regulations that could apply to this property. Other regulations may also apply that we have not identified.

Water Supply Watersheds

The proposed project is located in the South River Watershed, which is not a water supply watershed in the Atlanta Region and no Part 5 Environmental Minimum Planning Criteria for water supply watersheds apply.

Stream Buffers

The South River forms the northern boundary of the project property. In addition, both the submitted site plan and the USGS coverage for the project area show one stream at the western edge of the property flowing into the South River. Buffers are shown along the river and on both sides of the tributary stream. Although identified only by letters, with no legend on the submitted plans, the buffers appear to be the County buffer and State Erosion and Sediment buffer. The only intrusions shown are two bridge crossings across the South River an area of disturbance shown at the outer edge of the buffer along the South River. These intrusions are subject to the requirements of the County and State buffers and may require variances. Any unmapped streams on the property may be subject to the DeKalb Buffer ordinance. Any unmapped streams and waters of the state on the property are also subject to the State 25-foot Erosion and Sediment Control Buffer.

Stormwater and Water Quality

During the planning phase, the stormwater management system (system) should meet the requirements of the local jurisdiction's post-construction (or post-development) stormwater management ordinance. The system should be designed to prevent increased flood damage, streambank channel erosion, habitat degradation and water quality degradation, and enhance and promote the public health, safety and general welfare. The system design should also be in accordance with the applicable sections of the Georgia Stormwater Management Manual (www.georgiastormwater.com) such as design standards, calculations, formulas, and methods. Where possible, the project should use stormwater better site design practices included in the Georgia Stormwater Management Manual, Volume 2, Section 2.3.

During construction, the project should conform to the relevant state and federal erosion and sedimentation control requirements.

Development of Regional Impact Assessment of Consistency with the Regional Transportation Plan

DRI INFORMATION

DRI Number #3214
DRI Title Blackhall Phase 2
County DeKalb County
City (if applicable)
Address / Location South of Constitution Road SE between Moreland Avenue (SR 42) and Bouldercrest Road SE

Proposed Development Type:

The project proposes approximately 538,500 SF of studio space, 420,000 SF of warehouse space, 200,100 SF of offices, and 22,000 SF of on-site catering space.
Build Out : 2024

Review Process ☐ EXPEDITED
☒ NON-EXPEDITED

REVIEW INFORMATION

Prepared by ARC Transportation Access and Mobility Division
Staff Lead Aries Little
Copied [Click here to enter text.](#)
Date April 30, 2021

TRAFFIC STUDY

Prepared by Lumin8 Transportation Technologies
Date April 22, 2021

REGIONAL TRANSPORTATION PLAN PROJECTS

01. Did the traffic analysis incorporate all projects contained in the current version of the fiscally constrained RTP which are within the study area or along major transportation corridors connecting the study area with adjacent jurisdictions?

☒ YES (*provide the regional plan referenced and the page number of the traffic study where relevant projects are identified*)

The traffic analysis includes a list of programmed projects in Table 1 (page 5).

☐ NO (*provide comments below*)

REGIONAL NETWORKS

02. Will the development site be directly served by any roadways identified as Regional Thoroughfares?

A Regional Thoroughfare is a major transportation corridor that serves multiple ways of traveling, including walking, bicycling, driving, and riding transit. It connects people and goods to important places in metropolitan Atlanta. A Regional Thoroughfare's operations should be managed through application of special traffic control strategies and suitable land development guidelines in order to maintain travel efficiency, reliability, and safety for all users. In light of the special function that Regional Thoroughfares serve in supporting cross-regional and interjurisdictional mobility and access, the network receives priority consideration for infrastructure investment in the Metro Atlanta region. Any access points between the development and a Regional Thoroughfare, combined with the development's on-site circulation patterns, must be designed with the goal of preserving the highest possible level of capacity and safety for all users of the roadway.

☐ NO

☒ YES (*identify the roadways and existing/proposed access points*)

There are four proposed points of ingress/egress locations to the site: three on Constitution Road and one on Bouldercrest Road. Moreland Avenue (US 23/SR42) is west of the Blackhall Studios Driveway 1 on Constitution Road point of ingress/egress, and the I-285 at Bouldercrest interchange is located south of the Continental Way to Bouldercrest Road point of ingress/egress. I-285 and Moreland Avenue (US 23/SR42) are both identified as a regional thoroughfare.

03. Will the development site be directly served by any roadways identified as Regional Truck Routes?

A Regional Truck Route is a freeway, state route or other roadway which serves as a critical link for the movement of goods to, from and within the Region by connecting airports, intermodal/multimodal facilities, distribution and warehousing centers and manufacturing clusters with the rest of the state and nation. These facilities often serve a key mobility and access function for other users as well, including drivers, bicyclists, pedestrians and transit users. A Regional Truck Route's operations should be managed through application of special traffic control strategies and suitable land development guidelines in order to maintain travel efficiency, reliability, and safety for all users. In light of the special function that Regional Truck Routes serve in supporting cross-regional and interjurisdictional mobility and access, the network receives priority consideration for infrastructure investment in the Metro Atlanta region. Any access points between the development and a Regional Truck Route, combined with the development's on-site circulation patterns, must be designed with the goal of preserving the highest possible level of capacity and safety for all users of the roadway.

☐ NO

☒ YES (*identify the roadways and existing/proposed access points*)

I-285 and Moreland Avenue (US 23/SR 42) are both identified as regional truck routes.

04. If the development site is within one mile of an existing rail service, provide information on accessibility conditions.

Access between major developments and transit services provide options for people who cannot or prefer not to drive, expand economic opportunities by better connecting people and jobs, and can help reduce congestion. If a transit service is available nearby, but walking or bicycling between the development site and the nearest station is a challenge, the applicable local government(s) is encouraged to make the route a funding priority for future walking and bicycling infrastructure improvements.

☒ NOT APPLICABLE (*nearest station more than one mile away*)

☐ RAIL SERVICE WITHIN ONE MILE (*provide additional information below*)

Operator / Rail Line

Nearest Station

[Click here to enter name of operator and rail line](#)

Distance*

☐ Within or adjacent to the development site (0.10 mile or less)

☐ 0.10 to 0.50 mile

☐ 0.50 to 1.00 mile

Walking Access*

☐ Sidewalks and crosswalks provide sufficient connectivity

☐ Sidewalk and crosswalk network is incomplete

☐ Not applicable (*accessing the site by walking is not consistent with the type of development proposed*)

[Click here to provide comments.](#)

Bicycling Access*

- ☐ Dedicated paths, lanes or cycle tracks provide sufficient connectivity
- ☐ Low volume and/or low speed streets provide connectivity
- ☐ Route follows high volume and/or high speed streets
- ☐ Not applicable (*accessing the site by bicycling is not consistent with the type of development proposed*)

Transit Connectivity

- ☐ Fixed route transit agency bus service available to rail station
- ☐ Private shuttle or circulator available to rail station
- ☐ No services available to rail station
- ☐ Not applicable (*accessing the site by transit is not consistent with the type of development proposed*)

[Click here to provide comments.](#)

** Following the most direct feasible walking or bicycling route to the nearest point on the development site*

05. If there is currently no rail transit service within one mile of the development site, is nearby rail service planned in the fiscally constrained RTP?

Access between major developments and transit services provide options for people who cannot or prefer not to drive, expand economic opportunities by better connecting people and jobs, and can help reduce traffic congestion. If a transit agency operates within the jurisdiction and expansion plans are being considered in the general vicinity of the development site, the agency should give consideration to how the site can be best served during the evaluation of alignments and station locations. Proactive negotiations with the development team and local government(s) are encouraged to determine whether right-of-way within the site should be identified and protected for potential future service. If direct service to the site is not feasible or cost effective, the transit agency and local government(s) are encouraged to ensure good walking and bicycling access accessibility is provided between the development and the future rail line. These improvements should be considered fundamental components of the overall transit expansion project, with improvements completed concurrent with or prior to the transit service being brought online.

- ☐ NOT APPLICABLE (rail service already exists)
- ☐ NOT APPLICABLE (accessing the site by transit is not consistent with the type of development proposed)
- ☒ NO (no plans exist to provide rail service in the general vicinity)
- ☐ YES (provide additional information on the timeframe of the expansion project below)
 - ☐ CST planned within TIP period
 - ☐ CST planned within first portion of long range period
 - ☐ CST planned near end of plan horizon

[Click here to provide comments.](#)

06. If the development site is within one mile of fixed route bus services (including any privately operated shuttles or circulators open to the general public), provide information on walking and bicycling accessibility conditions.

Access between major developments and transit services provide options for people who cannot or prefer not to drive, expand economic opportunities by better connecting people and jobs, and can help reduce congestion. If a transit service is available nearby, but walking or bicycling between the development site and the nearest station is a challenge, the applicable local government(s) is encouraged to make the connection a funding priority for future walking and bicycling infrastructure improvements.

☐ NOT APPLICABLE (nearest bus, shuttle or circulator stop more than one mile away)

☒ SERVICE WITHIN ONE MILE (provide additional information below)

Operator(s) MARTA

Bus Route(s) Route 49

Distance* ☐ Within or adjacent to the development site (0.10 mile or less)

☒ 0.10 to 0.50 mile

☐ 0.50 to 1.00 mile

Route 49 has a bus stop less than half a mile from the access point at Constitution Road and Blackhall Studios Driveway 1. The traffic analysis appears to reference the distance from the first phase. However, the location of the second phase could potentially extend beyond a mile since the site is located south of the first phase.

Walking Access* ☐ Sidewalks and crosswalks provide sufficient connectivity

☒ Sidewalk and crosswalk network is incomplete

☐ Not applicable (accessing the site by walking is not consistent with the type of development proposed)

There are no current sidewalks for potential transit users to access the Route 49 bus stop. The South River Trail is located on the north side of Constitution Road and does not provide access to the Route 49 bus stop.

Bicycling Access* ☐ Dedicated paths, lanes or cycle tracks provide sufficient connectivity

☐ Low volume and/or low speed streets provide sufficient connectivity

☒ Route uses high volume and/or high speed streets

☐ Not applicable (accessing the site by bicycling is not consistent with the type of development proposed)

* Following the most direct feasible walking or bicycling route to the nearest point on the development site

07. Does a transit agency which provides rail and/or fixed route bus service operate anywhere within the jurisdiction in which the development site is located?

Access between major developments and transit services provide options for people who cannot or prefer not to drive, expand economic opportunities by better connecting people and jobs, and can help reduce traffic congestion. If a transit agency operates within the jurisdiction and a comprehensive operations plan update is undertaken, the agency should give consideration to serving the site during the evaluation of future routes, bus stops and transfer facilities. If the nature of the development is amenable to access by transit, walking or bicycling, but direct service to the site is not feasible or cost effective, the transit agency and local government(s) should ensure good walking and bicycling access accessibility is provided between the development and any routes within a one mile radius. The applicable local government(s) is encouraged to make these connections a funding priority for future walking and bicycling infrastructure improvements.

☐ NO

☒ YES

The fixed route bus service is provided by MARTA.

08. If the development site is within one mile of an existing multi-use path or trail, provide information on accessibility conditions.

Access between major developments and walking/bicycling facilities provide options for people who cannot or prefer not to drive, expand economic opportunities by better connecting people and jobs, and can help reduce traffic congestion. If connectivity with a regionally significant path or trail is available nearby, but walking or bicycling between the development site and those facilities is a challenge, the applicable local government(s) is encouraged to make the route a funding priority for future walking and bicycling infrastructure improvements.

☐ NOT APPLICABLE (nearest path or trail more than one mile away)

☒ YES (provide additional information below)

Name of facility South River Trail

Distance ☐ Within or adjacent to development site (0.10 mile or less)

☒ 0.15 to 0.50 mile

☐ 0.50 to 1.00 mile

Walking Access* ☐ Sidewalks and crosswalks provide connectivity

☒ Sidewalk and crosswalk network is incomplete

☐ Not applicable (accessing the site by walking is not consistent with the type of development proposed)

Bicycling Access* ☐ Dedicated lanes or cycle tracks provide connectivity

☐ Low volume and/or low speed streets provide connectivity

☒ Route uses high volume and/or high speed streets

☒ Not applicable (accessing the site by bicycling is not consistent with the type of development proposed)

* Following the most direct feasible walking or bicycling route to the nearest point on the development site

The referenced trail is located on the north side of Constitution Road and the trailhead is located near the intersection of Constitution Road and West Side Place. During the pre-methodology meeting, it was indicated DeKalb County will be conducting a trail study near the proposed development area.

OTHER TRANSPORTATION DESIGN CONSIDERATIONS

09. Does the site plan provide for the construction of publicly accessible local road or drive aisle connections with adjacent parcels?

The ability for drivers and bus routes to move between developments without using the adjacent arterial or collector roadway networks can save time and reduce congestion. Such opportunities should be considered and proactively incorporated into development site plans whenever possible.

- ☐ YES (connections to adjacent parcels are planned as part of the development)
- ☐ YES (stub outs will make future connections possible when adjacent parcels redevelop)
- ☒ NO (the site plan precludes future connections with adjacent parcels when they redevelop)
- ☐ OTHER (Please explain)

10. Does the site plan enable pedestrians and bicyclists to move between destinations within the development site safely and conveniently?

The ability for walkers and bicyclists to move within the site safely and conveniently reduces reliance on vehicular trips, which has congestion reduction and health benefits. Development site plans should incorporate well designed and direct sidewalk connections between all key destinations. To the extent practical, bicycle lanes or multiuse paths are encouraged for large acreage sites and where high volumes of bicyclists and pedestrians are possible.

- ☐ YES (sidewalks provided on all key walking routes and both sides of roads whenever practical and bicyclists should have no major issues navigating the street network)
- ☒ PARTIAL (some walking and bicycling facilities are provided, but connections are not comprehensive and/or direct)
- ☐ NO (walking and bicycling facilities within the site are limited or nonexistent)
- ☐ NOT APPLICABLE (the nature of the development does not lend itself to internal walking and bicycling trips)
- ☐ OTHER (Please explain)

[Click here to provide comments.](#)

11. Does the site plan provide the ability to construct publicly accessible bicycling and walking connections with adjacent parcels which may be redeveloped in the future?

The ability for walkers and bicyclists to move between developments safely and conveniently reduces reliance on vehicular trips, which has congestion reduction and health benefits. Such opportunities should be considered and proactively incorporated into development site plans whenever possible.

- ☐ YES (connections to adjacent parcels are planned as part of the development)
- ☐ YES (stub outs will make future connections possible when adjacent parcels redevelop)
- ☐ NO (the development site plan does not enable walking or bicycling to/from adjacent parcels)
- ☐ NO (the site plan precludes future connections with adjacent parcels when they redevelop)
- ☐ NOT APPLICABLE (adjacent parcels are not likely to develop or redevelop in the near future)
- ☒ NOT APPLICABLE (the nature of the development or adjacent parcels does not lend itself to interparcel walking and bicycling trips)

12. Does the site plan effectively manage truck movements and separate them, to the extent possible, from the flow of pedestrians, bicyclists and motorists both within the site and on the surrounding road network?

The ability for delivery and service vehicles to efficiently enter and exit major developments is often key to their economic success. So is the ability of visitors and customers being able to move around safely and pleasantly within the site. To the extent practical, truck movements should be segregated by minimizing the number of conflict points with publicly accessible internal roadways, sidewalks, paths and other facilities.

- ☐ YES (truck routes to serve destinations within the site are clearly delineated, provide ample space for queuing and turning around, and are separated from other users to the extent practical)
- ☐ PARTIAL (while one or more truck routes are also used by motorists and/or interface with primary walking and bicycling routes, the site plan mitigates the potential for conflict adequately)
- ☐ NO (one or more truck routes serving the site conflict directly with routes likely to be used heavily by pedestrians, bicyclists and/or motorists)
- ☒ NOT APPLICABLE (the nature of the development will not generate a wide variety of users and/or very low truck volumes, so the potential for conflict is negligible)

RECOMMENDATIONS

13. Do the transportation network recommendations outlined in the traffic study appear to be feasible from a constructability standpoint?

- ☐ UNKNOWN *(additional study is necessary)*
- ☒ YES *(based on information made available through the review process; does not represent a thorough engineering / financial analysis)*
- ☐ NO *(see comments below)*

[Click here to enter text.](#)

14. Is ARC aware of any issues with the development proposal which may result in it being opposed by one or more local governments, agencies or stakeholder groups?

- ☒ NO *(based on information shared with ARC staff prior to or during the review process; does not reflect the outcome of an extensive stakeholder engagement process)*
- ☐ YES *(see comments below)*

[Click here to enter text.](#)

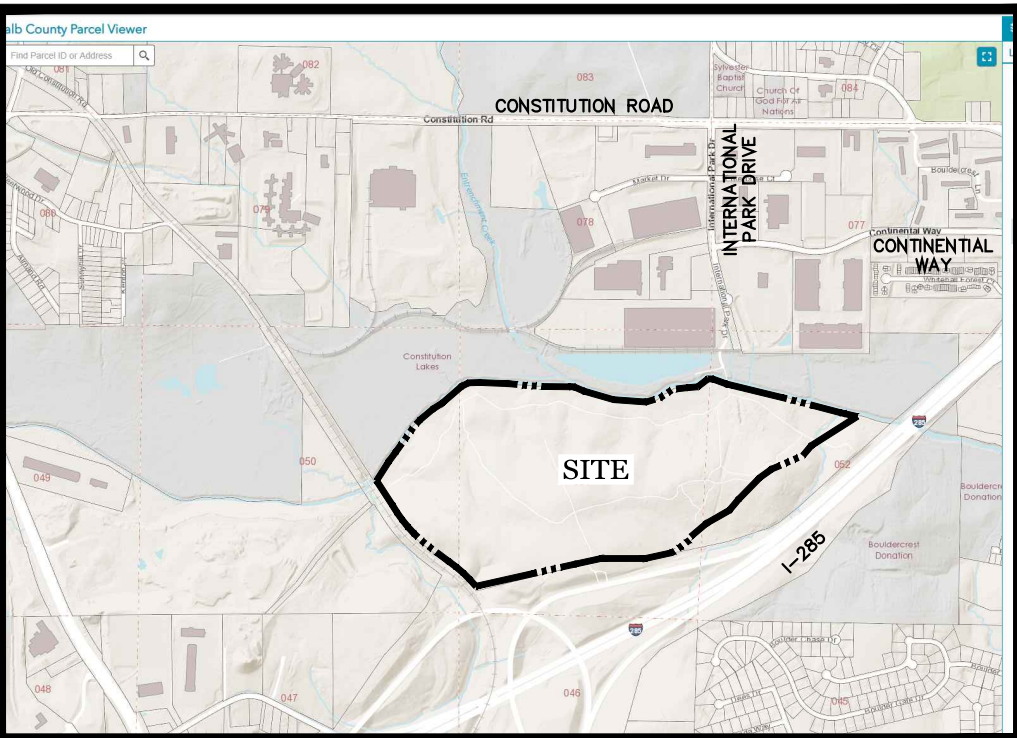
15. ARC offers the following additional comments for consideration by the development team and/or the applicable local government(s):

None

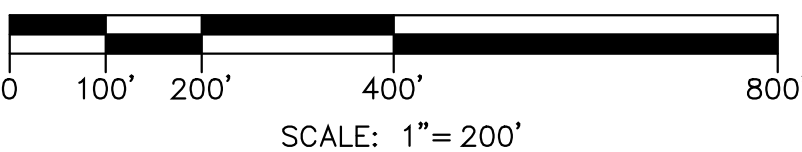
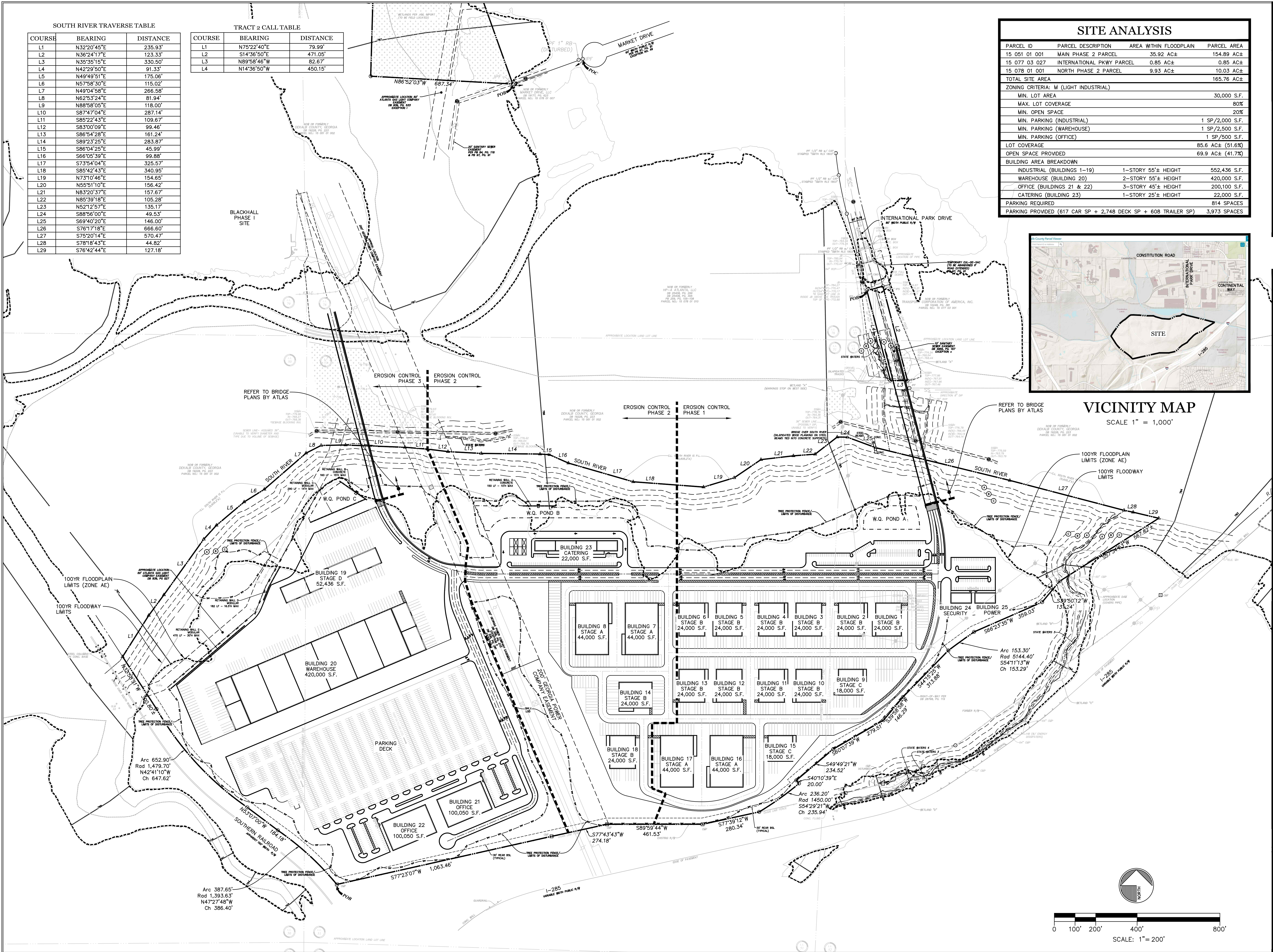
SOUTH RIVER TRAVERSE TABLE		
COURSE	BEARING	DISTANCE
L1	N32°20'45"E	235.93'
L2	N36°24'17"E	123.33'
L3	N35°35'15"E	330.50'
L4	N42°29'50"E	91.33'
L5	N49°49'51"E	175.06'
L6	N57°58'30"E	115.02'
L7	N49°04'58"E	266.58'
L8	N62°53'24"E	81.94'
L9	N88°58'05"E	118.00'
L10	S87°47'04"E	287.14'
L11	S85°22'43"E	109.67'
L12	S83°00'09"E	99.46'
L13	S86°54'28"E	161.24'
L14	S89°23'25"E	283.87'
L15	S86°04'25"E	45.99'
L16	S66°05'39"E	99.88'
L17	S73°54'04"E	325.57'
L18	S85°42'43"E	340.95'
L19	N73°10'46"E	154.65'
L20	N65°51'10"E	156.42'
L21	N63°20'37"E	157.67'
L22	N85°39'18"E	105.28'
L23	N52°12'57"E	135.17'
L24	S88°56'00"E	49.53'
L25	S69°40'20"E	146.00'
L26	S76°17'18"E	666.60'
L27	S75°20'14"E	570.47'
L28	S78°18'43"E	44.82'
L29	S76°42'44"E	127.18'

TRACT 2 CALL TABLE		
COURSE	BEARING	DISTANCE
L1	N75°22'40"E	79.99'
L2	S14°36'50"E	471.05'
L3	N89°58'46"W	82.67'
L4	N14°36'50"W	450.15'

SITE ANALYSIS			
PARCEL ID	PARCEL DESCRIPTION	AREA WITHIN FLOODPLAIN	PARCEL AREA
15 051 01 001	MAIN PHASE 2 PARCEL	35.92 AC±	154.89 AC±
15 077 03 027	INTERNATIONAL PKWY PARCEL	0.85 AC±	0.85 AC±
15 078 01 001	NORTH PHASE 2 PARCEL	9.93 AC±	10.03 AC±
TOTAL SITE AREA			165.76 AC±
ZONING CRITERIA: M (LIGHT INDUSTRIAL)			
MIN. LOT AREA		30,000 S.F.	
MAX. LOT COVERAGE		80%	
MIN. OPEN SPACE		20%	
MIN. PARKING (INDUSTRIAL)		1 SP/2,000 S.F.	
MIN. PARKING (WAREHOUSE)		1 SP/2,500 S.F.	
MIN. PARKING (OFFICE)		1 SP/500 S.F.	
LOT COVERAGE		85.6 AC± (51.6%)	
OPEN SPACE PROVIDED		69.9 AC± (41.7%)	
BUILDING AREA BREAKDOWN			
INDUSTRIAL (BUILDINGS 1-19)	1-STORY 55'± HEIGHT	552,436 S.F.	
WAREHOUSE (BUILDING 20)	2-STORY 55'± HEIGHT	420,000 S.F.	
OFFICE (BUILDINGS 21 & 22)	3-STORY 45'± HEIGHT	200,100 S.F.	
CATERING (BUILDING 23)	1-STORY 25'± HEIGHT	22,000 S.F.	
PARKING REQUIRED		814 SPACES	
PARKING PROVIDED (617 CAR SP + 2,748 DECK SP + 608 TRAILER SP)		3,973 SPACES	



VICINITY MAP
SCALE 1" = 1,000'



CP&E

CHRISTOPHER PLANNING
& ENGINEERING



GSWCC LEVEL II CERTIFIED
DESIGN PROFESSIONAL #05744
(EXP. 02.17.2021)

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CONSTRUCTION PLANS

FOR:

BLACKHALL
STUDIOS

ATLANTA PHASE 2
CONSTITUTION ROAD SOUTH PHASE

LAND LOTS 50-52 & 77-78
5TH DISTRICT
DEKALB COUNTY, GEORGIA

DRI# 3214

FOR:

BLACKHALL
STUDIOS

HENRICO 183, LLC
1415 CONSTITUTION ROAD SE
ATLANTA, GA 30316

CONTACT: MR. CHET MIRABAL
770.480.5343

REVISIONS

03.07.2021	SUBMITTAL TO COUNTY
05.13.2021	DRI UPDATE

DATE: JANUARY 20, 2021 CP&E DRAWING NO: 2020114.10c.dwg

OVERALL
SITE PLAN

SHEET NO.

3 OF 42