



# 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 18, 2014

ARC REVIEW CODE: R14052101

TO: Chairman Tim Lee  
ATTN TO: John Pederson, Zoning Division Manager  
FROM: Douglas R. Hooker, Executive Director  
RE: Development of Regional Impact Review

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

**Name of Proposal:** Braves Stadium and Mixed Use Development

**Submitting Local Government:** Cobb County

**Review Type:** Development of Regional Impact **Date Opened:** May 21, 2014 **Date Closed:** June 18, 2014

**Description:** The proposed Braves Stadium and Mixed Use Development is a mixed use development including a +/-44,676 seat stadium and supporting parking, 630,000 square feet of office, 500,000 square feet of retail, 600 residential units, 450 hotel rooms and a 100,000 square foot multi-use facility. The proposed development site is located in the northwest quadrant of the I-75 and I-285 interchange, and is bounded by Cobb Parkway (U.S. 41), Windy Ridge Parkway and Circle 75 Parkway.

**Comments:**

Regional Context:

According to the ARC Unified Growth Policy Map (UGPM) and the Regional Development Guide (RDG), the proposed Braves Stadium and Mixed Use Development is located within the Cumberland Regional Center and a Regional Employment Corridor. Additionally, the proposed development is located within the Cumberland Livable Centers Initiative (LCI) study area.

The RDG states that Regional Centers have 10,000 jobs or more in approximately four square miles. People travel from around the region to these centers for employment, shopping and entertainment. These centers should be connected to the regional transportation network with existing or planned high capacity transit service. In most cases, these centers have a jobs-housing imbalance, so housing options should be expanded within their boundaries, especially around existing or planned transit. Some Regional Centers could also be considered "Edge Cities," developed in a suburban, auto-oriented way. They have limited multi modal transportation options and are challenged by increasing congestion. Local plans and policies should support efforts to transform these areas into highly accessible mixed-use urban hubs.

Some Regional Centers may have high concentrations of logistics or industrial uses. The retention of these uses is a key regional strategy. While some housing and other uses can be added, special attention should be given to reducing the impacts these will have on the existing logistics/industrial uses.

The RDG states that Regional Employment Corridors represent the densest development outside of the Region Core. The Regional Employment Corridors connect the various Regional Centers and the Region Core via existing or planned high capacity transportation facilities.

These need to increase in housing or job density, and focus primarily on improving connectivity between Regional Centers and the Region Core. These areas often buffer the denser parts and the less dense parts of

the region. These areas often face greater peak hour congestion, therefore transit station areas and transit ROW need to be preserved within Regional Employment Corridors. There is a lack of accessible public greenspace within Regional Employment Corridors which affects the area's aesthetics and overall quality of life for residents and workers.

**Staff Comments and Recommendations:**

The proposed Braves Stadium and Mixed-Use Development will be a substantial, mixed-use development within one of the region's major employment centers. Both local and regional plans call for this area to become more dense and walkable.

The current development plan calls for a mix of uses within the same development, with multiple access points and interconnected roadways that are public and private. The current site plan also indicates there will be pedestrian facilities throughout the development site. Additionally, the current development plan indicates that only a portion of the required parking will be provided as new parking within the development site. The developer and future tenant to use existing parking facilities within the broader Cumberland area to provide the remainder of the needed parking. The traffic impact study also references the potential of innovative strategies such as the development of a smart phone app to aid patrons in paying for and navigating to the appropriate parking facility. These types of strategies for the development are commendable and are exemplary of the type of development and district planning called for in regional plans and policies.

It appears that the proposed development plan is in keeping with many relevant plans and policies; however, there are a few issues to consider for the area surrounding the development site. With only a portion of the required parking being provided onsite, a large portion of those visiting this development will be required to park elsewhere and access the site by other modes of travel. For those patrons parking near the development site, there appear to be existing pedestrian facilities. Any missing links or gaps within the pedestrian network should be filled in prior to the opening of the development site. Additional pedestrian facilities, as well as other measures such as the use of off-duty police officers, may be needed at the various intersections between these parking facilities and the development site.

For those parking south of the development site and south of I-285, there is currently no direct connection to the development site. The roadways between this parking facility and the development site currently do not have continuous pedestrian facilities on both sides. Additionally, this route will take pedestrians under I-285 crossing each of the exit and entrance ramps. Pedestrian and driver safety is already of concern in this area and will increase with of new pedestrians expected to use these roadways on game days.

The County and the developer should work to provide pedestrian facilities on both sides of all potential pedestrian routes that are ADA compliant and wide enough to handle the expected number of users. The County and the developer should investigate other pedestrian comfort and safety measures such as improved lighting, pedestrian-roadway buffer, improved crossings and even the use of off-duty police officers at appropriate intersections. In addition to pedestrian facilities, bicycle facilities should be provided as well both on street, at parking facilities and at the development site itself.

The traffic impact study references the planned bus rapid transit (BRT) system that may connect the Cumberland area to MARTA and Atlanta to the south as well as Marietta and Town Center to the north. Given that implementation of the BRT system is included in the region's long range transportation plan, but is not funded, the County and the developer should investigate additional solutions. This may include, but is not limited to, increased Cobb Community Transit (CCT) frequency to the area, increased MARTA bus frequency to the Cumberland area using existing routes, the development of a robust shuttle system for the broader Cumberland area that could connect the CCT/MARTA transfer station and the various parking facilities to the development site, and other transportation demand management (TDM) strategies, such as priority parking for carpools or rewards for patrons who arrive to the development site or parking facility by a given time.

In preparation for the increased traffic, the County and the developer should work with local, regional and state agencies to develop a traffic management plan for game days so that all agencies know their respective roles and responsibilities. This traffic management plan can also be publicized for all residents, commuters and patrons to access so they are aware of the overall strategy as well as how their specific travel route will be impacted on game days.

See additional comments from ARC transportation and environmental staff.

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

ARC COMMUNITY DEVELOPMENT  
ARC RESEARCH AND ANALYTICS  
GEORGIA DEPARTMENT OF NATURAL RESOURCES  
COBB COUNTY  
CITY OF SANDY SPRINGS

ARC TRANSPORTATION ACCESS AND MOBILITY  
ARC AGING AND HEALTH RESOURCES  
GEORGIA DEPARTMENT OF TRANSPORTATION  
CITY OF MARIETTA

ARC NATURAL RESOURCES  
GEORGIA DEPARTMENT OF COMMUNITY AFFAIRS  
GEORGIA REGIONAL TRANSPORTATION AUTHORITY  
CITY OF SMYRNA

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

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



# MEMORANDUM

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

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

**DATE:** June 9th, 2014

**SUBJECT:** **Transportation Division Review of DRI # 2381**  
Project: Atlanta Braves Stadium and Mixed-Use Development  
County: Cobb  
Location: Block bordered by Circle 75 Pkwy to the South and East, Windy Ridge Pkwy to the North, and Cobb Pkwy/US 41 to the West

Analysis:

Expedited	<input type="checkbox"/>
Non-Expedited	<input checked="" type="checkbox"/>

**cc:** David Haynes  
TAMD

The Transportation Access & Mobility Division has reviewed the traffic study performed by Kimley-Horn & Associates, on behalf of the developer of the Atlanta Braves Stadium and Mixed-Use Development. 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 analysis is based on the submitted traffic study; the assumptions made in this report have enormous impacts to all estimated outcomes, and DRI procedure as directed by the Georgia Department of Community Affairs is to rely on and analyze impacts based on this traffic study.

The applicant proposes to develop a 44,676 person baseball stadium, 600 residential units, a 450-room hotel, 630,000 square-feet of office, 500,000 square-feet of retail space, and a 100,000 square-foot multi-use facility on approximately 57 acres. Total approximated gross floor area is 2,430,000 square-foot +/- . This property is wholly located within the Cumberland Community Improvement District (CID) in Cobb County. The developer proposes to develop a second parcel, located to the north-east of the above-referenced site, of approximately 17.77 acres into a surface parking facility.

## INFRASTRUCTURE

### Transportation

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

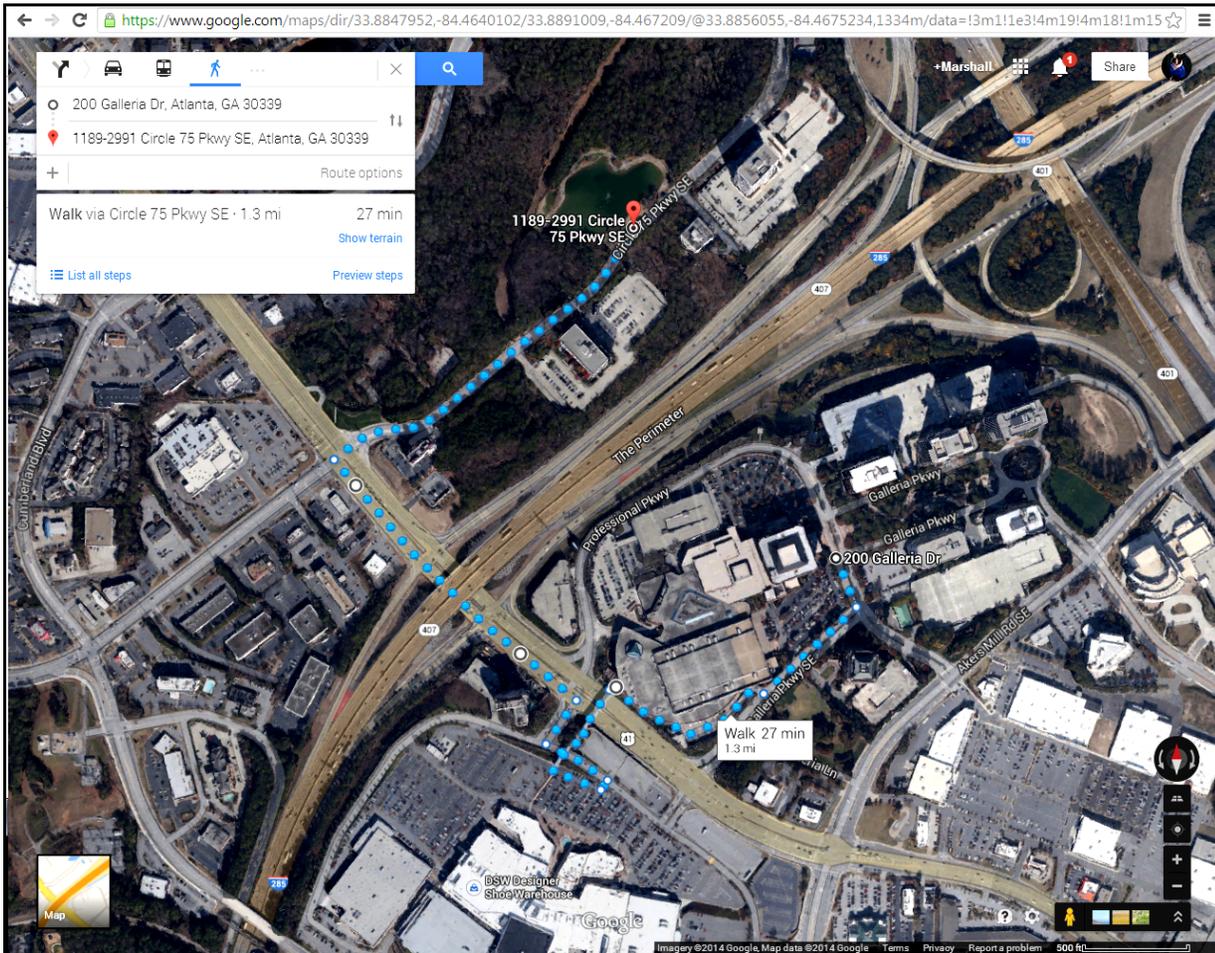
Site access is proposed via 30 site driveways, with available spaces totaling approximately 45% of the projected 28,407 net trips entering (and leaving) the facility, while the remaining 55% of the total trips will be required to park off-site. Figure 7 in the Transportation Analysis submitted by Kimley-Horn & Associates shows four parking quadrants: South Parking is located in the Cobb Galleria area, with an estimated 35% utilizing existing parking facilities in the area; Central Parking is located on the subject site, with an estimated 45% of vehicles; North Parking is located on a second site that is part of the DRI application, totaling 17.77 acres between Circle 75 Pkwy and I-75, and is expected to accommodate 15% of vehicles; East Parking is located on the east side of I-75, accessed via Windy Ridge Pkwy, and expected to accommodate 5% of vehicles in existing parking facilities. Parking agreements have not been signed at the time of this report, and the parking assumptions made by the applicant/traffic consultants is a substantial driver on projected traffic impacts and resulting level of service estimates at intersections within the DRI study area. If parking assumptions significantly change, it is highly encouraged that a traffic impact analysis be redone in order to more accurately identify impacts to the transportation system.

The 30 site driveways are located on the following facilities:

- Cobb Pkwy (right-in, right-out): Driveway 1
- Circle 75 Pkwy (full-movement): Driveways 2, 3, 8, 9, 10, 11, 12, 13, 22, 23, 24, 25, 26, 27, 28, 29, and 30
- Circle 75 Pkwy (signalized): Driveway 21
- Circle 75 South (full-movement): Driveways 15, 16, and 18
- Circle 75 South (right-in, right-out): Driveways 14 and 17
- Circle 75 North (full-movement): Driveways 19 and 20

Approximately 35% of vehicles will park in the “South Parking” area (see Figure 7 in the Transportation Analysis submitted by Kimley-Horn & Associates). The pedestrian connection from that area’s midpoint to the Braves stadium is a 1.3 mile walk (27 minutes). There is no sidewalk on the northbound side of Cobb Parkway between the Cobb Galleria complex and the I-285 West exit ramp at Cobb Pkwy, thus requiring pedestrians to cross Cobb Pkwy via the Cobb Galleria/Cumberland Mall pedestrian bridge and then cross again at Circle 75 Pkwy which currently has 11 lanes of travel (the submitted site plan recommends additional lanes). Access from the south of the subject site was not included in the *Bicycle and Pedestrian Facilities* (Section 1.4) of the Transportation Analysis.

**Figure 1: Pedestrian Connection between “South Parking” and Braves Development Site**



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

The preliminary figures – assuming 1.0% per year traffic growth until site completion in 2017 (3 years) – suggest 72,908 gross weekday trips (36,454 enter and 36,454 exit) to be generated by the site, with a heavier traffic load expected in the PM Peak Hour. Factoring in mixed-use and alternative mode trip reductions, determined by the Institute of Transportation Engineers’ *Trip Generation* and *Trip Generation Handbook* publications, as well as approximations for the stadium and multi-use facilities that are not listed in the *ITE Handbook*, provide a net total volume of 28,407 weekday trips entering and exiting.

Based on original application materials, which did not include a multi-use facility hosting pre-game activities and attractions, 25% of stadium attendees are projected to arrive during the PM peak hour. This is based on the average percent of current Braves game attendees who enter stadium turnstiles during the PM peak hour. Adding the multi-use facility may shift arrival times by incentivizing patrons to arrive early in order to participate in the pre-game activities and attractions. According to the submission, the multi-use facility will have a 100% internal capture – meaning all users of the

facility are ticket-holders – and thus will not increase the total trips associated with the development. Discussions with the applicant team during the DRI pre-review meeting indicated that the facility will be publicly-accessible to non-ticket-holders, which would suggest that the facility would be a trip-generator in addition to the stadium and this is not reflected in the traffic analysis. Additionally, the proximity of off-site parking facilities (55% of total vehicles) to the subject site requires an approximate 23-29 minute walk, thus requiring an earlier arrival time than if all parking were on-site. The Braves' data on volume of patrons entering the facility shows a rapid increase in the hour and half-hour before the game starts. Due to the new incentives to arrive early and participate in pre-game events, factoring in the additional travel time to walk from off-site parking, and increasing total trips generated to reflect the proposed multi-use facility, it is a reasonable assumption that more patrons will arrive during the peak PM period as the arrival curve shifts earlier.

The traffic study can be strengthened by reassessing the impact of the multi-use (pre-game) facility on PM trips attracted to the site – specifically the number of non-Braves-ticketholders; and reevaluating assumptions for peak hour arrival times for the stadium site, including understanding the potential impact of earlier arrival times associated with pre-game attractions and the walk distances to the stadium. These factors impact peak hour traffic and should be reflected in the traffic study assumptions to strengthen the validity of the analysis of impacts on the surrounding transportation infrastructure and the resulting level of service estimates (see Table 1).

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

Intersection		Control	Intersection Level of Service (Format: Current/No Build/Build)		
			AM Peak Hour	PM Peak Hour	Sat MD Peak Hour
1	Cobb Pkwy & Cumberland Blvd	Signal	C / C / C	D / C / C	C / C / C
2	Cobb Pkwy & Akers Mill Rd	Signal	C / C / D	D / D / D	D / D / D
3	Cobb Pkwy & Galleria Pkwy	Signal	B / B / B	C / C / C	
4	Cobb Pkwy & Professional Pkwy	Signal	B / B / B	C / C / C	
5	Cobb Pkwy & I-285 EB Ramps	Signal	C / C / D	C / C / E	D / D / E
6	Cobb Pkwy & I-285 WB Ramps	Signal	C / C / C	C / D / F	C / C / D
7	Cobb Pkwy & Circle 75 Pkwy/Spring Rd	Signal	D / D / F	D / D / F	C / D / E
8	Cobb Pkwy & Windy Ridge Pkwy/Cumberland Blvd	Signal	C / C / D	D / D / E	D / D / E
9	Cobb Pkwy & Windy Hill Rd	Signal	F / F / F	F / F / F	
10	Cobb Pkwy & Terrell Mill Rd	Signal	C / C / C	C / C / C	
11	Windy Hill Rd & I-75 SB Off-Ramps/Circle 75 Pkwy	Signal	D / D / D	E / F / F	D / D / E
12	Windy Hill Rd & I-75 SB On-Ramps	Unsignalized	A / A / A	A / A / A	A / A / A
13	Windy Hill Rd & I-75 NB Ramps	Signal	C / C / C	C / D / D	C / C / C
14	Windy Hill Rd & W Interstate North Pkwy/Leland Dr	Signal	C / C / C	D / D / D	
15	Windy Hill Rd & Powers Ferry Rd	Signal	D / D / D	E / E / E	
16	Windy Ridge Pkwy & Circle 75 Pkwy	Signal	C / C / D	C / C / D	C / C / C
17	Windy Ridge Pkwy & Interstate North Pkwy	Signal	C / C / C	D / D / E	C / C / D
18	Windy Ridge Pkwy & Powers Ferry Rd	Signal	B / B / C	D / D / D	
19	Cumberland Blvd & Spring Rd	Signal	C / C / D	E / F / F	D / D / D
20	Cumberland Blvd & Cumberland Pkwy	Signal	D / D / D	D / E / E	D / D / D
21	Cumberland Blvd & Cobb Galleria Pkwy	Signal	A / A / A	B / B / B	
22	Cumberland Blvd & I-75 SB Ramps	Signal	D / D / D	C / C / D	C / C / C
23	Cumberland Blvd & I-75 NB Ramps	Signal	C / C / C	C / C / C	C / D / C
24a	Cumberland Blvd & Akers Mill Rd	Signal	B / B / B	B / B / C	
24b	Cumberland Blvd & Akers Mill Rd	Signal	C / C / C	C / C / C	
25	Cumberland Blvd & Interstate North Pkwy	Signal	A / A / A	C / C / C	
26	Akers Mill Rd & Galleria Dr	Signal	B / B / B	C / C / C	
27	Akers Mill Rd & Cobb Galleria Pkwy	Signal	C / C / C	C / C / C	
28	Akers Mill Rd & I-75 Ramps	Signal	A / A / A	B / B / C	
29	Powers Ferry Rd & Interstate North Pkwy	Signal	B / C / C	C / C / D	
30	I-285 WB Ramp & New Northside Dr	Signal	C / C / C	C / C / C	
31	I-285 WB Ramp & Northside Dr	Signal	B / B / B	B / B / B	
32	New Northside Dr & Northside Dr	Signal	C / C / C	C / D / F	
33	I-285 EB Ramp & Northside Dr	Signal	B / B / B	B / B / B	
34	I-285 EB Ramp & New Northside Dr	Signal	B / B / B	B / B / B	
35	Powers Ferry Rd & Northside Dr	Signal	C / C / C	C / C / D	
36	New Northside Dr & Powers Ferry Rd	Signal	D / D / D	C / C / C	
37	Powers Ferry Rd & Akers Mill Rd	Signal	D / D / D	E / E / F	

**Summarize the transportation improvements as recommended by the consultant in the traffic study for the Braves Stadium Mixed-Use Development**

The consultant, through coordination with GRTA, ARC, Cobb DOT, GDOT, and representatives from neighboring cities, identified 37 intersections near the proposed development, as well as the 30 site driveways, to be included in the traffic study. These intersections within the study area are expected to carry a significant portion of the trips generated by the Braves Mixed-Use Development. The service standard is LOS D unless the intersection is currently operating at LOS E or below, in which case the applicant would need to identify improvements to achieve a LOS E. In the no-build and build scenarios below, the intersections falling below the acceptable LOS D and the abbreviated recommendations to achieve an acceptable level of service are included.

It is important to note that the level of service projections are largely driven by the parking assumptions and, therefore, the validity of these estimates are tied to the parking agreements being discussed by the Braves and parking deck owners in the Galleria area (35% of parking), as well as lot owners in other parking quadrants identified by the traffic consultants. Two assumptions made in this traffic study are the existence of a pedestrian bridge connecting Cobb Galleria with the Braves development (crossing I-285), as well as a transit bus circulator system. There is a high degree of uncertainty at this time regarding the status of these being completed prior to the development as they are not yet in the region's TIP/RTP (they are currently being added to the FY 2014-2019 via an amendment which will be completed in September 2014). The results of the traffic study are highly dependent on these projects being in place. If the pedestrian bridge is not in place and circulator buses are not present, approximately 16,000 people (35% of all patrons who drive plus the 3% expected to take public transportation) will be required to cross Cobb Parkway to access the site, and the resulting traffic delays associated with these pedestrian movements are not reflected in the traffic study, thus rendering many LOS estimates invalid.

**No-Build Scenario Improvements Recommended by Traffic Consultant**

- Intersection 9: Cobb Pkwy & Windy Hill Rd (Currently Cobb DOT Project #E3030)
- Intersection 11: Windy Hill Rd & I-75 SB Off-Ramps/Circle 75 Pkwy (Currently Cobb DOT Project #E4100)
- Intersection 15: Windy Hill Rd & Powers Ferry Rd (Currently Cobb DOT Project #D4230)
- Intersection 19: Cumberland Blvd & Spring Rd (Install right-turn overlap)
- Intersection 20: Cumberland Blvd & Cumberland Pkwy (Restripe and remove split-phasing)
- Intersection 37: Powers Ferry Rd & Akers Mill Rd (Restripe and remove split-phasing)

**Build Scenario Improvements Recommended by Traffic Consultant**

- Intersection 5: Cobb Pkwy & I-285 Eastbound Ramps (Restripe)
- Intersection 6: Cobb Pkwy & I-285 Westbound Ramps (Install new additional turn lane and receiving lane)
- Intersection 7: Cobb Pkwy & Circle 75 Pkwy (Restripe, install new additional turn lanes and receiving lanes, and change signal phasing)
- Intersection 8: Cobb Pkwy & Windy Ridge Rd (Restripe & Install EB right-turn overlap)
- Intersection 17: Interstate N Pkwy & Windy Ridge Pkwy (Signal Phasing)
- Intersection 32: Northside Dr & New Northside Dr/Interstate N Pkwy (Restripe)

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

**Table 2: PLAN 2040 RTP (Long Range Projects)\* within 1 mile of the subject site:**

ARC Number	<i>Route and Description</i>	Type of Improvement	Scheduled Construction Year
AR-106-2016	GDOT ROADWAY OPERATIONAL IMPROVEMENTS PROGRAM IN THE METROPOLITAN ATLANTA AREA - FY 2016: This line item covers fiscal year 2016 and will provide operational improvements in the Atlanta area. *Note that this is a lump sum that covers multiple projects; the intersection improvement in Cobb County is located at Windy Hill Rd and US 41.	Roadway / Operations & Safety	2016
AR-409A	I-285 NORTH CORRIDOR HIGH CAPACITY RAIL SERVICE - PROTECTIVE RIGHT OF WAY ACQUISITION: This line item provides the funds set aside for protective right-of-way acquisition for the I-285 North corridor high capacity rail service from the Cumberland/Galleria area to Perimeter Center.	Transit / Rail Capital	Right-of-way: 2031-2040; Construction: N/A
AR-475	CONNECT COBB / NORTHWEST ATLANTA TRANSIT CORRIDOR BUS RAPID TRANSIT - PHASE 1: This effort includes the provision of Bus Rapid Transit (BRT) service along the 25-mile corridor linking Cobb County to Midtown Atlanta. This first phase of the project will include the construction of dedicated guideway on US 41 from Kennesaw State University to the Cumberland Activity Center. The new BRT service will utilize the new US 41 dedicated guideway, continue onto the I-75 North managed lanes, and then into Midtown Atlanta via Northside Drive and 17th Street. The project also includes transit improvements in Midtown Atlanta are and Arts Center MARTA station to accommodate the new BRT vehicles and service.	Transit / BRT Capital	2031-2040
AR-959	I-75 NORTHBOUND TO I-285 WESTBOUND FLYOVER RAMP: Operational improvements through Kennedy Interchange from I-75 Northbound to I-285 Westbound (Flyover Ramp).	Roadway / Interchange Capacity	2020-2030
AR-960	I-75 SOUTHBOUND TO I-285 WESTBOUND FLYOVER RAMP: Operational improvements through Kennedy Interchange from I-75 Southbound to I-285 Westbound (Flyover Ramp).	Roadway / Interchange Capacity	2020-2030
AR-ML-200	I-285 NORTH MANAGED LANES AND COLLECTOR/DISTRIBUTOR LANE IMPROVEMENTS: Revive 285 is the name given to the improvement project on I-285 North from I-75 to I-85. Revive 285 will serve as an umbrella for a number of isolated but critical near-term fixes in the project corridor, guiding these efforts in a way that provides the most benefit for the corridor and anticipates the transportation needs of future generations. This project will identify, evaluate, and possibly enhance the most appropriate projects and programs that provide safe and efficient travel along the I-285 corridor from the I-75/I-285 interchange in Cobb County to the I-285/I-85 interchange in DeKalb County. It will also develop and advance concepts through the environmental phase of Georgia DOT's PDP, including completion of an environmental document and receipt of a Record of Decision.	Roadway / Managed Lanes	2020-2030
AR-ML-930	NORTHWEST CORRIDOR (I-75 AND I-575) MANAGED LANES: This project will consist of a managed lane system along the I-75 (Akers Mill Road to Hickory Grove Road) and I-575 (I-75 to Sixes Road) corridors in the northwest portion of the Atlanta region. This project will consist of two reversible lanes along the west side of I-75 and transition to the median just north of Bells Ferry Road. It will then reduce to one reversible lane constructed in the median from I-575 to Hickory Grove Road. Access points along I-75 are proposed at I-285, Terrell Mill Road, Roswell Road, I-575, Big Shanty Road, and Hickory Grove Road. At these locations, managed-lane interchanges would be constructed separate from the existing general-purpose interchanges. Along I-575, there will be one reversible manage lane constructed in the median. The managed lane on I-575 would include three pairs of slip ramp accesses between the managed lane and the general-	Roadway / Managed Lanes	2014-2018

	purpose lane systems. In the southbound direction, slip ramp access points are proposed south of Barrett Parkway, south of Shallowford Road and south of Sixes Road. In the northbound direction, the slip-ramp access points are proposed north of Barrett Parkway, north of Shallowford Road and south of Sixes Road.		
CO-041	US 41 (COBB PARKWAY) WIDENING - SCOPING ONLY: This project is a scoping phase to look at potential improvements on Cobb Parkway (US 41) between Windy Ridge and SR 120 Loop (North Marietta Parkway). Improvements may include widening from 4 to 6 lanes, roadway improvements to enhance Bus Rapid Transit (BRT), operational improvements at intersections, and other improvements as needed. Specific improvements on US 41 will be determined during project development and in coordination with project development activities for the overlapping project, AR-475 - CONNECT COBB / NORTHWEST ATLANTA TRANSIT CORRIDOR BUS RAPID TRANSIT - PHASE 1.	Other / Planning	Scoping: 2014
CO-380	LELAND DRIVE EXTENSION - NEW ALIGNMENT: This project will be a 4-lane road, 1200-foot wide with an 8-foot raised median that will extend Leland Drive to Terrell Mill Road. Roadway improvements will be made along Leland Road from Windy Hill Road to the new extension.	Roadway / General Purpose Capacity	2016
CO-382	WINDY HILL ROAD WIDENING - WESTBOUND ONLY: This project will widen westbound Windy Hill Road from two to three lanes between a point just east of Powers Ferry Road to Spectrum Circle.	Roadway / General Purpose Capacity	2015
CO-447	BOB CALLAN TRUNK TRAIL PHASE II - SECTION B: Develop final design for path on both Cobb and Fulton County sides of the Chattahoochee River, positioning the Bob Callan, Silver Comet, PATH, and BeltLine trails for potential connection along US 41; positions project for ROW acquisition and construction.	Last Mile Connectivity / Sidepaths and Trails	2016
CO-452	I-75 NORTH - DIVERGING DIAMOND INTERCHANGE: Reconstruct Windy Hill Road at I-75 interchange as 0.5 mile DDI. The I-75 SB off-ramp would be split with the left fork leading toward the DDI ramp terminal and the right fork aligning with Circle 75 Parkway at Windy Hill Road.	Roadway / Interchange Upgrade	2016
CO-453	COBB COMMUNITY TRANSIT ROUTE 10X OPERATING ASSISTANCE: Three-years of operating assistance for bus service running from Downtown Atlanta to Kennesaw State University, including connections to GA Tech, GA State, SCAD, SPSU, and Life U. Route 10X is a partnership with the City of Marietta, KSU, SPSU and Life U. Route 10X buses are branded differently and include on-board Wi-Fi service. Applicable university shuttle service connections will be made to Route 10X.	Transit / Operations & Maintenance	2015
CO-454	WINDY HILL ROAD WIDENING: This project will widen Windy Hill Road from US 41 (Cobb Parkway) to I-75 from 5 to 6 lanes with a 20-foot raised median.	Roadway / General Purpose Capacity	2016
CO-455	WINDY HILL ROAD IMPROVEMENTS: This project will involve a lane reconfiguration from 2 eastbound lanes to 4 westbound lanes to three lanes in each direction with a 20-foot raised median.	Roadway / Operations & Safety	2016
CO-AR-238	REVIVE 285 - I-75 NORTH INTERCHANGE UPGRADES: This project is part of reconstruction of the interchange at I-75 North and Windy Hill Road and modifying existing ramp alignments. The new larger bridge would be designed to accommodate operational improvements on Windy Hill Road and I-75 which would not preclude the addition of managed lanes in the future.	Roadway / Interchange Capacity	2031-2040

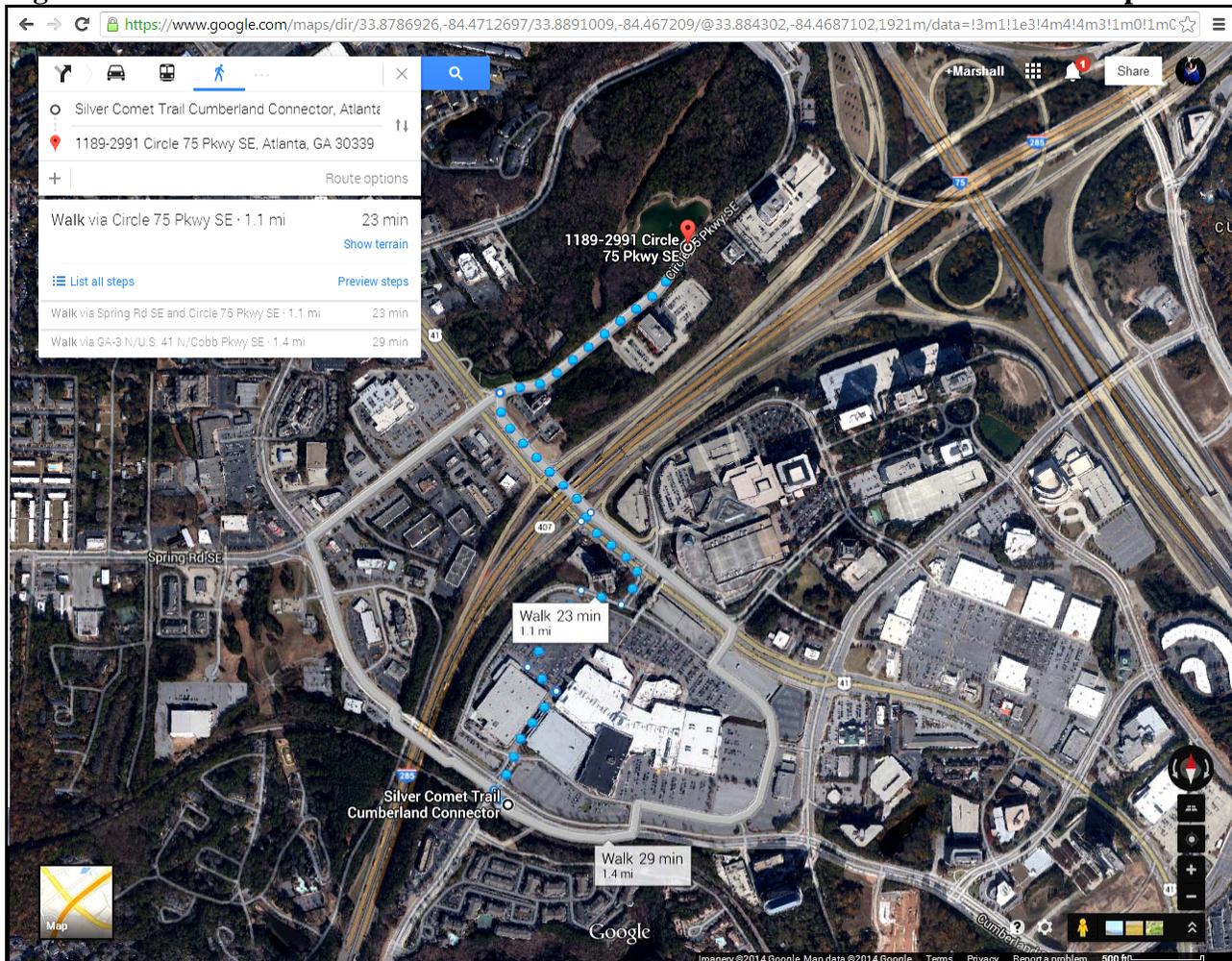
*\*The ARC Board adopted the PLAN 2040 RTP and FY 2014-2019 TIP on April 10<sup>th</sup>, 2014.*

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

The site is directly served by Cobb Community Transit. The Cumberland Transfer Center is located on the south side of Cumberland Mall and is served by MARTA Bus Route 12 (between Midtown, Atlanta and the Cumberland Transfer Center), and Cobb Community Transit Bus Routes 10, 10A, 10B, 20, and 50. The Cumberland Transfer Center is an approximate 1.1 mile, 23-29 minute walk to the subject site (Figure 2).

Cobb DOT is proposing a Bus Rapid Transit service to extend down Cobb Pkwy. The project is in the region’s Regional Transportation Plan (AR-475) with implementation taking place between years 2031-2040 if funding is identified. This first phase would connect Kennesaw State University with the Cumberland Activity Center, and continue to Midtown, Atlanta via the I-75 managed lanes system that is currently being developed. Cobb DOT recently announced funding to study a potential circulator bus/shuttle system in the Cumberland Area.

**Figure 2: Pedestrian Connection from Cumberland Transfer Center to Braves Development Site**



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

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

- Regional Thoroughfare Network: US 41 (Cobb Parkway)
- Regional Thoroughfare Network: Windy Hill Road
- Regional Strategic Transportation System Principal Arterial: US 41 (Cobb Parkway) South of Circle 75 Parkway
- Regional Strategic Transportation System Minor Arterial: US 41 (Cobb Parkway) North of Circle 75 Parkway
- Regional Strategic Transportation System Minor Arterial: Windy Hill Road
- Regional Strategic Transportation System Minor Arterial: Spring Road
- Regional Strategic Transportation System Major Collector: Cumberland Boulevard

**Consideration of Proposed RTP Projects:**

- The Transportation Analysis referenced many transportation improvement projects in Table 12, many of which have been changed in the April 2014-adopted RTP Update. Revised project fact sheets for all fiscally-constrained transportation improvements within a 1-mile radius of the subject site are attached as Appendix A.

**Consideration of Pedestrian Access:**

- Providing safe pedestrian access is critical to this development. Approximately 3% of attendees are expected to reach the development via transit, and 55% of all vehicles will park off-site. A comprehensive analysis should be undertaken to understand the pedestrian access needs in providing a safe walking environment to the site.
- One example is there are no sidewalks on NB side of Cobb Pkwy at I-285. The lack of sidewalks forces those who park in "South Parking" to cross Cobb Pkwy at Cumberland Mall via pedestrian bridge, then cross 11 lanes at Circle 75 Pkwy (the submitted site plan shows 15 lanes). The sidewalk on the SB side of Cobb Parkway may need to be widened to accommodate the large number of pedestrians that will utilize this facility in accessing the site. Cobb Pkwy in this area has an annual average daily traffic of 42,070 (2012 GDOT STARS data).
- Improvements to accommodate a large number of pedestrians may include widening sidewalks along Cobb Parkway, constructing additional sidewalks along the NB side of Cobb Pkwy, creating a pedestrian island on Cobb Parkway @ Circle 75/Spring Road, improved pedestrian signalization such as rapid flashing beacons and hawk signals where appropriate, increased presence of police officers at key intersections, etc.
- Cobb DOT officials have expressed interest in a pedestrian bridge linking Cobb Galleria to the site. This should be explored further due to the high potential benefits for pedestrian access.
- Internal site connectivity for pedestrians should include a network sidewalks, crosswalks, and potential wide curb lanes to provide easy, safe movement between the different uses.
- A request was made during the Technical Analysis Transmittal meeting to estimate the impacts of pedestrian movements on traffic delays at key intersections in the study area, given the fact

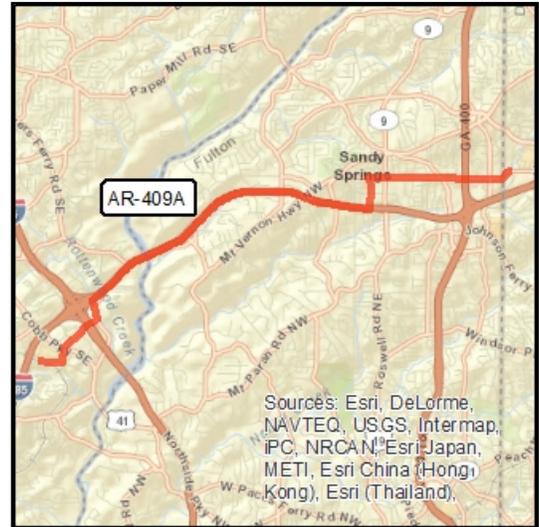
that these movements were not captured in the traffic analysis due to the consultant's assumption of a pedestrian bridge.

#### Traffic Management Plan

- The county should invest in a robust traffic management plan in coordination with local governments, law enforcement, and other public safety officials. During the Technical Analysis Transmittal meeting a county representative indicated that such a plan will be conducted approximately one year before site build-out.
- The plan should include transit opportunities, pedestrian accessibility, signal timing, an extensive way-finding network of signage, opportunities for coordination with public safety officials in managing safe access to the site, and public outreach to educate both the users of surrounding transportation infrastructure as well as Braves patrons. This list is not exhaustive.

**APPENDIX A:**  
**RTP PROJECT FACT SHEETS**  
**Projects Located within 1 Mile of Subject Site**

<b>Short Title</b>	REVIVE 285 - I-285 NORTH CORRIDOR HIGH CAPACITY RAIL SERVICE - PROTECTIVE RIGHT OF WAY ACQUISITION FROM CUMBERLAND/GALLERIA AREA TO PERIMETER CENTER
<b>GDOT Project No.</b>	0003534
<b>Federal ID No.</b>	N/A
<b>Status</b>	Long Range
<b>Service Type</b>	Transit / Rail Capital
<b>Sponsor</b>	GDOT
<b>Jurisdiction</b>	Regional - Perimeter
<b>Analysis Level</b>	Exempt from Air Quality Analysis (40 CFR 93)



<b>Existing Thru Lane</b>	N/A
<b>Planned Thru Lane</b>	N/A

**Network Year**

**Corridor Length**  miles

**Detailed Description and Justification**

This line item provides the funds set aside for protective right-of-way acquisition for the I-285 North corridor high capacity rail service from the Cumberland/Galleria area to Perimeter Center.

Phase Status & Funding Information		Status	FISCAL YEAR	TOTAL PHASE COST	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE			
					FEDERAL	STATE	BONDS	LOCAL/PRIVATE
ROW	GA Department of Transportation Funds		LR 2031-2040	<b>\$147,000,000</b>	\$0,000	\$147,000,000	\$0,000	\$0,000
				<b>\$147,000,000</b>	<b>\$0,000</b>	<b>\$147,000,000</b>	<b>\$0,000</b>	<b>\$0,000</b>

SCP: Scoping PE: Preliminary engineering / engineering / design / planning PE-OV: GDOT oversight services for engineering ROW: Right-of-way Acquisition  
 UTL: Utility relocation CST: Construction / Implementation ALL: Total estimated cost, inclusive of all phases

**Short Title** CONNECT COBB / NORTHWEST ATLANTA TRANSIT CORRIDOR BUS RAPID TRANSIT - PHASE 1

**GDOT Project No.** N/A

**Federal ID No.** N/A

**Status** Long Range

**Service Type** Transit / BRT Capital

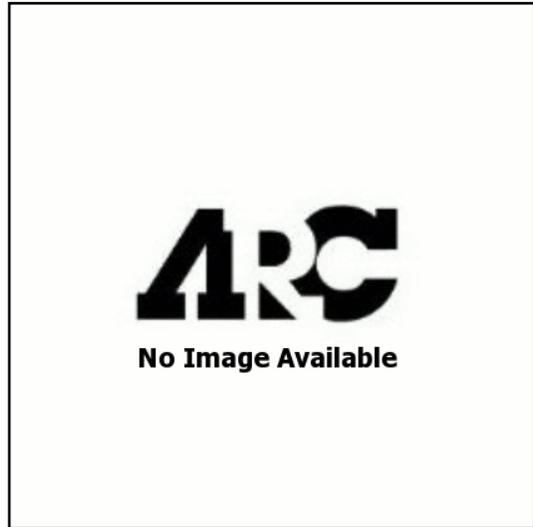
**Sponsor** Cobb County

**Jurisdiction** Regional - Northwest

**Analysis Level** In the Region's Air Quality Conformity Analysis

**Existing Thru Lane**

**Planned Thru Lane**



**Network Year**

**Corridor Length**  miles

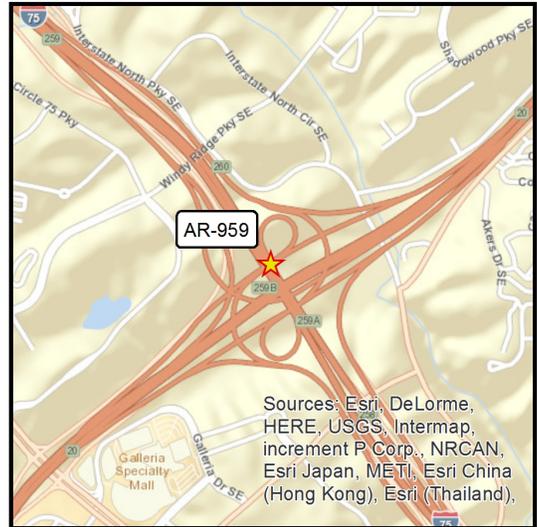
**Detailed Description and Justification**

This effort includes the provision of Bus Rapid Transit (BRT) service along the 25-mile corridor linking Cobb County to Midtown Atlanta. This first phase of the project will include the construction of dedicated guideway on US 41 from Kennesaw State University to the Cumberland Activity Center. The new BRT service will utilize the new US 41 dedicated guideway, continue onto the I-75 North managed lanes, and then into Midtown Atlanta via Northside Drive and 17th Street. The project also includes transit improvements in Midtown Atlanta area and Arts Center MARTA station to accommodate the new BRT vehicles and service.

Phase Status & Funding Information		Status	FISCAL YEAR	TOTAL PHASE COST	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE			
					FEDERAL	STATE	BONDS	LOCAL/PRIVATE
ALL	New Starts		LR 2031-2040	\$500,000,000	\$245,000,000	\$0,000	\$0,000	\$255,000,000
				<b>\$500,000,000</b>	<b>\$245,000,000</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>\$255,000,000</b>

SCP: Scoping PE: Preliminary engineering / engineering / design / planning PE-OV: GDOT oversight services for engineering ROW: Right-of-way Acquisition  
 UTL: Utility relocation CST: Construction / Implementation ALL: Total estimated cost, inclusive of all phases

<b>Short Title</b>	REVIVE 285 - I-75 NORTH / I-285 INTERCHANGE IMPROVEMENTS AT I-75 NORTHBOUND TO I-285 WESTBOUND FLYOVER RAMP
<b>GDOT Project No.</b>	712806
<b>Federal ID No.</b>	N/A
<b>Status</b>	Long Range
<b>Service Type</b>	Roadway / Interchange Capacity
<b>Sponsor</b>	GDOT
<b>Jurisdiction</b>	Cobb County
<b>Analysis Level</b>	In the Region's Air Quality Conformity Analysis



<b>Existing Thru Lane</b>	N/A
<b>Planned Thru Lane</b>	N/A

**Network Year**

**Corridor Length**  miles

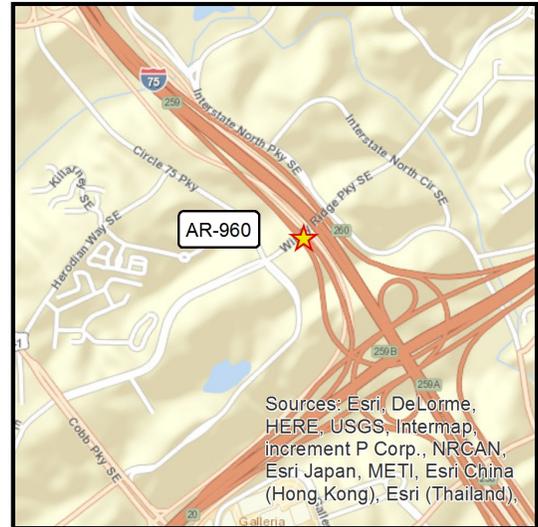
**Detailed Description and Justification**

Operational improvements through Kennedy Interchange from I-75 Northbound to I-285 Westbound (Flyover Ramp).

Phase Status & Funding Information		Status	FISCAL YEAR	TOTAL PHASE COST	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE			
					FEDERAL	STATE	BONDS	LOCAL/PRIVATE
ALL	General Federal Aid 2020-2040		LR 2020-2030	<b>\$10,900,000</b>	\$8,720,000	\$2,180,000	\$0,000	\$0,000
				<b>\$10,900,000</b>	<b>\$8,720,000</b>	<b>\$2,180,000</b>	<b>\$0,000</b>	<b>\$0,000</b>

SCP: Scoping PE: Preliminary engineering / engineering / design / planning PE-OV: GDOT oversight services for engineering ROW: Right-of-way Acquisition  
 UTL: Utility relocation CST: Construction / Implementation ALL: Total estimated cost, inclusive of all phases

<b>Short Title</b>	REVIVE 285 - I-75 NORTH / I-285 INTERCHANGE IMPROVEMENTS AT I-75 SOUTHBOUND TO I-285 WESTBOUND FLYOVER RAMP
<b>GDOT Project No.</b>	713260
<b>Federal ID No.</b>	N/A
<b>Status</b>	Long Range
<b>Service Type</b>	Roadway / Interchange Capacity
<b>Sponsor</b>	GDOT
<b>Jurisdiction</b>	Cobb County
<b>Analysis Level</b>	In the Region's Air Quality Conformity Analysis



<b>Existing Thru Lane</b>	N/A
<b>Planned Thru Lane</b>	N/A

**Network Year**

**Corridor Length**  miles

**Detailed Description and Justification**

Operational improvements through Kennedy Interchange from I-75 Southbound to I-285 Westbound (Flyover Ramp).

Phase Status & Funding Information		Status	FISCAL YEAR	TOTAL PHASE COST	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE			
					FEDERAL	STATE	BONDS	LOCAL/PRIVATE
ALL	General Federal Aid 2020-2040		LR 2020-2030	<b>\$28,100,000</b>	\$22,480,000	\$5,620,000	\$0,000	\$0,000
				<b>\$28,100,000</b>	<b>\$22,480,000</b>	<b>\$5,620,000</b>	<b>\$0,000</b>	<b>\$0,000</b>

SCP: Scoping PE: Preliminary engineering / engineering / design / planning PE-OV: GDOT oversight services for engineering ROW: Right-of-way Acquisition  
 UTL: Utility relocation CST: Construction / Implementation ALL: Total estimated cost, inclusive of all phases

<b>Short Title</b>	I-285 NORTH MANAGED LANES AND COLLECTOR/DISTRIBUTOR LANE IMPROVEMENTS FROM I-75 NORTH TO I-85 NORTH
<b>GDOT Project No.</b>	0001758
<b>Federal ID No.</b>	NHS00-0001-00(758)
<b>Status</b>	Long Range
<b>Service Type</b>	Roadway / Managed Lanes
<b>Sponsor</b>	GDOT
<b>Jurisdiction</b>	Regional - Perimeter
<b>Analysis Level</b>	In the Region's Air Quality Conformity Analysis



<b>Existing Thru Lane</b>	0
<b>Planned Thru Lane</b>	4

**Network Year** 2030

**Corridor Length** 13.1 miles

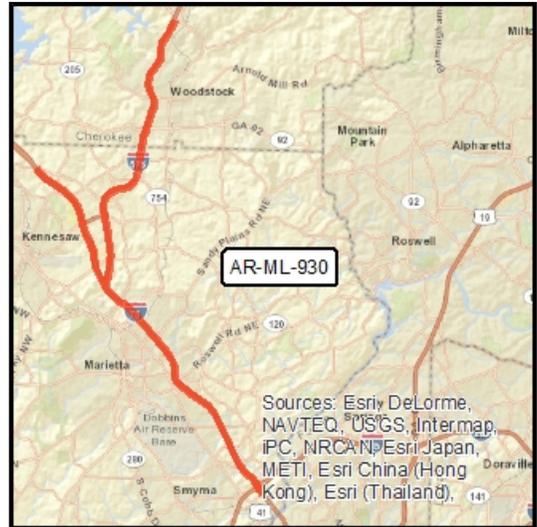
**Detailed Description and Justification**

Revive 285 is the name given to the improvement project on I-285 North from I-75 to I-85. Revive 285 will serve as an umbrella for a number of isolated but critical near-term fixes in the project corridor, guiding these efforts in a way that provides the most benefit for the corridor and anticipates the transportation needs of future generations. This project will identify, evaluate, and possibly enhance the most appropriate projects and programs that provide safe and efficient travel along the I-285 corridor from the I-75/I-285 interchange in Cobb County to the I-285/I-85 interchange in DeKalb County. It will also develop and advance concepts through the environmental phase of Georgia DOT's PDP, including completion of an environmental document and receipt of a Record of Decision.

Phase Status & Funding Information		Status	FISCAL YEAR	TOTAL PHASE COST	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE			
					FEDERAL	STATE	BONDS	LOCAL/PRIVATE
PE	National Highway System	AUTH	2003	\$1,000,000	\$800,000	\$200,000	\$0,000	\$0,000
PE	National Highway System	AUTH	2006	\$19,933,151	\$15,946,521	\$3,986,630	\$0,000	\$0,000
PE	Interstate Maintenance	AUTH	2007	\$1,250,000	\$1,125,000	\$125,000	\$0,000	\$0,000
ALL	General Federal Aid 2020-2040		LR 2020-2030	\$896,280,000	\$717,024,000	\$179,256,000	\$0,000	\$0,000
ALL	Toll Revenue Bonds		LR 2020-2030	\$733,320,000	\$0,000	\$0,000	\$733,320,000	\$0,000
				<b>\$1,651,783,151</b>	<b>\$734,895,521</b>	<b>\$183,567,630</b>	<b>\$733,320,000</b>	<b>\$0,000</b>

SCP: Scoping PE: Preliminary engineering / engineering / design / planning PE-OV: GDOT oversight services for engineering ROW: Right-of-way Acquisition  
 UTL: Utility relocation CST: Construction / Implementation ALL: Total estimated cost, inclusive of all phases

<b>Short Title</b>	NORTHWEST CORRIDOR (I-75 AND I-575) MANAGED LANES AT AKERS MILL ROAD TO HICKORY GROVE ROAD ON I-75 AND FROM I-75 TO SIXES ROAD ON I-575
<b>GDOT Project No.</b>	0008256
<b>Federal ID No.</b>	CSNHS-0008-00(256)
<b>Status</b>	Programmed
<b>Service Type</b>	Roadway / Managed Lanes
<b>Sponsor</b>	GDOT
<b>Jurisdiction</b>	Regional - Northwest
<b>Analysis Level</b>	In the Region's Air Quality Conformity Analysis



<b>Existing Thru Lane</b>	0
<b>Planned Thru Lane</b>	1/2

**Network Year**

**Corridor Length**  miles

**Detailed Description and Justification**

This project will consist of a managed lane system along the I-75 (Akers Mill Road to Hickory Grove Road) and I-575 (I-75 to Sixes Road) corridors in the northwest portion of the Atlanta region. This project will consist of two reversible lanes along the west side of I-75 and transition to the median just north of Bells Ferry Road. It will then reduce to one reversible lane constructed in the median from I-575 to Hickory Grove Road. Access points along I-75 are proposed at I-285, Terrell Mill Road, Roswell Road, I-575, Big Shanty Road, and Hickory Grove Road. At these locations, managed-lane interchanges would be constructed separate from the existing general-purpose interchanges. Along I-575, there will be one reversible managed lane constructed in the median. The managed lane on I-575 would include three pairs of slip ramp accesses between the managed lane and the general-purpose lane systems. In the southbound direction, slip ramp access points are proposed south of Barrett Parkway, south of Shallowford Road and south of Sixes Road. In the northbound direction, the slip-ramp access points are proposed north of Barrett Parkway, north of Shallowford Road and south of Sixes Road.

Phase Status & Funding Information		Status	FISCAL YEAR	TOTAL PHASE COST	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE			
					FEDERAL	STATE	BONDS	LOCAL/PRIVATE
PE	Interstate Maintenance	AUTH	2006	\$38,500,000	\$34,650,000	\$3,850,000	\$0,000	\$0,000
PE	Interstate Maintenance	AUTH	2007	\$26,852,657	\$24,167,391	\$2,685,266	\$0,000	\$0,000
PE	STP - Urban (>200K) (ARC)	AUTH	2012	\$35,000,000	\$31,500,000	\$3,500,000	\$0,000	\$0,000
ROW	Federal Earmark Funding	AUTH	2013	\$539,940	\$431,952	\$107,988	\$0,000	\$0,000
ROW	Federal Earmark Funding	AUTH	2013	\$1,124,875	\$899,900	\$224,975	\$0,000	\$0,000
ROW	Fuel Funds	AUTH	2013	\$5,000,000	\$0,000	\$5,000,000	\$0,000	\$0,000
ROW	National Highway Performance Program (NHPP)	AUTH	2013	\$19,775,185	\$15,820,148	\$3,955,037	\$0,000	\$0,000
CST	National Highway Performance Program (NHPP)		2014	\$25,000,000	\$20,000,000	\$5,000,000	\$0,000	\$0,000
CST	Public Private Partnership		2014	\$59,863,386	\$0,000	\$0,000	\$0,000	\$59,863,386
CST	State of Georgia	AUTH	2014	\$300,000,000	\$0,000	\$300,000,000	\$0,000	\$0,000
CST	TIFIA Loan		2014	\$275,000,000	\$275,000,000	\$0,000	\$0,000	\$0,000
CST	National Highway Performance Program (NHPP)		2015	\$50,000,000	\$40,000,000	\$10,000,000	\$0,000	\$0,000

CST	National Highway Performance Program (NHPP)		2016	<b>\$50,000,000</b>	\$40,000,000	\$10,000,000	\$0,000	\$0,000
CST	GRV BONDS (GARVEE Bond Program)		2017	<b>\$125,000,000</b>	\$0,000	\$0,000	\$125,000,000	\$0,000
CST	National Highway Performance Program (NHPP)		2017	<b>\$25,000,000</b>	\$20,000,000	\$5,000,000	\$0,000	\$0,000
CST	National Highway Performance Program (NHPP)		2018	<b>\$25,000,000</b>	\$20,000,000	\$5,000,000	\$0,000	\$0,000
				<b>\$1,061,656,043</b>	<b>\$522,469,391</b>	<b>\$354,323,266</b>	<b>\$125,000,000</b>	<b>\$59,863,386</b>

SCP: Scoping PE: Preliminary engineering / engineering / design / planning PE-OV: GDOT oversight services for engineering ROW: Right-of-way Acquisition  
 UTL: Utility relocation CST: Construction / Implementation ALL: Total estimated cost, inclusive of all phases



For additional information about this project, please call (404) 463-3100 or email [transportation@atlantaregional.com](mailto:transportation@atlantaregional.com).



**Short Title** US 41 (COBB PARKWAY) WIDENING - SCOPING ONLY FROM WINDY RIDGE PARKWAY TO SR 120 LOOP (NORTH MARIETTA PARKWAY)

**GDOT Project No.** 0010510

**Federal ID No.** N/A

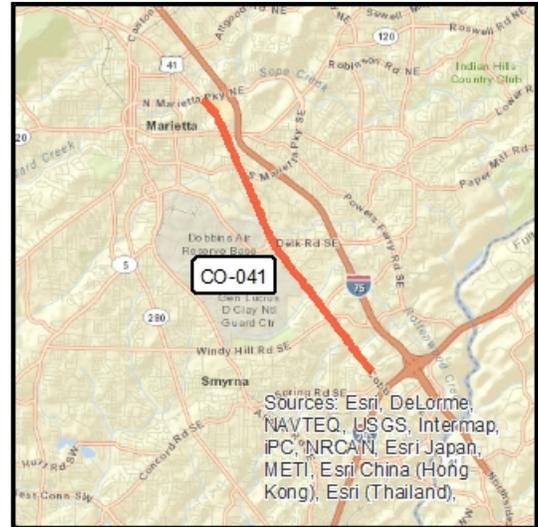
**Status** Programmed

**Service Type** Other / Planning

**Sponsor** GDOT

**Jurisdiction** Cobb County

**Analysis Level** Exempt from Air Quality Analysis (40 CFR 93)



**Existing Thru Lane**

**Planned Thru Lane**

**Network Year**

**Corridor Length**  miles

**Detailed Description and Justification**

This project is a scoping phase to look at potential improvements on Cobb Parkway (US 41) between Windy Ridge and SR 120 Loop (North Marietta Parkway). Improvements may include widening from 4 to 6 lanes, roadway improvements to enhance Bus Rapid Transit (BRT), operational improvements at intersections, and other improvements as needed. Specific improvements on US 41 will be determined during project development and in coordination with project development activities for the overlapping project, AR-475 - CONNECT COBB / NORTHWEST ATLANTA TRANSIT CORRIDOR BUS RAPID TRANSIT - PHASE 1.

Phase Status & Funding Information	Status	FISCAL YEAR	TOTAL PHASE COST	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE			
				FEDERAL	STATE	BONDS	LOCAL/PRIVATE
SCP   STP - Urban (>200K) (ARC)		2014	\$1,000,000	\$800,000	\$0,000	\$0,000	\$200,000
			\$1,000,000	\$800,000	\$0,000	\$0,000	\$200,000

SCP: Scoping PE: Preliminary engineering / engineering / design / planning PE-OV: GDOT oversight services for engineering ROW: Right-of-way Acquisition  
 UTL: Utility relocation CST: Construction / Implementation ALL: Total estimated cost, inclusive of all phases

**Short Title** LELAND DRIVE EXTENSION - NEW ALIGNMENT FROM WINDY HILL ROAD TO TERRELL MILL ROAD

**GDOT Project No.** 0010006

**Federal ID No.** N/A

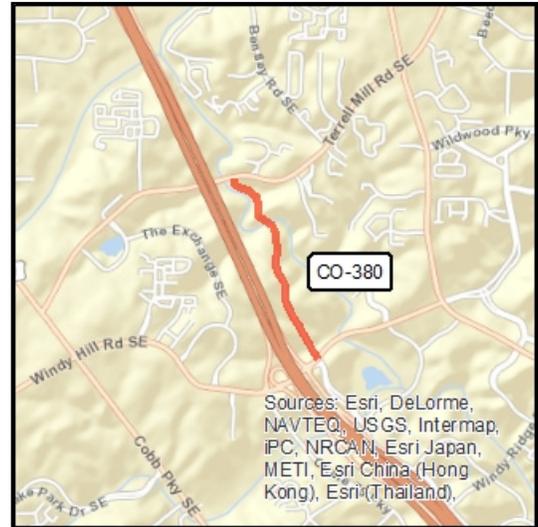
**Status** Programmed

**Service Type** Roadway / General Purpose Capacity

**Sponsor** Cobb County

**Jurisdiction** Cobb County

**Analysis Level** In the Region's Air Quality Conformity Analysis



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**Existing Thru Lane**

**Planned Thru Lane**

**Network Year**

**Corridor Length**  miles

**Detailed Description and Justification**

This project will be a 4-lane road, 1200-foot wide with an 8-foot raised median that will extend Leland Drive to Terrell Mill Road. Roadway improvements will be made along Leland Road from Windy Hill Road to the new extension.

Phase Status & Funding Information		Status	FISCAL YEAR	TOTAL PHASE COST	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE			
					FEDERAL	STATE	BONDS	LOCAL/PRIVATE
PE	Local Jurisdiction/Municipality Funds	AUTH	2007	\$480,000	\$0,000	\$0,000	\$0,000	\$480,000
PE	Local Jurisdiction/Municipality Funds	AUTH	2011	\$50,000	\$0,000	\$0,000	\$0,000	\$50,000
ROW	Local Jurisdiction/Municipality Funds		2015	\$1,045,000	\$0,000	\$0,000	\$0,000	\$1,045,000
CST	Local Jurisdiction/Municipality Funds		2016	\$14,100,000	\$0,000	\$0,000	\$0,000	\$14,100,000
				<b>\$15,675,000</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>\$15,675,000</b>

SCP: Scoping PE: Preliminary engineering / engineering / design / planning PE-OV: GDOT oversight services for engineering ROW: Right-of-way Acquisition  
 UTL: Utility relocation CST: Construction / Implementation ALL: Total estimated cost, inclusive of all phases

**Short Title** WINDY HILL ROAD WIDENING - WESTBOUND ONLY FROM EAST OF POWERS FERRY ROAD TO SPECTRUM CIRCLE

**GDOT Project No.** N/A

**Federal ID No.** N/A

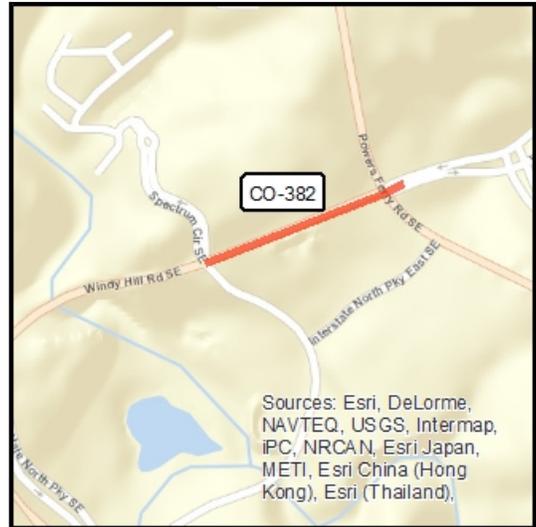
**Status** Programmed

**Service Type** Roadway / General Purpose Capacity

**Sponsor** Cobb County

**Jurisdiction** Cobb County

**Analysis Level** In the Region's Air Quality Conformity Analysis



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**Existing Thru Lane**

**Planned Thru Lane**

**Network Year**

**Corridor Length**  miles

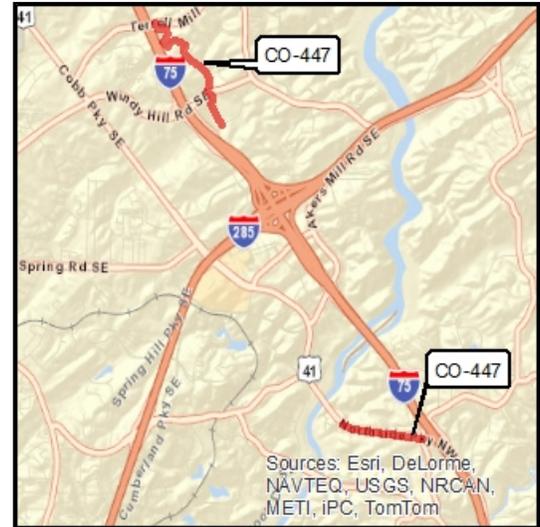
**Detailed Description and Justification**

This project will widen westbound Windy Hill Road from two to three lanes between a point just east of Powers Ferry Road to Spectrum Circle.

Phase Status & Funding Information		Status	FISCAL YEAR	TOTAL PHASE COST	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE			
					FEDERAL	STATE	BONDS	LOCAL/PRIVATE
PE	Local Jurisdiction/Municipality Funds	AUTH	2007	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000
ROW	Local Jurisdiction/Municipality Funds	AUTH	2008	\$1,595,826	\$0,000	\$0,000	\$0,000	\$1,595,826
CST	Local Jurisdiction/Municipality Funds		2015	\$2,014,057	\$0,000	\$0,000	\$0,000	\$2,014,057
				<b>\$3,609,883</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>\$3,609,883</b>

SCP: Scoping PE: Preliminary engineering / engineering / design / planning PE-OV: GDOT oversight services for engineering ROW: Right-of-way Acquisition  
 UTL: Utility relocation CST: Construction / Implementation ALL: Total estimated cost, inclusive of all phases

<b>Short Title</b>	BOB CALLAN TRUNK TRAIL PHASE II - SECTION B
<b>GDOT Project No.</b>	0012808
<b>Federal ID No.</b>	N/A
<b>Status</b>	Programmed
<b>Service Type</b>	Last Mile Connectivity / Sidepaths and Trails
<b>Sponsor</b>	Cobb County
<b>Jurisdiction</b>	Cobb County
<b>Analysis Level</b>	Exempt from Air Quality Analysis (40 CFR 93)



<b>Existing Thru Lane</b>	N/A
<b>Planned Thru Lane</b>	N/A

<b>Network Year</b>	2020
<b>Corridor Length</b>	TBD miles

**Detailed Description and Justification**

Develop final design for path on both Cobb and Fulton County sides of the Chattahoochee River, positioning the Bob Callan, Silver Comet, PATH, and BeltLine trails for potential connection along US 41; positions project for ROW acquisition and construction.

Phase Status & Funding Information		Status	FISCAL YEAR	TOTAL PHASE COST	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE			
					FEDERAL	STATE	BONDS	LOCAL/PRIVATE
PE	TAP - Urban (>200K) (ARC)	AUTH	2014	<b>\$625,000</b>	<del>\$500,000</del>	\$0,000	\$0,000	\$125,000
ROW	Local Jurisdiction/Municipality Funds		2015	<b>\$1,190,000</b>	\$0,000	\$0,000	\$0,000	\$1,190,000
CST	Local Jurisdiction/Municipality Funds		2016	<b>\$3,400,000</b>	\$0,000	\$0,000	\$0,000	\$3,400,000
				<b>\$5,215,000</b>	<b>\$500,000</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>\$4,715,000</b>

SCP: Scoping PE: Preliminary engineering / engineering / design / planning PE-OV: GDOT oversight services for engineering ROW: Right-of-way Acquisition  
 UTL: Utility relocation CST: Construction / Implementation ALL: Total estimated cost, inclusive of all phases

<b>Short Title</b>	I-75 NORTH - DIVERGING DIAMOND INTERCHANGE AT WINDY HILL ROAD
<b>GDOT Project No.</b>	N/A
<b>Federal ID No.</b>	N/A
<b>Status</b>	Programmed
<b>Service Type</b>	Roadway / Interchange Upgrade
<b>Sponsor</b>	GDOT
<b>Jurisdiction</b>	Cobb County
<b>Analysis Level</b>	Exempt from Air Quality Analysis (40 CFR 93)



<b>Existing Thru Lane</b>	N/A
<b>Planned Thru Lane</b>	N/A

**Network Year**

**Corridor Length**  miles

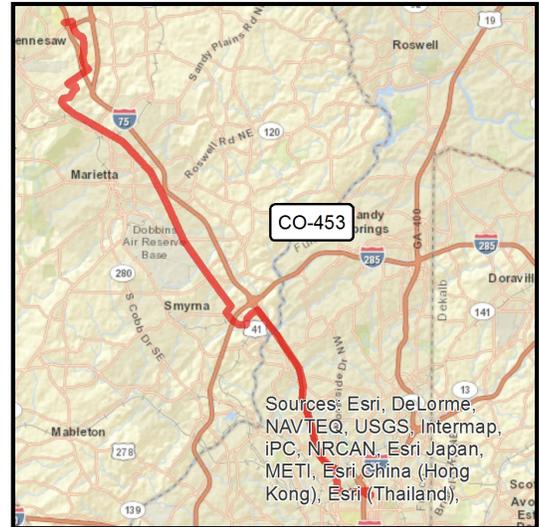
**Detailed Description and Justification**

Reconstruct Windy Hill Road at I-75 interchange as 0.5 mile DDI. The I-75 SB off-ramp would be split with the left fork leading toward the DDI ramp terminal and the right fork aligning with Circle 75 Parkway at Windy Hill Road.

Phase Status & Funding Information		Status	FISCAL YEAR	TOTAL PHASE COST	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE			
					FEDERAL	STATE	BONDS	LOCAL/PRIVATE
PE	Local Jurisdiction/Municipality Funds		2014	<b>\$700,000</b>	\$0,000	\$0,000	\$0,000	\$700,000
ROW	Local Jurisdiction/Municipality Funds		2015	<b>\$7,100,000</b>	\$0,000	\$0,000	\$0,000	\$7,100,000
UTL	Local Jurisdiction/Municipality Funds		2016	<b>\$2,500,000</b>	\$0,000	\$0,000	\$0,000	\$2,500,000
CST	Congestion Mitigation & Air Quality Improvement (CMAQ)		2016	<b>\$9,700,000</b>	\$6,000,000	\$0,000	\$0,000	\$3,700,000
				<b>\$20,000,000</b>	<b>\$6,000,000</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>\$14,000,000</b>

SCP: Scoping PE: Preliminary engineering / engineering / design / planning PE-OV: GDOT oversight services for engineering ROW: Right-of-way Acquisition  
 UTL: Utility relocation CST: Construction / Implementation ALL: Total estimated cost, inclusive of all phases

<b>Short Title</b>	COBB COMMUNITY TRANSIT ROUTE 10X OPERATING ASSISTANCE
<b>GDOT Project No.</b>	TBD
<b>Federal ID No.</b>	N/A
<b>Status</b>	Programmed
<b>Service Type</b>	Transit / Operations & Maintenance
<b>Sponsor</b>	Cobb County
<b>Jurisdiction</b>	Cobb County
<b>Analysis Level</b>	Exempt from Air Quality Analysis (40 CFR 93)



<b>Existing Thru Lane</b>	N/A
<b>Planned Thru Lane</b>	N/A

**Network Year**

**Corridor Length**  miles

**Detailed Description and Justification**

Three-years of operating assistance for bus service running from Downtown Atlanta to Kennesaw State University, including connections to GA Tech, GA State, SCAD, SPSU, and Life U. Route 10X is a partnership with the City of Marietta, KSU, SPSU and Life U. Route 10X buses are branded differently and include on-board Wi-Fi service. Applicable university shuttle service connections will be made to Route 10X.

Phase Status & Funding Information		Status	FISCAL YEAR	TOTAL PHASE COST	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE			
					FEDERAL	STATE	BONDS	LOCAL/PRIVATE
CST	Congestion Mitigation & Air Quality Improvement (CMAQ)		2015	\$2,000,000	\$1,600,000	\$0,000	\$0,000	\$400,000
				<b>\$2,000,000</b>	<b>\$1,600,000</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>\$400,000</b>

SCP: Scoping PE: Preliminary engineering / engineering / design / planning PE-OV: GDOT oversight services for engineering ROW: Right-of-way Acquisition  
 UTL: Utility relocation CST: Construction / Implementation ALL: Total estimated cost, inclusive of all phases

**Short Title** WINDY HILL ROAD WIDENING FROM US 41 TO I-75

**GDOT Project No.** 0011738

**Federal ID No.** N/A

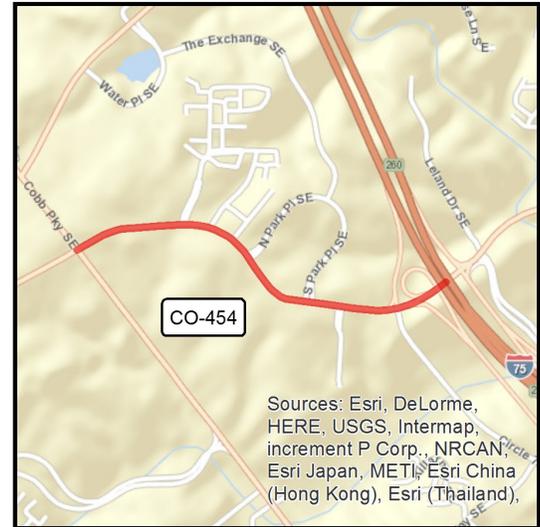
**Status** Programmed

**Service Type** Roadway / General Purpose Capacity

**Sponsor** Cobb County

**Jurisdiction** Cobb County

**Analysis Level** In the Region's Air Quality Conformity Analysis



**Existing Thru Lane**

**Planned Thru Lane**

**Network Year**

**Corridor Length**  miles

**Detailed Description and Justification**

This project will widen Windy Hill Road from US 41 (Cobb Parkway) to I-75 from 5 to 6 lanes with a 20-foot raised median.

Phase Status & Funding Information		Status	FISCAL YEAR	TOTAL PHASE COST	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE			
					FEDERAL	STATE	BONDS	LOCAL/PRIVATE
PE	Local Jurisdiction/Municipality Funds	AUTH	2013	\$488,387	\$0,000	\$0,000	\$0,000	\$488,387
ROW	Local Jurisdiction/Municipality Funds	AUTH	2014	\$3,687,500	\$0,000	\$0,000	\$0,000	\$3,687,500
CST	Local Jurisdiction/Municipality Funds		2016	\$5,449,700	\$0,000	\$0,000	\$0,000	\$5,449,700
				<b>\$9,625,587</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>\$9,625,587</b>

SCP: Scoping PE: Preliminary engineering / engineering / design / planning PE-OV: GDOT oversight services for engineering ROW: Right-of-way Acquisition  
 UTL: Utility relocation CST: Construction / Implementation ALL: Total estimated cost, inclusive of all phases

**Short Title** WINDY HILL ROAD IMPROVEMENTS FROM ROTTENWOOD CREEK TO SPECTRUM CIRCLE/INTERSTATE NORTH PARKWAY

**GDOT Project No.** N/A

**Federal ID No.** N/A

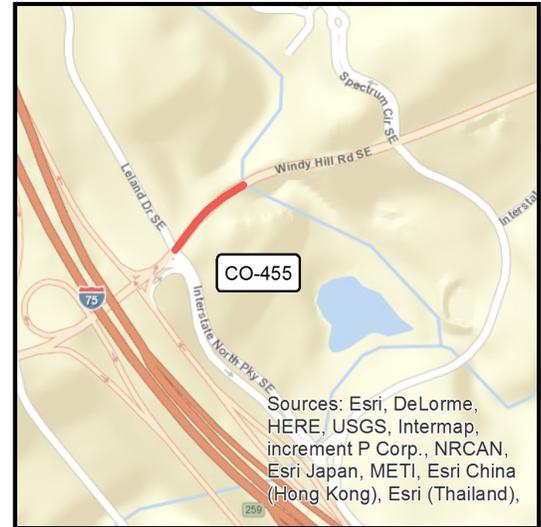
**Status** Programmed

**Service Type** Roadway / Operations & Safety

**Sponsor** Cobb County

**Jurisdiction** Cobb County

**Analysis Level** Exempt from Air Quality Analysis (40 CFR 93)



**Existing Thru Lane**

**Planned Thru Lane**

**Network Year**

**Corridor Length**  miles

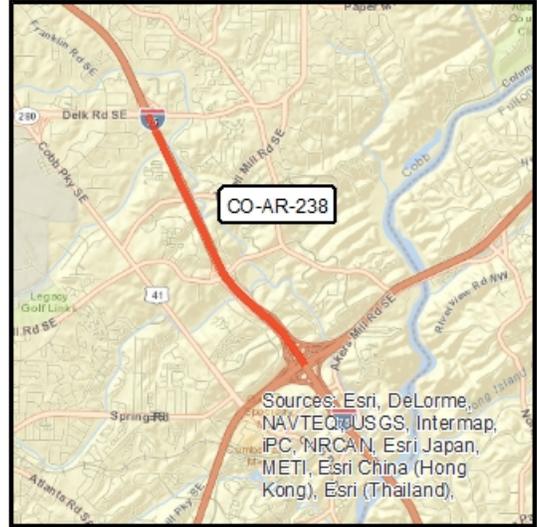
**Detailed Description and Justification**

This project will involve a lane reconfiguration from 2 eastbound lanes to 4 westbound lanes to three lanes in each direction with a 20-foot raised median.

Phase Status & Funding Information		Status	FISCAL YEAR	TOTAL PHASE COST	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE			
					FEDERAL	STATE	BONDS	LOCAL/PRIVATE
PE	Local Jurisdiction/Municipality Funds	AUTH	2013	\$247,327	\$0,000	\$0,000	\$0,000	\$247,327
ROW	Local Jurisdiction/Municipality Funds		2014	\$1,601,000	\$0,000	\$0,000	\$0,000	\$1,601,000
CST	Local Jurisdiction/Municipality Funds		2016	\$1,837,000	\$0,000	\$0,000	\$0,000	\$1,837,000
				<b>\$3,685,327</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>\$3,685,327</b>

SCP: Scoping PE: Preliminary engineering / engineering / design / planning PE-OV: GDOT oversight services for engineering ROW: Right-of-way Acquisition  
 UTL: Utility relocation CST: Construction / Implementation ALL: Total estimated cost, inclusive of all phases

<b>Short Title</b>	REVIVE 285 - I-75 NORTH INTERCHANGE UPGRADES FROM I-285 NORTH TO DELK ROAD
<b>GDOT Project No.</b>	713600
<b>Federal ID No.</b>	NHIM0-0075-03(230)
<b>Status</b>	Long Range
<b>Service Type</b>	Roadway / Interchange Capacity
<b>Sponsor</b>	GDOT
<b>Jurisdiction</b>	Regional - Northwest
<b>Analysis Level</b>	In the Region's Air Quality Conformity Analysis



<b>Existing Thru Lane</b>	N/A
<b>Planned Thru Lane</b>	N/A

<b>Network Year</b>	2040
<b>Corridor Length</b>	0.5 miles

**Detailed Description and Justification**

This project is part of reconstruction of the interchange at I-75 North and Windy Hill Road and modifying existing ramp alignments. The new larger bridge would be designed to accommodate operational improvements on Windy Hill Road and I-75 which would not preclude the addition of managed lanes in the future.

Phase Status & Funding Information		Status	FISCAL YEAR	TOTAL PHASE COST	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE			
					FEDERAL	STATE	BONDS	LOCAL/PRIVATE
PE	General Federal Aid 2020-2040		LR 2031-2040	<b>\$6,700,000</b>	\$5,360,000	\$1,340,000	\$0,000	\$0,000
ROW	General Federal Aid 2020-2040		LR 2031-2040	<b>\$30,000,000</b>	\$24,000,000	\$6,000,000	\$0,000	\$0,000
UTL	General Federal Aid 2020-2040		LR 2031-2040	<b>\$4,800,000</b>	\$3,840,000	\$960,000	\$0,000	\$0,000
CST	General Federal Aid 2020-2040		LR 2031-2040	<b>\$96,000,000</b>	\$76,800,000	\$19,200,000	\$0,000	\$0,000
				<b>\$137,500,000</b>	<b>\$110,000,000</b>	<b>\$27,500,000</b>	<b>\$0,000</b>	<b>\$0,000</b>

SCP: Scoping PE: Preliminary engineering / engineering / design / planning PE-OV: GDOT oversight services for engineering ROW: Right-of-way Acquisition  
 UTL: Utility relocation CST: Construction / Implementation ALL: Total estimated cost, inclusive of all phases

**BRAVES STADIUM AND MIXED USE DEVELOPMENT DRI**  
**Cobb County**  
**Natural Resources Division Review Comments**  
**May 21, 2014**

**Stream Buffers and Watershed Protection**

The proposed project property is in the Chattahoochee Corridor watershed, but it is not within the Chattahoochee River Corridor and is not subject to Corridor Plan requirements. The submitted site plan and the USGS coverage for the area show that the portions of the project property located between Windy Ridge Parkway, Cobb Parkway, Interstate 75 and Interstate 285 do not contain any streams on or near the project parcels. The USGS coverage and the project site plan both show that the parcel between Circle 75 Parkway and I-75, north-northeast of the main project area is just south of Poplar Creek, a tributary to Rottenwood Creek, which, in turn, is a tributary to the Chattahoochee River. The portion of the property closest to Poplar Creek may be subject to the requirements of the Cobb County Stream Buffer Ordinance, which requires buffers based on the basin size. Any unmapped streams on the property may also be subject to the requirements of the Cobb County ordinance.

All state waters on the property are subject to the State 25-foot Erosion and Sedimentation buffer requirement. Any intrusion into the State 25-foot Erosion and Sedimentation will require a variance from Georgia EPD.

**Stormwater / Water Quality**

The project should adequately address the impacts of the proposed development on stormwater runoff and downstream water quality. During construction, the project should conform to the relevant state and federal erosion and sedimentation control requirements. After construction, water quality will be impacted due to polluted stormwater runoff. ARC has estimated the amount of pollutants that will be produced after construction of the proposed development. These estimates are based on some simplifying assumptions for typical pollutant loading factors (lbs/ac/yr) from typical land uses in the Atlanta Region. The loading factors are based on the results of regional stormwater monitoring data from the Atlanta Region. Actual loading factors will depend on the amount of impervious surface in the specific project design. 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
Commercial	74.77	127.86	1301.00	8075.16	73498.91	91.97	16.45
<b>TOTAL</b>	74.77	127.86	1301.00	8075.16	73498.91	91.97	16.45

**Total impervious: 85%**

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](http://www.georgiastormwater.com)) and meet the stormwater management quantity and quality criteria outlined in the Manual. Where possible, the project should utilize the stormwater better site design concepts included in the Manual.

## Jonathan Tuley

---

**From:** Lobdell, Mike <mlobdell@dot.ga.gov>  
**Sent:** Friday, June 06, 2014 3:57 PM  
**To:** Jonathan Tuley  
**Subject:** Braves DRI

June 6, 2014

The Traffic Analysis Report for DRI 2381 Atlanta Braves Stadium and Mixed Use Development has been reviewed and our comments are:

1. The intersection of SR 3/US 41/Cobb Pkwy and Spring Rd/Circle 75 Pkwy (intersection #7) proposes a triple left north bound to west bound. Further analysis is needed on how to stripe Spring Rd. Because of the turning envelope of three vehicles side by side, Spring Rd would need to be wider than three 12' lanes.
2. The west bound exit ramp from I-285 on to SR 3/US 41/Cobb Pkwy (intersection #6) proposes a free flow right turn. How will pedestrians be handled at this intersection? Was a pedestrian bridge over I-285 assumed for opening day? If the bridge is not built, there are likely to be far more pedestrians than is shown in the model.
3. Game day traffic plans will be critical to providing the most efficient use of transportation infrastructure. The stake holders need to begin meeting 12-18 months before opening day to put together a traffic management plan.
4. For all improvements proposed in the study a funding source other than state or federal funds need to be identified due to current funding shortfall within GDOT.

Michael A. Lobdell, P.E.  
Assistant Metro Engineer/District Traffic Engineer  
5025 New Peachtree Road, NE  
Chamblee, GA 30341  
phone # (770) 986-1765  
fax # (770) 986-1407  
[mlobdell@dot.ga.gov](mailto:mlobdell@dot.ga.gov)

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# 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: Braves Stadium and Mixed Use Development *See the Preliminary Report.*

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

Per the Georgia Department of Transportation Office of Planning's review, the Atlanta Braves Stadium and Mixed Use Development DRI (# 2381) does not appear to affect any GDOT projects currently programmed in the immediate area, other than those already mentioned in this DRI report.

Individual Completing Form: JuliaBillings

Local Government: GDOT, Office of Planning

Department: GDOT, Office of Planning

Telephone: (404 ) 631 - 1774

Signature:

A handwritten signature in cursive script that reads "Julia Billings".

Date: 6/3/14

**Please return this form to:**

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

Return Date: Jun 5 2014

## Jonathan Tuley

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**From:** Hood, Alan C. <achood@dot.ga.gov>  
**Sent:** Monday, June 02, 2014 3:14 PM  
**To:** Jonathan Tuley  
**Cc:** Comer, Carol; Sands, Carla; Cobb, Nancy C.; terri.johnson@faa.gov; 94AW.CC.accessline@us.af.mil  
**Subject:** FW: DRI Review Notification - Atlanta Braves Stadium and Mixed Use Development (DRI #2381)  
**Attachments:** Preliminary Report - Atlanta Braves Stadium and Mixed Use Development (DRI 2381).pdf

Jon,

The proposed new Braves Stadium and Mixed Use Development, is located less than 3 miles south east of the Dobbins Air Reserve Base and 7.2 miles north east of the Fulton County Airport – Brown Field (FTY). It is located within the transitional surface of the approach to Runway 29, and may impact operations at Dobbins Air Reserve Base. It has no impact on Fulton County Airport – Brown Field.

Please have the sponsor submit a Form 7460-1 at <https://oeaaa.faa.gov> for construction NOT LOCATED on an airport. 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 also copied FAA Air Force Representative Terri Johnson and the Base Commander for Dobbins Air Reserve Base on this email as well.

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

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

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

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**From:** Jonathan Tuley [<mailto:JTuley@atlantaregional.com>]  
**Sent:** Wednesday, May 21, 2014 5:42 PM  
**To:** [jud.turner@gaepd.org](mailto:jud.turner@gaepd.org); Fowler, Matthew; VanDyke, Cindy; Ware, Alan; Comer, Carol; Hood, Alan C.; Lobdell, Mike; [lbeall@grta.org](mailto:lbeall@grta.org); DRI; 'wstinson@itsmarta.com'; 'Crocker, John'; 'Floyd, Greg'; 'Jon West'; Hosack, Robert; [dana.johnson@cobbcounty.org](mailto:dana.johnson@cobbcounty.org); Pederson, John; [Faye.DiMassimo@cobbcounty.org](mailto:Faye.DiMassimo@cobbcounty.org); [Chris.Pruitt@cobbcounty.org](mailto:Chris.Pruitt@cobbcounty.org); 'jane.stricklin@cobbcounty.org'; [Rob.Ross@kimley-horn.com](mailto:Rob.Ross@kimley-horn.com); [John.Walker@kimley-horn.com](mailto:John.Walker@kimley-horn.com); [Emmy.Montanye@kimley-horn.com](mailto:Emmy.Montanye@kimley-horn.com); [Tom.Simpson@am.jll.com](mailto:Tom.Simpson@am.jll.com); 'Rusty Roth ([rroth@mariettaga.gov](mailto:rroth@mariettaga.gov))'; 'Dan Conn ([dconn@mariettaga.gov](mailto:dconn@mariettaga.gov))'; 'Eric Randall ([erandall@smyrnaga.gov](mailto:erandall@smyrnaga.gov))'; Binzer, Brian; Bonja, Challa; 'Ken Suddreth ([ksuddreth@smyrnaga.gov](mailto:ksuddreth@smyrnaga.gov))'; 'Brad Edwards ([BEdwards@SandySpringsga.gov](mailto:BEdwards@SandySpringsga.gov))'; Parker, Angela; 'Wescott, Kristen'  
**Cc:** Community Development; John Orr; Marshall Willis; Jim Santo; Jim Skinner; Sammie Carson; Carolyn Rader  
**Subject:** DRI Review Notification - Atlanta Braves Stadium and Mixed Use Development (DRI #2381)

## 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 **Atlanta Braves Stadium and Mixed Use Development (DRI #2381)**. The proposed Atlanta Braves Stadium and Mixed Use Development is a mixed use development including a +/- 44,676 seat stadium and supporting parking, 630,000 square feet of office, 500,000 square feet of retail, 600 residential units, 450 hotel rooms and a 100,000 square foot multi-use facility. The proposed development site is located in the northwest quadrant of the I-75 and I-285 interchange, and is bounded by Cobb Parkway (U.S. 41), Windy Ridge Parkway and Circle 75 Parkway.

We request that you or a member of your staff review the attached preliminary report and provide comments to ARC by **Thursday, June 5, 2014**.

Review opened on: May 21, 2014

**Comments Due:** June 5, 2014

Review will close on: June 10, 2014

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

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

Jon Tuley, AICP  
Principal Planner  
**Atlanta Regional Commission**  
**regional impact + local relevance**  
40 Courtland Street, NE  
Atlanta, Georgia 30303-2538  
P | 404.463.3307  
F | 404.463.3254  
[jtuley@atlantaregional.com](mailto:jtuley@atlantaregional.com)  
[atlantaregional.com](http://atlantaregional.com)

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# DEPARTMENT OF TRANSPORTATION

1890 County Services Parkway  
Marietta, Georgia 30008-4014

Phone: (770) 528-1600 Fax: (770) 528-1601

June 9, 2014

Ms. Laura Beall  
Georgia Regional Transportation Authority  
245 Peachtree Center Ave NE, Suite 400  
Atlanta, GA 30303-1426

RE: Comments on Atlanta Braves and Mixed-Use Development (DRI #2381)

Dear Ms. Beall:

Cobb County DOT has reviewed the transportation analysis for the Atlanta Braves Stadium and Mixed-Use Development (DRI #2381, dated May 2014).

We concur with the 2019 build recommendations as shown in the DRI. However, we believe additional improvements and analysis of potential improvements should be considered that may further minimize impacts. Table 1 below lists potential improvements and analysis that are in addition to those listed in the DRI.

The intersection numbers provided below are consistent with the labeling used in the DRI.

**Table 1**

Location	Comments
5: Cobb Pkwy & I-285 EB Ramps	<ul style="list-style-type: none"><li>• Perform additional analysis to show signal operations and impacts when accounting for pedestrians</li><li>• Extend eastbound right-turn lane</li></ul>
6: Cobb Pkwy & I-285 WB Ramps	<ul style="list-style-type: none"><li>• Perform additional analysis to show signal operations and impacts when accounting for pedestrians</li><li>• Confirm traffic queues entering onto the westbound I-285 ramp do not back onto Cobb Pkwy</li><li>• Consider barrier separation for the proposed additional turn-lane from I-285 westbound ramp onto Circle 75 Pkwy.</li></ul>
7: Cobb Pkwy & Circle 75 Pkwy / Spring Rd	<ul style="list-style-type: none"><li>• Perform additional analysis to show signal operations and impacts when accounting for pedestrians</li><li>• Add westbound thru lane on Spring Rd from Cobb Pkwy to Bell Dr to accommodate DRI proposed triple lefts to Spring Rd; without eliminating the existing two-way turn on Spring Rd.</li></ul>



# DEPARTMENT OF TRANSPORTATION

1890 County Services Parkway  
 Marietta, Georgia 30008-4014

Phone: (770) 528-1600 Fax: (770) 528-1601

<p>7: Cobb Pkwy &amp; Circle 75 Pkwy / Spring Rd (cont)</p>	<ul style="list-style-type: none"> <li>• Consider improvements and/or restriping to allow for two-thru lanes from Spring Rd onto Circle 75 Pkwy</li> <li>• Consider additional right-turn lane from Cobb Pkwy into Circle 75 Pkwy. In combination with improvements to intersection #6 above, this would allow for a free flow barrier separated lane from I-285 westbound onto Circle 75 Pkwy and a right turn lane from Cobb Pkwy onto Circle 75 Pkwy</li> </ul>
<p>8: Cobb Parkway and Windy Ridge Parkway</p>	<ul style="list-style-type: none"> <li>• For information purposes, potential transit station</li> <li>• Perform additional analysis to determine if improvements may be required</li> </ul>
<p>11: Windy Hill Rd &amp; I-75 SB Off Ramps/Circle 75 Pkwy</p>	<ul style="list-style-type: none"> <li>• Confirm traffic queues do not extend onto mainline of I-75 SB through lanes</li> </ul>
<p>17: Interstate N Parkway and Windy Ridge Parkway</p>	<ul style="list-style-type: none"> <li>• Based on finalized parking locations, additional pedestrian connections and road alignment changes may be required. These may include: conversion of Interstate N Pkwy from Interstate N Cir to Windy Ridge Pkwy as a pedestrian corridor. Additionally, realigning Interstate N Cir and Interstate N Pkwy</li> </ul>
<p>19: Cumberland Boulevard and Spring Road</p>	<ul style="list-style-type: none"> <li>• Extend southbound right-turn lane</li> </ul>
<p>DRI Site Plan – 5/12/14</p>	<p><b><i>The comments provided at this time are for concept purposes and will be finalized during plan review.</i></b></p> <ul style="list-style-type: none"> <li>• Consider channelizing devices/medians that restrict to right in/out at the Circle 75 Pkwy and Circle 75 South intersection</li> <li>• Confirm development traffic entering Circle 75 Pkwy does not queue onto Cobb Pkwy</li> <li>• Confirm the proposed skew of Circle 75 Pkwy at Cobb Pkwy does not prevent concurrent left-turn signalized movements nor impact operations</li> <li>• Allow space for a potential roadway on Circle 75 Pkwy across from Herodian Way</li> <li>• Additional pedestrian connections should be analyzed including the potential route from Cobb Pkwy at Windy Ridge Pkwy to the proposed site</li> </ul>
<p>Table 12 – Programmed Improvement Projects (page 24 of DRI)</p>	<ul style="list-style-type: none"> <li>• See attached for complete and updated list</li> </ul>



## DEPARTMENT OF TRANSPORTATION

1890 County Services Parkway  
Marietta, Georgia 30008-4014

Phone: (770) 528-1600 Fax: (770) 528-1601

I-285 Eastbound and Westbound between Cobb Pkwy and Paces Ferry Rd	<ul style="list-style-type: none"><li>• Perform additional analysis to determine if an eastbound and westbound I-285 auxiliary lane should be considered between Cobb Pkwy and Paces Ferry Rd</li></ul>
Pedestrian Facilities and Connections	<ul style="list-style-type: none"><li>• Based on finalized parking locations, additional pedestrian connections may be required. The County will prepare a pedestrian and access analysis upon completion of site design and parking locations</li></ul>

We appreciate the opportunity to review and comment on DRI #2381. Please feel free to contact Chris Pruitt at (770) 528-1670 or [Chris.Pruitt@cobbcounty.org](mailto:Chris.Pruitt@cobbcounty.org) if additional information is needed.

Sincerely,

Faye Q. DiMassimo, AICP  
Director

FQD:CP

cc: Jim Wilgus, Cobb County DOT  
Jane Stricklin, Cobb County DOT  
James Hudgins, Cobb County DOT  
Chris Pruitt, Cobb County DOT  
David Montanye, Cobb County DOT  
Karyn Matthews, Cobb County DOT

## **Braves Stadium Transportation Management Plan Development and Scope**

The Transportation Management Plan for events at the future Braves stadium will need to address key traffic and coordination elements in order to achieve safety, predictability, and efficiency. As the parking and transportation network are developed in and around the stadium, these elements will be reviewed and evaluated in order to develop a specific plan for managing transportation. This plan will be developed with the coordination of Cobb County Department of Transportation, Cobb County Public Safety, Georgia State Patrol, Georgia Department of Transportation, area stakeholders as determined and the Braves. Developing the details of the plan will involve regular meetings between these stakeholders and potentially others during the year leading up to Opening Day 2017, followed by semi-annual or annual meetings to update the plan. The protocols followed will continue that developed for the Wings Over Atlanta Air Show which attracts 200,000 patrons over a three day period.

- Parking – as soon as parking locations are known, develop traffic routing plan and wayfinding sign plan; work with public safety and parking operators on speeding up entering and exiting traffic; possible smartphone app
- Traffic – using traffic routing plan, examine key intersections for timing improvements during peak event times and incorporate RSIS/online maps/etc. into disseminating info to public
- Shuttles/Transit – develop plan for shuttle lots and routes to maximize travel time for these vehicles; incorporate into wayfinding sign plan
- Pedestrians – from parking locations, examine safety of pedestrians walking along area roadways; develop alternate routes to encourage safer travel to stadium from parking
- Equipment – message boards, barricades, temporary additional signs
- Schedules – CCDOT staff, public safety staff, GDOT staff, TMC staff

**Atlanta Braves Stadium DRI  
Programmed Improvement Projects**

#	ARC Number	Route and Description	Type of Improvement	Scheduled Construction Year
1	AR-106-2016	GDOT ROADWAY OPERATIONAL IMPROVEMENTS PROGRAM IN THE METROPOLITAN ATLANTA AREA: This line item covers fiscal year 2016 and will provide operational improvements in the Atlanta area.	Roadway / Operations & Safety	2016
2	AR-409A	I-285 NORTH CORRIDOR HIGH CAPACITY RAIL SERVICE - PROTECTIVE RIGHT OF WAY ACQUISITION: This line item provides the funds set aside for protective right-of-way acquisition for the I-285 North corridor high capacity rail service from the Cumberland/Galleria area to Perimeter Center.	Transit / Rail Capital	Right-of-way: 2031-2040; Construction: N/A
3	AR - 475	CONNECT COBB/NORTHWEST ATLANTA TRANSIT CORRIDOR BUS RAPID TRANSIT – PHASE 1: This effort includes the provision of Bus Rapid Transit (BRT) service along the 25-mile corridor linking Cobb County to Midtown Atlanta. This first phase of the project will include the construction of dedicated guideway on US-41 from Kennesaw State University to the Cumberland Activity Center. The new BRT service will utilize the new US 41 dedicated guideway, continue onto the I-75 North managed lanes, and then into Midtown Atlanta via Northside Drive and 17th Street. The project also includes transit improvements in Midtown Atlanta area and Arts Center MARTA station to accommodate the new BRT vehicles and service.	Transit / BRT Capital	2031-2040
4	AR-959	I-75 NORTHBOUND TO I-285 WESTBOUND FLYOVER RAMP: Operational improvements through Kennedy Interchange from I-75 Northbound to I-285 Westbound (Flyover Ramp).	Roadway / Interchange Capacity	2020-2030
5	AR-960	I-75 SOUTHBOUND TO I-285 WESTBOUND FLYOVER RAMP: Operational improvements through Kennedy Interchange from I-75 Southbound to I-285 Westbound (Flyover Ramp).	Roadway / Interchange Capacity	2020-2030
6	AR-ML-200	I-285 NORTH MANAGED LANES AND COLLECTOR/ DISTRIBUTOR LANE IMPROVEMENTS: Revive 285 is the name given to the improvement project on I-285 North from I-75 to I-85. Revive 285 will serve as an umbrella for a number of isolated but critical near-term fixes in the project corridor, guiding these efforts in a way that provides the most benefit for the corridor and anticipates the transportation needs of future generations. This project will identify, evaluate, and possibly enhance the most appropriate projects and programs that provide safe and efficient travel along the I-285 corridor from the I-75/I-285 interchange in Cobb County to the I-285/I-85 interchange in DeKalb County. It will also develop and advance concepts through the environmental phase of Georgia DOT's PDP, including completion of an environmental document and receipt of a Record of Decision.	Roadway / Managed Lanes	2020-2030
7	AR-ML-930	NORTHWEST CORRIDOR (I-75 AND I-575) MANAGED LANES: This project will consist of a managed lane system along the I-75 (Akers Mill Road to Hickory Grove Road) and I-575 (I-75 to Sixes Road) corridors in the northwest portion of the Atlanta region. This project will consist of two reversible lanes along the west side of I-75 and transition to the median just north of Bells Ferry Road. It will then reduce to one reversible lane constructed in the median from I-575 to Hickory Grove Road. Access points along I-75 are proposed at I-285, Terrell Mill Road, Roswell Road, I-575, Big Shanty Road, and Hickory Grove Road. At these locations, managed-lane interchanges would be constructed separate from the existing general-purpose interchanges. Along I-575, there will be one reversible managed lane constructed in the median. The managed lane on I-575 would include three pairs of slip ramp accesses between the	Roadway / Managed Lanes	2014-2018

		managed lane and the general-purpose lane systems. In the southbound direction, slip ramp access points are proposed south of Barrett Parkway, south of Shallowford Road and south of Sixes Road. In the northbound direction, the slip-ramp access points are proposed north of Barrett Parkway, north of Shallowford Road and south of Sixes Road.		
8	CO-041	US 41 (COBB PARKWAY) WIDENING - SCOPING ONLY: This project is a scoping phase to look at potential improvements on Cobb Parkway (US 41) between Windy Ridge and SR 120 Loop (North Marietta Parkway). Improvements may include widening from 4 to 6 lanes, roadway improvements to enhance Bus Rapid Transit (BRT), operational improvements at intersections, and other improvements as needed. Specific improvements on US 41 will be determined during project development and in coordination with project development activities for the overlapping project, AR-475 - CONNECT COBB / NORTHWEST ATLANTA TRANSIT CORRIDOR BUS RAPID TRANSIT - PHASE 1.	Other / Planning	Scoping: 2014
9	CO-380	WINDY HILL ROAD TO TERRELL MILL ROAD CONNECTOR - NEW ALIGNMENT: New location 4-lane roadway beginning at the intersection of Windy Hill Road, Spectrum Circle, and Interstate North Parkway, ending at the intersection of Terrell Mill and Bentley Road.	Roadway / General Purpose Capacity	2018
10	CO-382	WINDY HILL ROAD WIDENING - WESTBOUND ONLY: This project will widen westbound Windy Hill Road from two to three lanes between a point just east of Powers Ferry Road to Spectrum Circle.	Roadway / General Purpose Capacity	2015
11	CO-447	BOB CALLAN TRUNK TRAIL PHASE II - SECTION B: Develop final design for path on both Cobb and Fulton County sides of the Chattahoochee River, positioning the Bob Callan, Silver Comet, PATH, and BeltLine trails for potential connection along US 41; position project for ROW acquisition and construction.	Last Mile Connectivity / Sidepaths and Trails	2016
12	CO-452	I-75 NORTH - DIVERGING DIAMOND INTERCHANGE: Reconstruct Windy Hill Road at I-75 interchange as 0.5 mile DDI. The I-75 SB off-ramp would be split with the left fork leading toward the DDI ramp terminal and the right fork aligning with Circle 75 Parkway at Windy Hill Road.	Roadway / Interchange Upgrade	2016
13	CO-453	COBB COMMUNITY TRANSIT ROUTE 10X OPERATING ASSISTANCE: Three-years of operating assistance for bus service running from Downtown Atlanta to Kennesaw State University, including connections to GA Tech, GA State, SCAD, SPSU, and Life U. Route 10X is a partnership with the City of Marietta, KSU, SPSU and Life U. Route 10X buses are branded differently and include on-board Wi-Fi service. Applicable university shuttle service connections will be made to Route 10X.	Transit / Operations & Maintenance	2015
14	CO-454	WINDY HILL ROAD WIDENING: This project will widen Windy Hill Road from US 41 (Cobb Parkway) to I-75 from 5 to 6 lanes with a 20-foot raised median.	Roadway / General Purpose Capacity	2016
15	CO-455	WINDY HILL ROAD IMPROVEMENTS: This project will involve a lane reconfiguration from 2 eastbound lanes to 4 westbound lanes to three lanes in each direction with a 20-foot raised median.	Roadway / Operation & Safety	2016
16	CO-AR-238	REVIVE 285 - I-75 NORTH INTERCHANGE UPGRADES: This project is part of reconstruction of the interchange at I-75 North and Windy Hill Road and modifying existing ramp alignments. The new larger bridge would be designed to accommodate operational improvements on Windy Hill Road and I-75 which would not preclude the addition of managed lanes in the future.	Roadway / Interchange Capacity	2031-2040

## Jonathan Tuley

---

**From:** Bonja, Challa <CBonja@mariettaga.gov>  
**Sent:** Monday, June 09, 2014 11:18 AM  
**To:** Jonathan Tuley  
**Cc:** Lanz, Charlie; Conn, Daniel; Clark, Kyethea  
**Subject:** RE: DRI Review Notification - Atlanta Braves Stadium and Mixed Use Development (DRI #2381)

Jon,

The two intersections in city limits of Marietta included in the DRI's study network were on Cobb Pkwy at Windy Hill Rd and Terrell Mill Rd. The analysis results show the intersection of Cobb Pkwy & Terrell Mill Rd performs at LOS C under build conditions requiring no improvement.

The intersection of Cobb Pkwy & Windy Hill Rd operates at LOS F under current and build conditions and requires improvement. As stated in my comment to GRTA, this intersection is included in Cobb County Project E3030. We have been and will continue to coordinate with Cobb County on this project as it progresses.

Since there are no other improvements required or planned in the DRI within City of Marietta, I don't have further comments. Thanks for your effort in making sure inputs from local agencies are included.

Regards,

Challa Bonja, P.E. | Transportation Engineer  
City of Marietta | Department of Public Works  
205 Lawrence Street | Marietta, GA 30060  
Phone: 770-794-5709 | Fax: 770-794-5585  
Email: [cbonja@mariettaga.gov](mailto:cbonja@mariettaga.gov)

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**From:** Jonathan Tuley [mailto:JTuley@atlantaregional.com]  
**Sent:** Wednesday, May 21, 2014 5:42 PM  
**To:** jud.turner@gaepd.org; 'mfowler@dot.ga.gov'; 'cyvandyke@dot.ga.gov'; 'alware@dot.ga.gov'; 'ccomer@dot.ga.gov'; Hood, Alan C. (ahood@dot.ga.gov); Lobdell, Mike (mlobdell@dot.ga.gov); lbeall@grta.org; DRI; 'wstinson@itsmarta.com'; 'Crocker, John'; 'Floyd, Greg'; 'Jon West'; Hosack, Robert; dana.johnson@cobbcounty.org; Pederson, John; Faye.DiMassimo@cobbcounty.org; Chris.Pruitt@cobbcounty.org; 'jane.stricklin@cobbcounty.org'; Rob.Ross@kimley-horn.com; John.Walker@kimley-horn.com; Emmy.Montanye@kimley-horn.com; Tom.Simpson@am.jll.com; Roth, Rusty; Conn, Daniel; 'Eric Randall (erandall@smyrnaga.gov)'; Binzer, Brian; Bonja, Challa; 'Ken Suddreth (ksuddreth@smyrnaga.gov)'; 'Brad Edwards (BEdwards@SandySpringsga.gov)'; Parker, Angela; 'Wescott, Kristen'  
**Cc:** Community Development; John Orr; Marshall Willis; Jim Santo; Jim Skinner; Sammie Carson; Carolyn Rader  
**Subject:** DRI Review Notification - Atlanta Braves Stadium and Mixed Use Development (DRI #2381)

### 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 **Atlanta Braves Stadium and Mixed Use Development (DRI #2381)**. The proposed Atlanta Braves Stadium and Mixed Use Development is a mixed use development including a +/-

44,676 seat stadium and supporting parking, 630,000 square feet of office, 500,000 square feet of retail, 600 residential units, 450 hotel rooms and a 100,000 square foot multi-use facility. The proposed development site is located in the northwest quadrant of the I-75 and I-285 interchange, and is bounded by Cobb Parkway (U.S. 41), Windy Ridge Parkway and Circle 75 Parkway.

We request that you or a member of your staff review the attached preliminary report and provide comments to ARC by **Thursday, June 5, 2014**.

Review opened on: May 21, 2014

**Comments Due:** June 5, 2014

Review will close on: June 10, 2014

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

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

Jon Tuley, AICP  
Principal Planner  
**Atlanta Regional Commission**  
**regional impact + local relevance**  
40 Courtland Street, NE  
Atlanta, Georgia 30303-2538  
P | 404.463.3307  
F | 404.463.3254  
[jtuley@atlantaregional.com](mailto:jtuley@atlantaregional.com)  
[atlantaregional.com](http://atlantaregional.com)

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## Jonathan Tuley

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**From:** Wescott, Kristen <KWescott@SandySpringsga.gov>  
**Sent:** Thursday, June 05, 2014 3:02 PM  
**To:** 'LBeall@grta.org'; Jonathan Tuley  
**Cc:** Coleman, Garrin; Poole, Bryant; Edwards, Brad; Parker, Angela; Abaray, Linda  
**Subject:** DRI 2381 Atlanta Braves Stadium - Sandy Springs Comments  
**Attachments:** 2014\_03-20\_BravesIntersections.pdf; Int32\_HCM.pdf; 2013\_08-08\_MARTA\_StopsONandOff\_Route148\_ID.pdf

Laura and Jon,

Sandy Springs respectfully submits the following comments regarding DRI 2381, Atlanta Braves Stadium. The comments are separated into three sections: Traffic Analysis Review, Sandy Springs Improvements, and Recommendations

### I. Traffic Analysis Review

Sandy Springs Public Works staff has reviewed the *Transportation Analysis for the Atlanta Braves Stadium and Mixed-Use Development, DRI #2381 in Cobb County, Georgia*. Kimley Horn and Associates (KHA) evaluated the following seven intersections within the corporate boundaries of Sandy Springs for AM and PM peak hours:

<u>Int #</u>	<u>Location</u>
30	I-285 WB Ramp & New Northside Drive
31	I-285 WB Ramp & Northside Drive
32	New Northside Drive/Interstate N Pkwy & Northside Drive
33	New Northside Drive & Northside Drive
34	I-285 EB Ramp & New Northside Drive
35	Powers Ferry Road & Northside Drive
36	New Northside Drive & Powers Ferry Road

In order to gain an understanding of proposed improvements for the 2019 Build conditions, staff reviewed the intersection counts, methodology, and analyses. In reviewing the baseline traffic counts, Public Works notes the following discrepancies in 2014 existing weekday volumes where some movements count differences were greater than 100 vehicles. Both Sandy Springs and KHA's counts were collected in March 2014.

#32: Interstate North Pkwy & Northside Dr

- PM: westbound thru: 896 (KHA) vs. 768 (CoSS)

#34: New Northside Dr & I-285 Eastbound On-Ramp

- PM: eastbound thru: 480 (KHA) vs. 594 (CoSS); eastbound right: 583 (KHA) vs. 448 (CoSS)

#31: Northside Dr & I-285 Westbound On-Ramp

- AM: southbound thru: 472 (KHA) vs. 582 (CoSS); westbound thru: 204 (KHA) vs. 300 (CoSS)

#33: Northside Dr & I-285 Eastbound Off-Ramp

- AM: southbound left: 356 (KHA) vs. 452 (CoSS); eastbound right: 614 (KHA) vs. 711 (CoSS)

#35: Powers Ferry Rd & Northside Dr

- AM: southbound thru: 380 (KHA) vs. 542 (CoSS); eastbound thru: 844 (KHA) vs. 940 (CoSS)

In that the projected Braves traffic will be during the PM peak hour in the westbound direction, the discrepancy that would have the most impact on the existing and future analyses is at intersection #32. It is noted that the KHA count is showing a higher westbound thru movement so will result in a more conservative output. Staff is supportive of the more conservative assumption.

In a review of the Synchro Files, Public Works staff noted the following parameters were left at default:

- Saturation flow rate = 1,900
- Lane width = 12'
- Heavy vehicle = 2%
- Grade = 0%

Public Works observes that the 1,900 saturation flow rate is an optimistic assumption and notes a more realistic (conservative) assumption would be in the range of 1,700-1,750, based on NCHRP 599 and Sandy Springs staff observations at intersections during peak hours. In addition, the default grade assumed at 0% does not reflect the geometric conditions of the Northside Drive/New Northside Drive/Powers Ferry Road intersections as there are considerable grade changes in this area. Staff also notes the speed limit shown for New Northside Dr is shown at 40 mph but is 35 mph.

In the 2019 Build Condition, the results of the KHA analysis show that intersection #32 is failing. The attached matrix (Int32\_HCM) provides a summary of the KHA Synchro 8 analysis of the intersection through the four network evaluation periods (Existing 2014, No-build 2019, Build 2019, Build 2019 improved). Since the Build 2019 network shows a failing LOS for the westbound through movement, the resulting westbound approach and intersection LOS is also F. The improvement proposed by KHA to address the failing LOS is as follows: "Restripe Northside Drive to allow a free-flow eastbound right-turn. Install southbound and westbound right-turn overlaps." Staff concerns about the proposed modification are as follows:

- Degrades conditions for the eastbound left and southbound thru movements
- Improves conditions for a movement, eastbound right, that is already operating satisfactorily with minimal delay (LOS B to A)
- Proposes a 12-foot lane shift in a relatively short distance on a downgrade.
- Creates poor crossing conditions for pedestrians both north-south and east-west at the intersection (Sandy Springs is currently evaluating adding sidewalks to Interstate North Pkwy on the north side of the street).
- Impedes access to the MARTA Route 148 bus stop located on the northwest corner (see MARTA stop map)
- Restricts access to private drives on both sides of Northside Drive south of the improvement (office tower and gas station).

In reviewing the Synchro analysis, Public Works staff observes that a modification to the signal timing may improve the intersection LOS in lieu of the proposed geometric modification. For example, it appears that by providing more green time to the westbound thru movement and increasing the cycle length can reduce the intersection LOS to E or better. This may be a potential alternative option to the proposed free-flow right-lane conversion.

## II. Sandy Springs Improvements

Public Works provided a briefing to the Sandy Springs City Council on May 6 on the proposed Braves Stadium and Sandy Springs transportation projects within the vicinity of the Northside Drive/New Northside Drive/Powers Ferry Road node. Fulton County Schools is relocating Heard's Ferry Elementary School to Powers Ferry Road and Dupree Drive which has prompted an evaluation of the area's roadway network. (See: [Braves stadium presentation](#) and map) As noted in the presentation, the following transportation projects are already programmed or proposed for fiscal year 15 local funding:

- COSS Proposed Intersection Improvements for FY15 design/construction:
  - Interstate North Parkway at Riveredge Parkway
  - Powers Ferry Road at Dupree Drive\*
  - Powers Ferry Road at Raider Drive\*
  - Heard's Ferry Road at Raider Drive\*
- \* Projects associated with Heard's Ferry Elementary School Relocation
- COSS Programmed Intersection Signal and Pedestrian Facility Upgrades for FY15 Construction:
  - Powers Ferry Road at Northside Drive

- Powers Ferry Road at New Northside Drive
- ATMS FY15 Program includes 7 existing intersections at the Powers Ferry Road node (traffic adaptive system and detection upgrades)
- Georgia Department of Transportation Riverside Drive Roundabouts proposed for design/construction 2014-2015 (PI 0010925)

It is important to note that all of the signals under evaluation for the Braves DRI within Sandy Springs are proposed for traffic adaptive signal timing and detection upgrades. By installing the traffic adaptive system, the City is actively optimizing traffic flow within the Northside Drive/New Northside Drive/Powers Ferry Road node.

### III. Recommendations

Sandy Springs Public Works staff recommends the following regarding DRI 2381 Atlanta Braves Stadium:

- Identification of alternative treatments for addressing LOS degradation at Intersection #32 (New Northside Drive/Interstate North Parkway & Northside Drive) such as signal timing
- Participation in the Braves event Traffic Management Plan (TMP) development and implementation by Sandy Springs Staff (public works, traffic, public safety). Consideration for the TMP:
  - Traffic management services should extend beyond Cobb County’s borders to include wayfinding and navigation through Sandy Springs to minimize traffic impacts on its local street network:
    - Provide message boards to appropriate distance from Braves Stadium exits on I-285 and surface streets (Powers Ferry Road, Interstate North Parkway)
    - Provide regional wayfinding to and from the Interstate on local streets
    - Coordinate signal timing between jurisdictions
    - Examine local streets parallel to I-285 (Powers Ferry Road and Interstate North Parkway) for permanent or event-driven lane changes
  - Develop Intergovernmental Agreement (IGA) to identify which jurisdictions/organizations will provide TMP operations in Sandy Springs
- Development of Travel Demand Management (TDM) plan for Stadium events to minimize single occupant vehicle trips by encouraging carpools, vanpools, and transit trips thereby reducing the potential traffic impacts to local streets:
  - Consider conversion of I-285 shoulder lanes for transit use access during stadium events
  - Coordinate among regional transit providers (CCT, MARTA, GRTA Xpress, Gwinnett County Transit) to provide direct service to stadium and dedicated routes
  - Give preferential treatment for bus shuttle service for off-site parking to Stadium (example: PGA Tour shuttle bus at East Lake)
  - Provide enhanced bus services – provide express buses between Perimeter CID to Cumberland CID
  - Give preferential parking treatment at Stadium for buses, shuttles, and high-occupancy vanpools and carpools

Let me know what questions you may have.

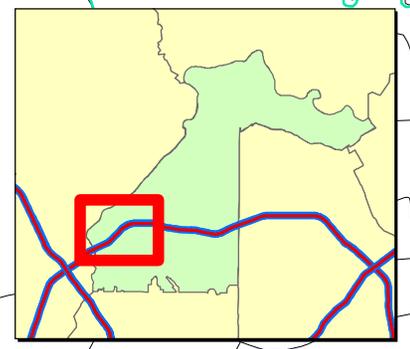
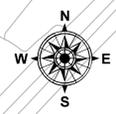
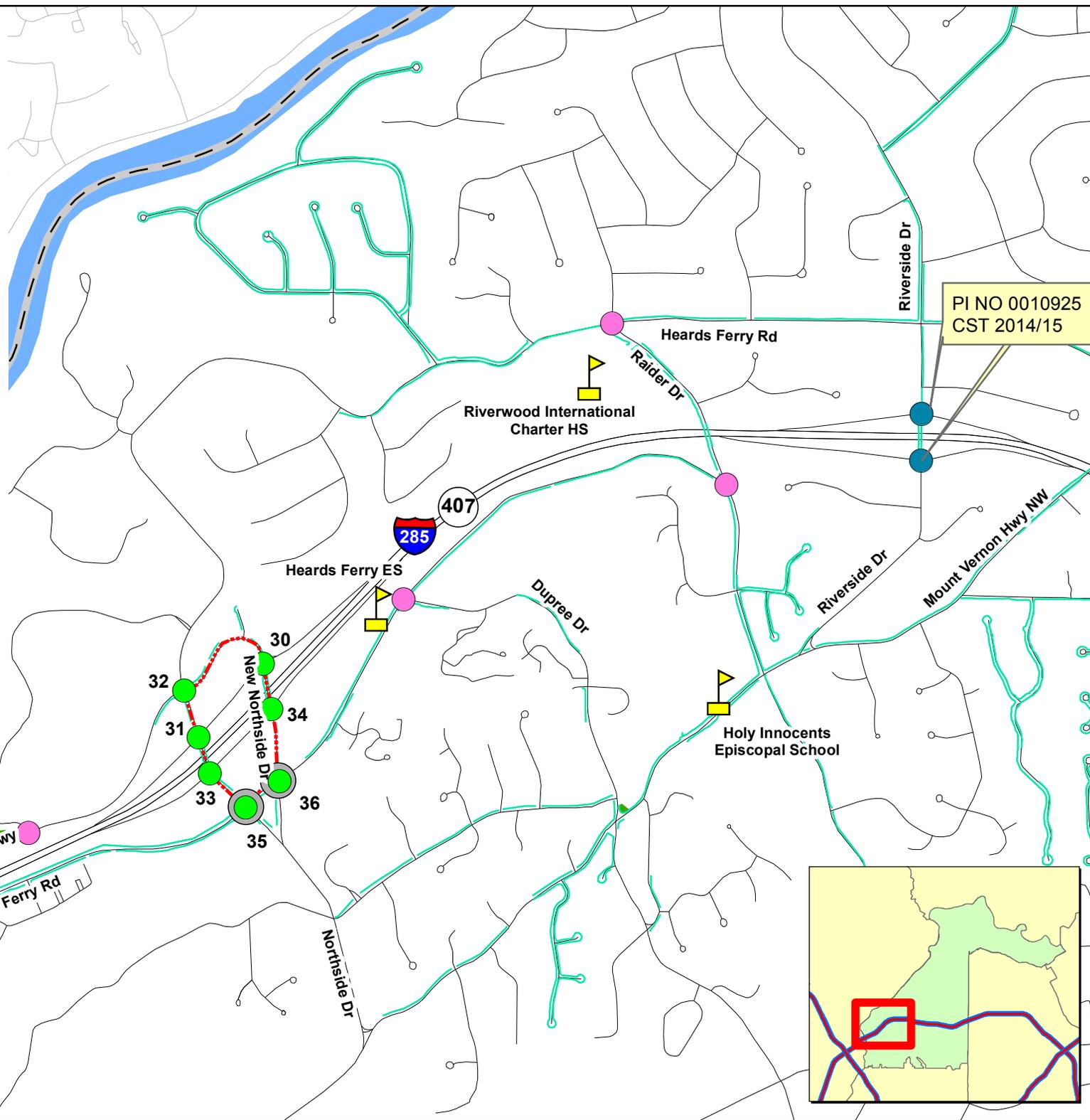
Regards, Kristen


  
 Transportation Planning - Public Works Division  
 City of Sandy Springs  
 7840 Roswell Road Bldg. 500  
 Sandy Springs, GA. 30350  
 (770) 206-2018 (Direct)  
 (404) 985-3376 (Cell)  
 (770) 206-2578 (Fax)  
 KWescott@sandyspringsga.gov

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## Transportation Network Braves Stadium / Heards Ferry ES

- FY15 COSS Intersection Design/Construction
- GDOT Riverside Dr Roundabout
- Braves Stadium DRI
- FY15 COSS Intersection Construction
- - - ATMS FY15 Upgrade
- Sidewalk
- Regional Street
- Street
- Park
- Sandy Springs City Limits
- Chattahoochee River



Int# 32 New Northside Drive & Northside Drive

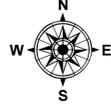
PM Pk Hr 5:00 – 6:00

	Existing 2014 PM				No Build 2019 PM				Build 2019 PM				Build 2019 Improved			
	Delay (seconds)	Directional LOS	Approach LOS	Intersection LOS	Delay (seconds)	Directional LOS	Approach LOS	Intersection LOS	Delay (seconds)	Directional LOS	Approach LOS	Intersection LOS	Delay (seconds)	Directional LOS	Approach LOS	Intersection LOS
EBL	38.2	D	C	C	45.0	D	C	C	44.2	D	C	F↓	79.0	E↓	B↑	D↑
EBT	12.7	B			12.2	B			13.1	B			8.9	A↑		
EBR	17.2	B			17.0	B			19.0	B			0.6	A↑		
WBL	8.4	A	C		8.0	A	D↓		10.2	B↓	F↓		4.6	A↑	E↑	
WBT	39.1	D			44.4	D			188.4	F↓			86.5	F		
WBR	8.4	A			7.6	A			12.2	B↓			1.8	A↑		
SBT	38.5	D	D		40.4	D	D		38.1	D	D		60.8	E↓	D	
SBR	36.8	D			38.6	D			36.6	D			39.0	D		

Source: Atlanta Braves DRIS HCM Signalized Intersection Capacity Analysis, KHA, 5/10/14

Incorporated December 1, 2005

## MARTA Stops - Route 148, As of September 11, 2013



### Legend

#### Stop Ons & Offs

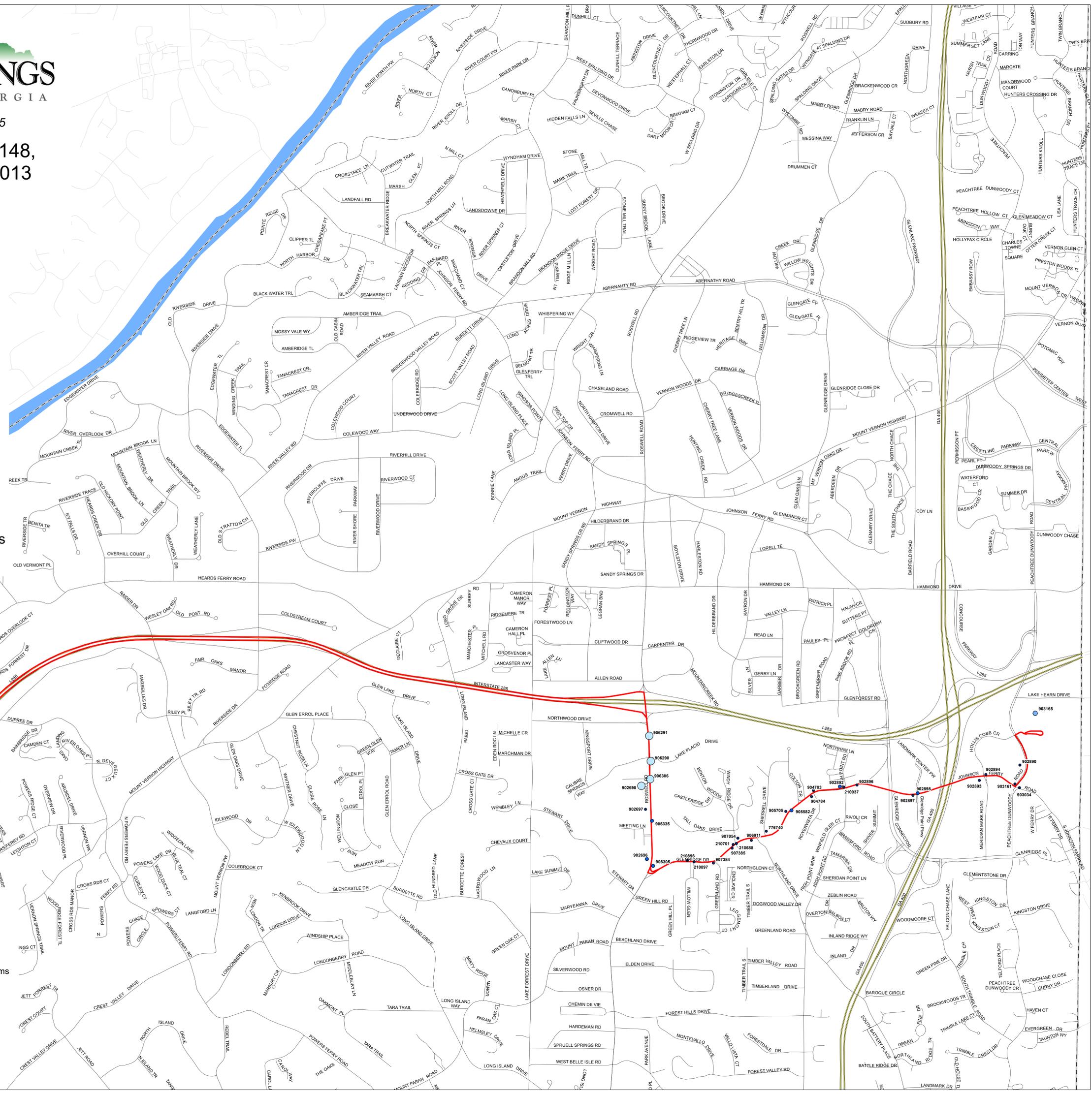
- 0-10
- 11-25
- 26-50
- 51-100
- 101-460
- MARTA Route 148
- Highway
- Street
- Regional Street
- Sandy Springs City Limits
- Chattahoochee River

0 0.4  
Miles

1 inch = 670 feet

Prepared by the  
City of Sandy Springs Geographic Information Systems  
September 11, 2013

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# Developments of Regional Impact

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

DRI

## 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:	Cobb
Individual completing form:	John Pederson
Telephone:	770-528-2024
Email:	john.pederson@cobbcounty.org

### Proposed Project Information

Name of Proposed Project:	Atlanta Braves Stadium and Mixed Use Development
DRI ID Number:	2381
Developer/Applicant:	BRED Co., LLC
Telephone:	404-614-2191
Email(s):	mike.plant@braves.com

### Additional Information Required

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"/> No <input checked="" type="radio"/> Yes <input type="radio"/> N/A
If yes, has that additional information been provided to your RDC and, if applicable, GRTA?	<input checked="" type="radio"/> No <input type="radio"/> Yes <input type="radio"/> N/A

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

### Estimated Value at Build-Out

Estimated Value at Build-Out:	TBD
-------------------------------	-----

Estimated annual local tax revenues (i.e., property tax, sales tax) likely to be generated by the proposed development:	TBD
Is the regional work force sufficient to fill the demand created by the proposed project?	<input type="radio"/> No <input checked="" type="radio"/> Yes <input type="radio"/> No
Will this development displace any existing uses?	<input type="radio"/> No <input checked="" type="radio"/> Yes <input type="radio"/> No
If yes, please describe (including number of units, square feet, etc):	
<b>0 Units</b>	
Name of water supply provider for this site:	Cobb County Water System
What is the estimated water supply demand to be generated by the project, measured in Millions of Gallons Per Day (MGD)?	1.2 MGD
Is sufficient water supply capacity available to serve the proposed project?	<input type="radio"/> No <input checked="" type="radio"/> Yes <input type="radio"/> No
If no, describe any plans to expand the existing water supply capacity:	
Is a water line extension required to serve this project?	<input type="radio"/> No <input checked="" type="radio"/> Yes <input type="radio"/> No
If yes, how much additional line (in miles) will be required?	
<b>0 Miles</b>	
Name of wastewater treatment provider for this site:	Cobb County Water System
What is the estimated sewage flow to be generated by the project, measured in Millions of Gallons Per Day (MGD)?	1.0 MGD
Is sufficient wastewater treatment capacity available to serve this proposed project?	<input type="radio"/> No <input checked="" type="radio"/> Yes <input type="radio"/> No
If no, describe any plans to expand existing wastewater treatment capacity:	
Is a sewer line extension required to serve this project?	<input type="radio"/> No <input checked="" type="radio"/> Yes <input type="radio"/> No
If yes, how much additional line (in miles) will be required?	
<b>0 Miles</b>	
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.)	1911 AM peak; 4967 PM peak including stadium traffic





**PROJECT DATA:**  
 GROSS AREA = 74.77 ACRES  
 APPROXIMATE AUTHORITY FACILITY AREA = TBD  
 PROJECT SITE AREA TO BE REZONED = 74.77 ACRES  
 IMPERVIOUS AREA = 90% (67.29 ACRES)

**CONTACTS:**

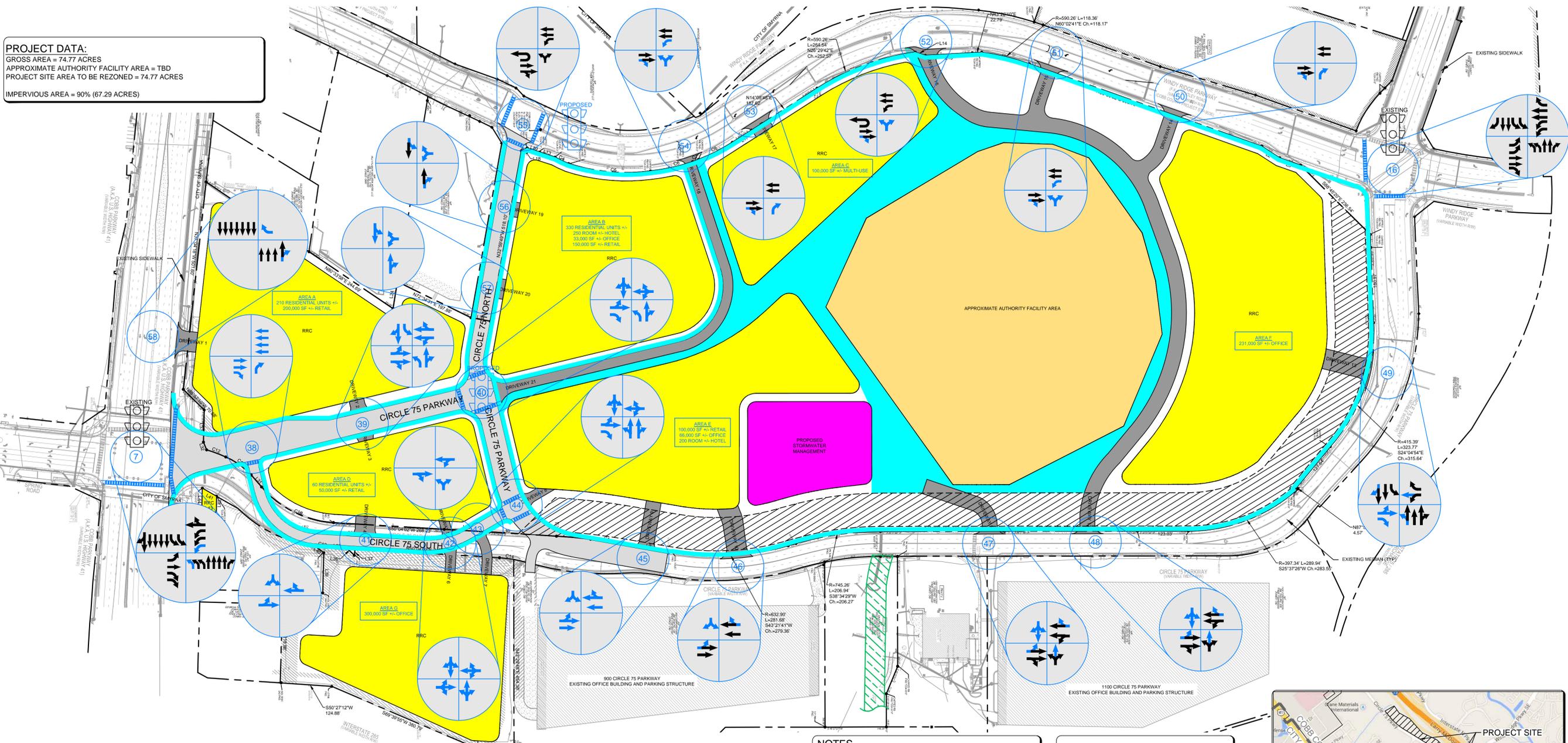
**APPLICANT:** BRED CO, LLC  
 755 HANK AARON DRIVE  
 ATLANTA, GA 30315  
 CONTACT: MIKE PLANT  
 PHONE: (404) 614-2191

**ENGINEER:** KIMLEY-HORN AND ASSOCIATES, INC.  
 817 WEST PEACHTREE STREET  
 THE BILTMORE, SUITE 601  
 ATLANTA, GA 30308  
 CONTACT: JOE DAVIS, P.E.  
 PHONE: (404) 419-8700

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**LAND USE SUMMARY**

LAND USE	GROSS FLOOR AREA/UNITS	PERCENT	FAR/DENSITY	BLDG HEIGHT
OFFICE	630,000 SF AREA B: 33,000 SF +/- AREA E: 66,000 SF +/- AREA F: 231,000 SF +/- AREA G: 300,000 SF +/-	26	0.19	300' max
RETAIL	500,000 SF AREA A: 200,000 SF +/- AREA B: 150,000 SF +/- AREA D: 50,000 SF +/- AREA E: 100,000 SF +/-	21	0.15	300' max
HOTEL	450,000 SF (450 ROOMS) AREA B: 250 ROOMS +/- AREA E: 200 ROOMS +/-	18	0.14 / 6.02 UNITS/AC	300' max
MULTI-FAMILY RESIDENTIAL	750,000 SF (600 UNITS) AREA A: 210 UNITS +/- AREA B: 330 UNITS +/- AREA D: 60 UNITS +/-	31	0.23 / 8.03 UNITS/AC	300' max
MULTI USE SPACE	100,000 SF AREA C: 100,000 SF +/-	4	0.03	300' max
AUTHORITY FACILITY	44,676 SEATS			
<b>TOTAL</b>	<b>2,430,000 SF +/-</b>	<b>100</b>	<b>0.74 / 14.05 UNITS/AC</b>	



**NOTES**

EXISTING SURVEY DATA BASED ON ALTA/ACSM LAND TITLE SURVEY FROM TRAVIS PRUITT & ASSOCIATES, INC. DATED 2014-01-23.

PROPERTY LOCATED IN LAND LOTS 876, 877, 879, 914, 915, 916, 917, 918, 945, AND 946 IN THE 17TH DISTRICT, COBB COUNTY, GA.

PROPOSED DRIVEWAY AND PUBLIC ROADWAY LOCATIONS ARE APPROXIMATE AND SUBJECT TO CHANGE AS DESIGN PROGRESSES.

AUTHORITY AREA INCLUDES STADIUM AND STADIUM PLAZA.

DRIVEWAYS FOR AREA H ARE APPROXIMATE AND MAY SERVE DIFFERENT LEVELS/ELEVATIONS OF SURFACE AND/OR STRUCTURED PARKING.

SIDEWALKS PROVIDED ALONG PUBLIC RIGHTS-OF-WAYS.

CROSSWALKS SHOWN ARE SUBJECT TO CHANGE AS DESIGN PROGRESSES.

ADDITIONAL CROSSWALKS MAY BE ADDED AS DESIGN CONTINUES.

LAND USE AND LOCATIONS SUBJECT TO CHANGE CONSISTENT WITH TRAFFIC STUDY.

**LEGEND**

- RRC/PARKING
- AUTHORITY
- PROPOSED STORMWATER MANAGEMENT
- PROPOSED DRIVEWAY
- PROPOSED PUBLIC ROADWAY
- PROPOSED PEDESTRIAN FACILITY
- EXISTING UTILITY EASEMENTS
- PROPOSED PIPELINE EASEMENT
- PROPOSED PEDESTRIAN/TRANSIT BRIDGE
- EXISTING LANE
- NO BUILD CONDITION LANE
- BUILD CONDITION LANE

Category	Cobb County Parking Requirements	Net Floor Area*/Units	Parking Provided
Office	1 per 285 net SF	567,000 SF	1,989
Retail	Community Retail Uses Eating and Drinking Establishments	225,000 SF 225,000 SF	1,125 2,250
Hotel	1.25 per 1 unit	450 units	563
Multifamily Residential	1 per 1.75 dwelling	600 dwellings	1,050
Authority Facility	exempt		
Multi Use	N/A		
<b>Total</b>			<b>6,977</b>

\*net area assumed to be 90% of gross floor area

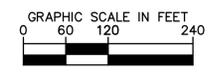
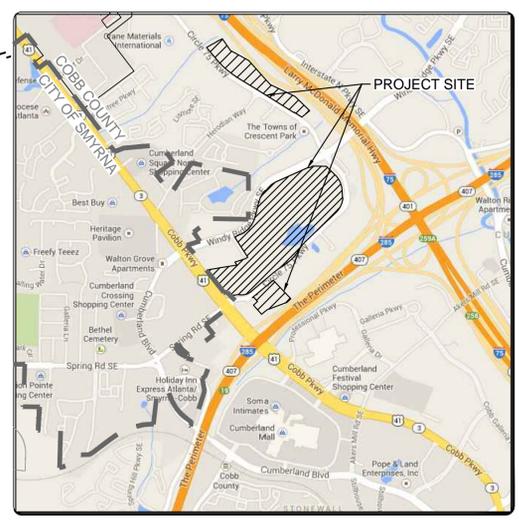


Figure 3A

No.	DATE	REVISIONS
1	05/12/2014	DRI SUBMITTAL

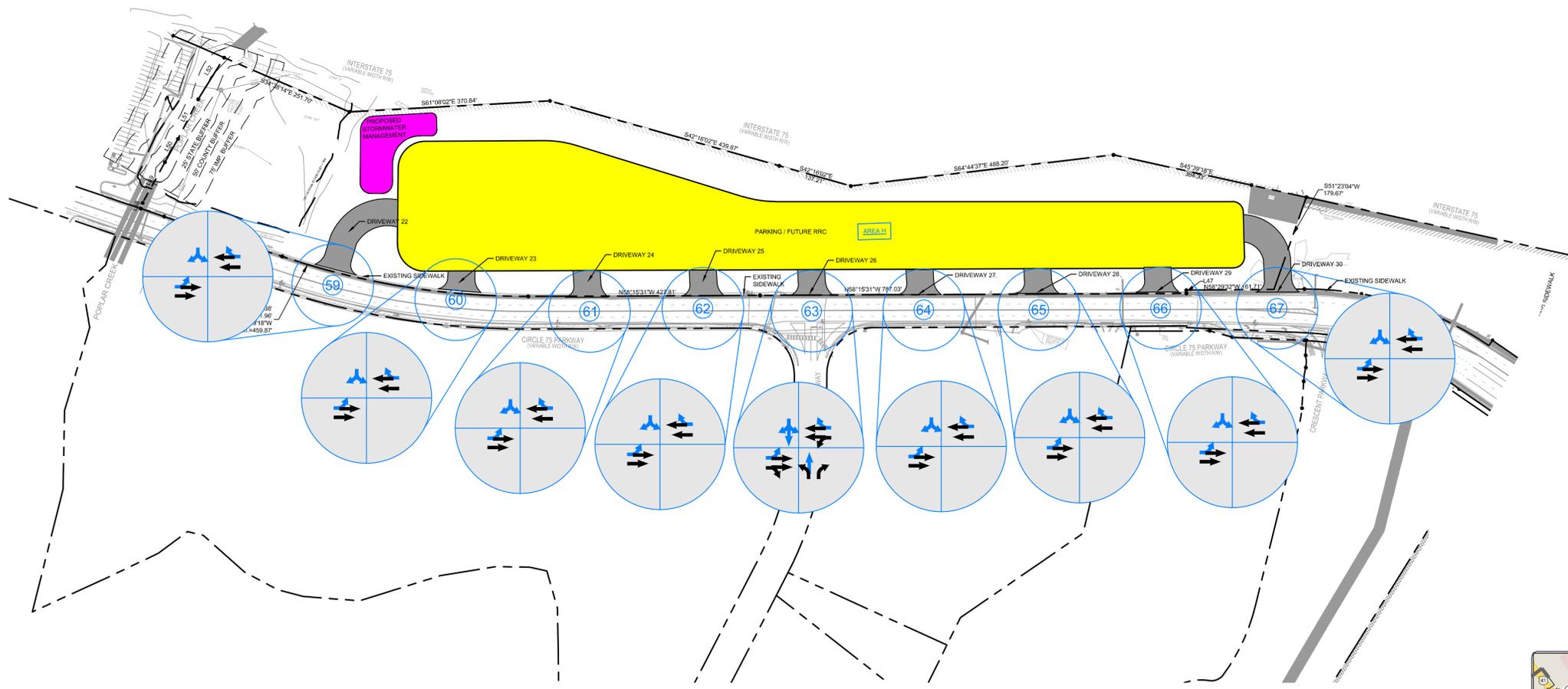
ATLANTA BRAVES STADIUM  
 DRI 2381  
 COBB COUNTY, GA  
 DRI SITE PLAN

BRED CO LLC



SCALE (H): AS SHOWN  
 SCALE (V): NONE  
 DESIGNED BY: JED  
 DRAWN BY: MJL  
 CHECKED BY: EFM  
 DATE: 05/12/2014  
 KHA PROJECT NO.: 019979000  
 SHEET NUMBER  
**1 OF 2**

This document, together with the concepts and designs presented herein, is intended only for the specific purpose and client for which it was prepared. Review of and improper reliance on this document without written authorization and adaptation by Kimley-Horn and Associates, Inc. shall be without liability to Kimley-Horn and Associates, Inc.



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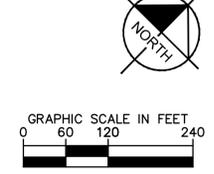
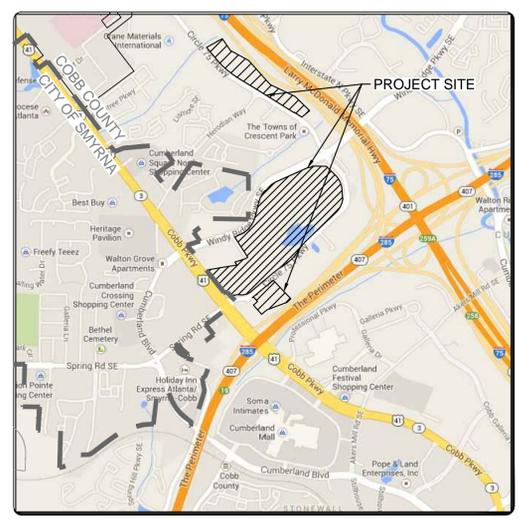
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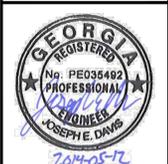
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**2 OF 2**

Figure 3B