



REGIONAL REVIEW NOTICE

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

DATE: May 21, 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 a preliminary regional review of the following Development of Regional Impact (DRI). ARC 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 as well as state, federal, and other agencies. The preliminary report 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

Review Type: DRI

Submitting Local Government: Cobb County

Date Opened: May 21, 2014

Deadline for Comments: June 5, 2014

Date to Close: June 10, 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.

PRELIMINARY 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 end user plan 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 is increased with the proposed amount 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 short-term 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 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 LAND USE PLANNING
ARC DATA RESEARCH
GEORGIA DEPARTMENT OF NATURAL RESOURCES
COBB COUNTY
CITY OF SANDY SPRINGS

ARC TRANSPORTATION PLANNING
ARC AGING DIVISION
GEORGIA DEPARTMENT OF TRANSPORTATION
CITY OF MARIETTA

ARC ENVIRONMENTAL PLANNING
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. This finding will be published to the ARC website.

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



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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):

Individual Completing Form:

Local Government:

Department:

Telephone: ()

Signature:

Date:

Please return this form to:

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

Return Date: *Jun 5 2014*

ARC STAFF NOTICE OF REGIONAL REVIEW AND COMMENT FORM

DATE: May 21 2014

ARC REVIEW CODE: R14052101

TO: ARC Land Use, Environmental, Transportation, Research, and Aging Division Chiefs

FROM: Jon Tuley, Extension: 3-3307

Reviewing staff by Jurisdiction:

Land Use: Tuley, Jon

Transportation: Willis, Marshall

Environmental: Santo, Jim

Research: Skinner, Jim

Aging: Rader, Carolyn

Name of Proposal: Braves Stadium and Mixed Use Development

Review Type: Development of Regional Impact

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.

Submitting Local Government: Cobb County

Date Opened: May 21 2014

Deadline for Comments: Jun 5 2014

Date to Close: Jun 10 2014

Response:

- 1) ☐ Proposal is CONSISTENT with the following regional development guide listed in the comment section.
- 2) ☐ While neither specifically consistent nor inconsistent, the proposal relates to the following regional development guide listed in the comment section.
- 3) ☐ While neither specifically consistent nor inconsistent, the proposal relates to the following regional development guide listed in the comment section.
- 4) ☐ The proposal is INCONSISTENT with the following regional development guide listed in the comment section.
- 5) ☐ The proposal does NOT relate to any development guide for which this division is responsible.
- 6) ☐ Staff wishes to confer with the applicant for the reasons listed in the comment section.

COMMENTS:



MEMORANDUM

TO: Jon Tuley, Land Use Division

FROM: Marshall Willis, Transportation Access and Mobility Division

DATE: May 20th, 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 ☐
Non-Expedited ☒

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 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-feet multi-use facility on approximately 57 acres. Total approximated gross floor area is 2,430,000 square-feet +/- . 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?

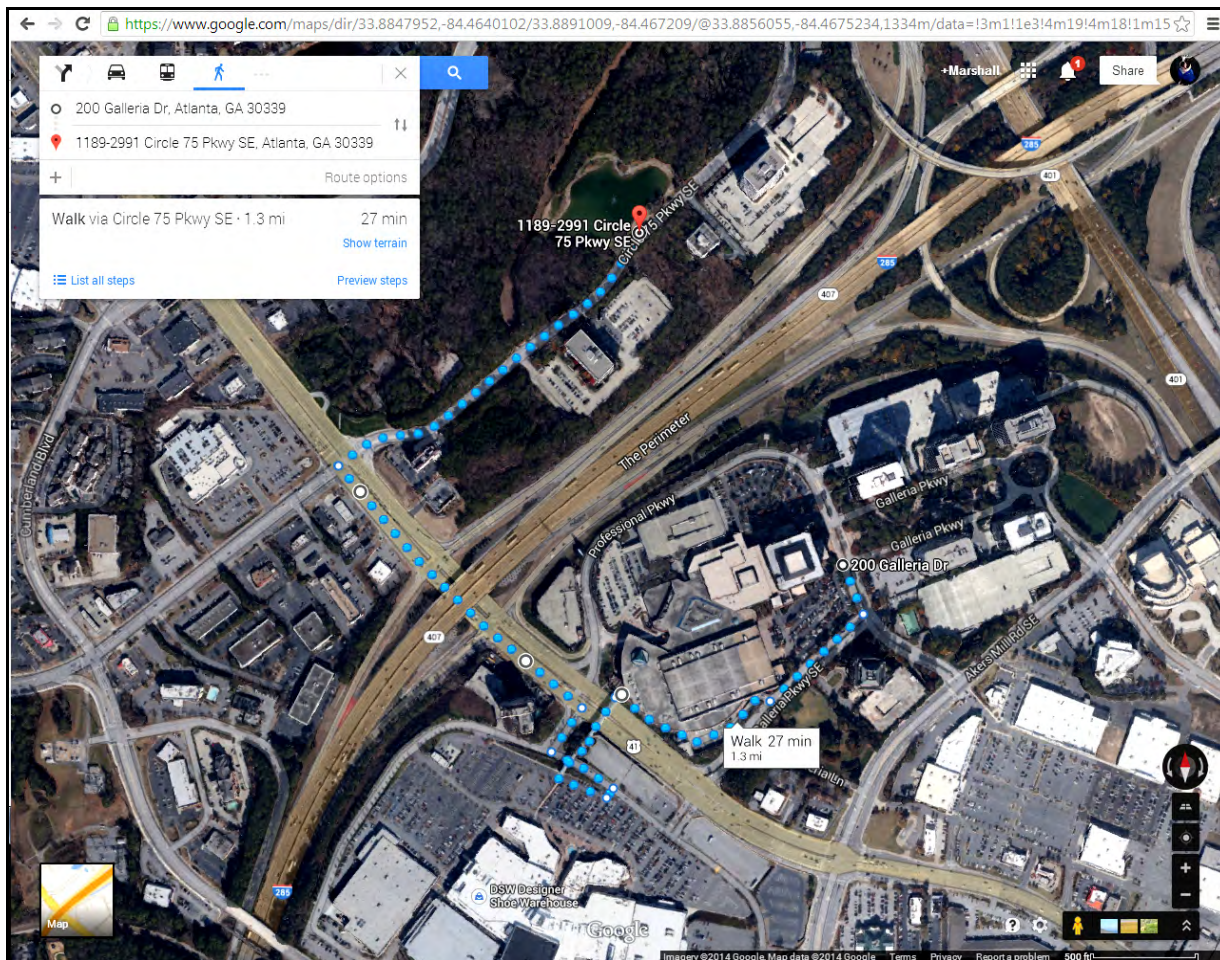
Site access is proposed via 30 site driveways, with available spaces totaling approximately 45% of the projected 28,407 net trips entering (and leaving) the facility, while the remaining 55% of the total trips will be required to park off-site. Figure 7 in the Transportation Analysis submitted by Kimley-Horn & 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.

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 shows 15 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.

No-Build Scenario Recommended Improvements

- 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 Recommended Improvements

- 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-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-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 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.	Roadway / Managed Lanes	2014-2018
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-	Roadway /	2016

	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.	General Purpose Capacity	
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

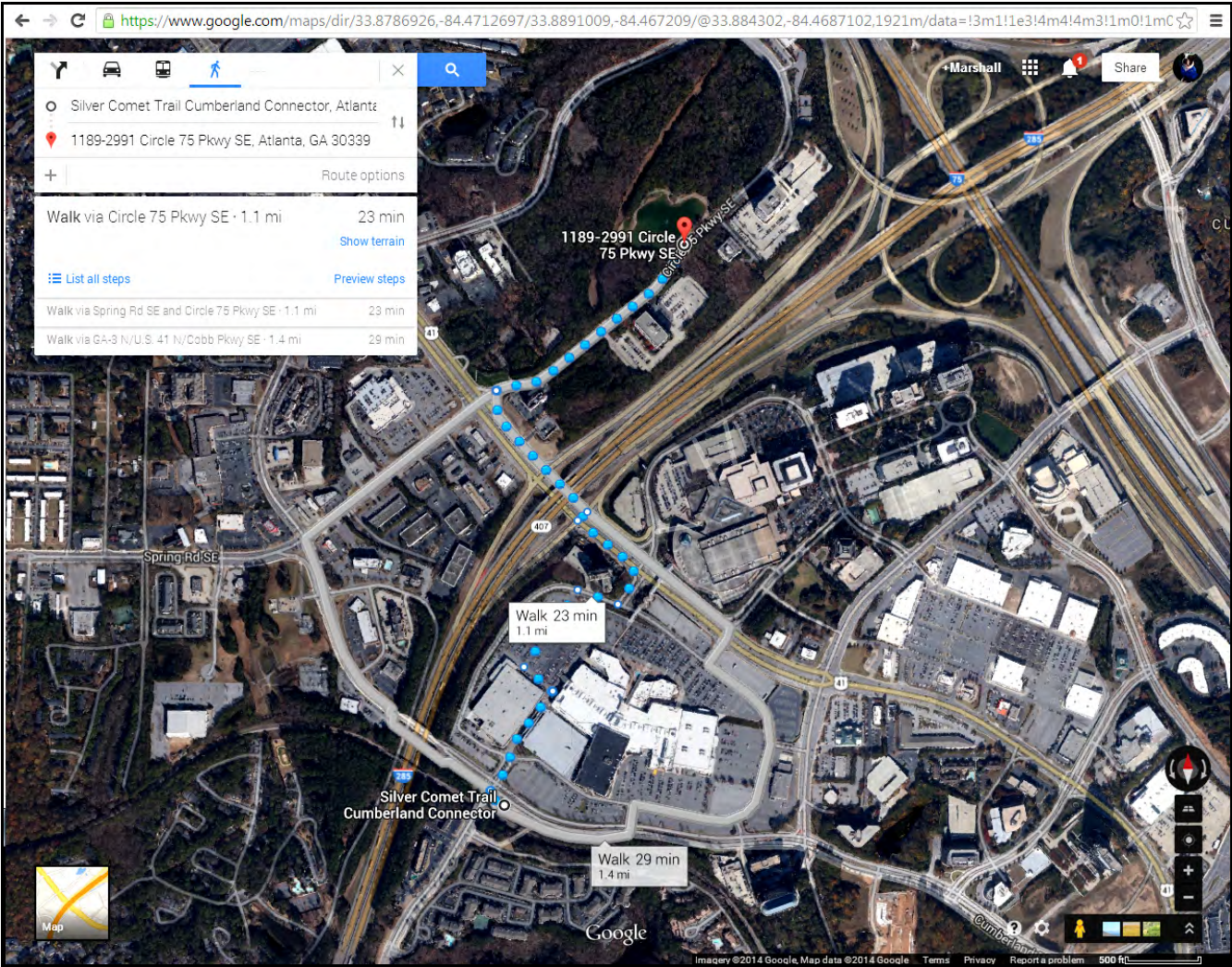
**The ARC Board adopted the PLAN 2040 RTP and FY 2014-2019 TIP on April 10th, 2014.*

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. Additionally, Table 12 incorrectly states completion dates of the projects; the dates provided are when construction funds are authorized for the construction work to begin.

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).
- 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.

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

Short Title

REVIVE 285 - I-285 NORTH CORRIDOR HIGH CAPACITY RAIL SERVICE - PROTECTIVE RIGHT OF WAY ACQUISITION FROM CUMBERLAND/GALLERIA AREA TO PERIMETER CENTER

GDOT Project No.

0003534

Federal ID No.

N/A

Status

Long Range

Service Type

Transit / Rail Capital

Sponsor

GDOT

Jurisdiction

Regional - Perimeter

Analysis Level

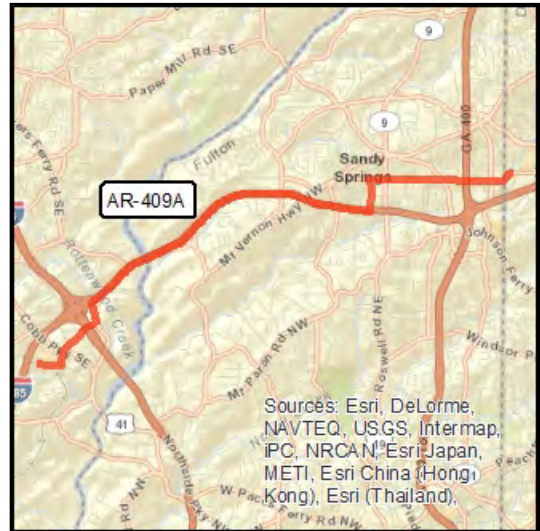
Exempt from Air Quality Analysis (40 CFR 93)

Existing Thru Lane

N/A

Planned Thru Lane

N/A



Network Year

2040

Corridor Length

8.9 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	\$147,000,000	\$0,000	\$147,000,000	\$0,000	\$0,000
				\$147,000,000	\$0,000	\$147,000,000	\$0,000	\$0,000

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



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



Short Title

REVIVE 285 - I-75 NORTH / I-285 INTERCHANGE
IMPROVEMENTS AT I-75 NORTHBOUND TO I-285
WESTBOUND FLYOVER RAMP

GDOT Project No.

712806

Federal ID No.

N/A

Status

Long Range

Service Type

Roadway / Interchange Capacity

Sponsor

GDOT

Jurisdiction

Cobb County

Analysis Level

In the Region's Air Quality Conformity Analysis

Existing Thru Lane

N/A

Planned Thru Lane

N/A

Network Year

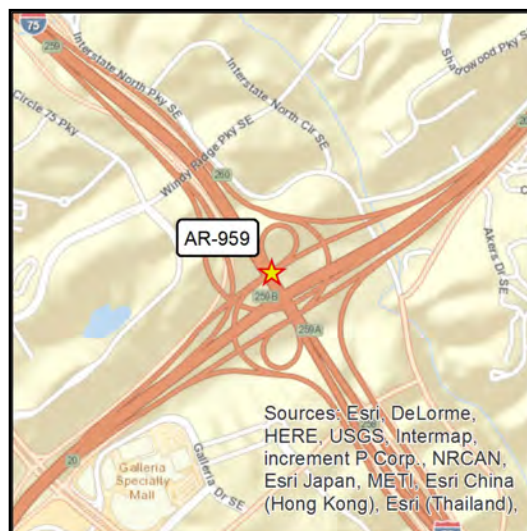
2030

Corridor Length

N/A 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	\$10,900,000	\$8,720,000	\$2,180,000	\$0,000	\$0,000
				\$10,900,000	\$8,720,000	\$2,180,000	\$0,000	\$0,000

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



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



Short Title

REVIVE 285 - I-75 NORTH / I-285 INTERCHANGE
IMPROVEMENTS AT I-75 SOUTHBOUND TO I-285
WESTBOUND FLYOVER RAMP

GDOT Project No.

713260

Federal ID No.

N/A

Status

Long Range

Service Type

Roadway / Interchange Capacity

Sponsor

GDOT

Jurisdiction

Cobb County

Analysis Level

In the Region's Air Quality Conformity Analysis

Existing Thru Lane

N/A

Planned Thru Lane

N/A

Network Year

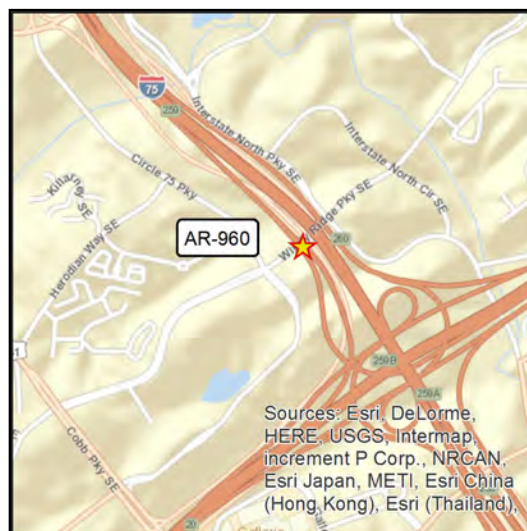
2030

Corridor Length

N/A 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	\$28,100,000	\$22,480,000	\$5,620,000	\$0,000	\$0,000
				\$28,100,000	\$22,480,000	\$5,620,000	\$0,000	\$0,000

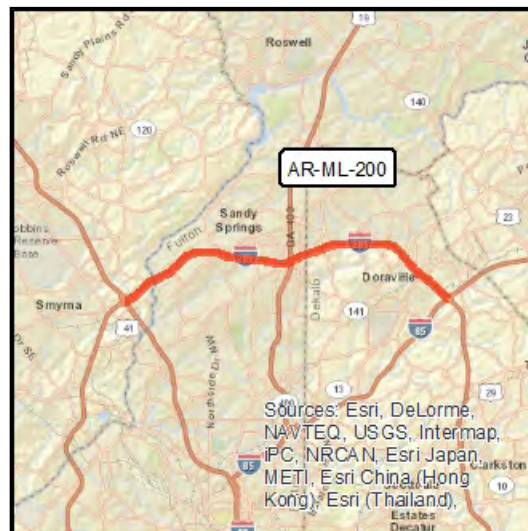
SCP: Scoping PE: Preliminary engineering / engineering / design / planning PE-OV: GDOT oversight services for engineering ROW: Right-of-way Acquisition
UTL: Utility relocation CST: Construction / Implementation ALL: Total estimated cost, inclusive of all phases



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



Short Title	I-285 NORTH MANAGED LANES AND COLLECTOR/DISTRIBUTOR LANE IMPROVEMENTS FROM I-75 NORTH TO I-85 NORTH
GDOT Project No.	0001758
Federal ID No.	NHS00-0001-00(758)
Status	Long Range
Service Type	Roadway / Managed Lanes
Sponsor	GDOT
Jurisdiction	Regional - Perimeter
Analysis Level	In the Region's Air Quality Conformity Analysis
Existing Thru Lane	0
Planned Thru Lane	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
				\$1,651,783,151	\$734,895,521	\$183,567,630	\$733,320,000	\$0,000

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



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



Short Title

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

GDOT Project No.

0008256

Federal ID No.

CSNHS-0008-00(256)

Status

Programmed

Service Type

Roadway / Managed Lanes

Sponsor

GDOT

Jurisdiction

Regional - Northwest

Analysis Level

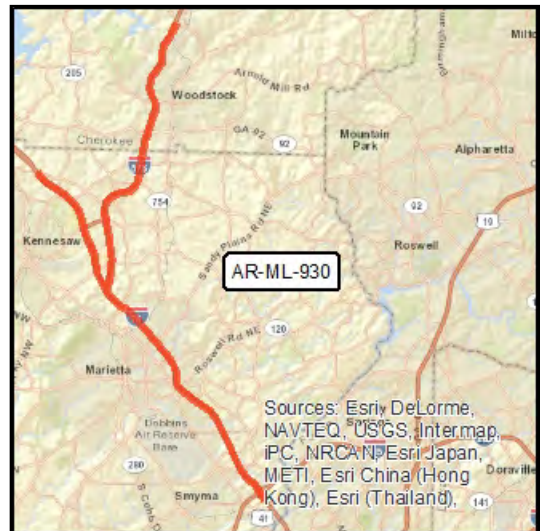
In the Region's Air Quality Conformity Analysis

Existing Thru Lane

0

Planned Thru Lane

1/2



Network Year

2020

Corridor Length

29.7 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



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



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

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.



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

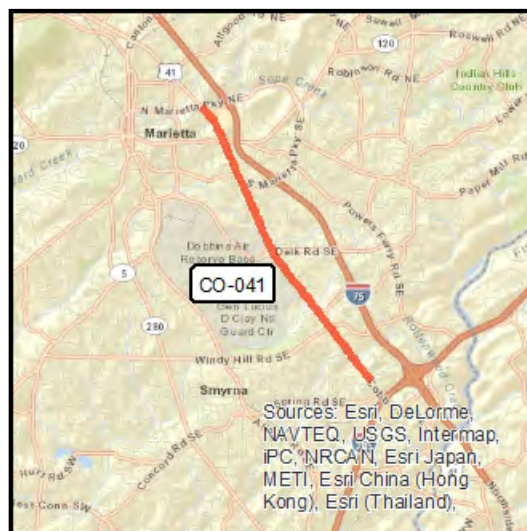
Exempt from Air Quality Analysis (40 CFR 93)

Existing Thru Lane

4

Planned Thru Lane

6



Network Year

2030

Corridor Length

5.9 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



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



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

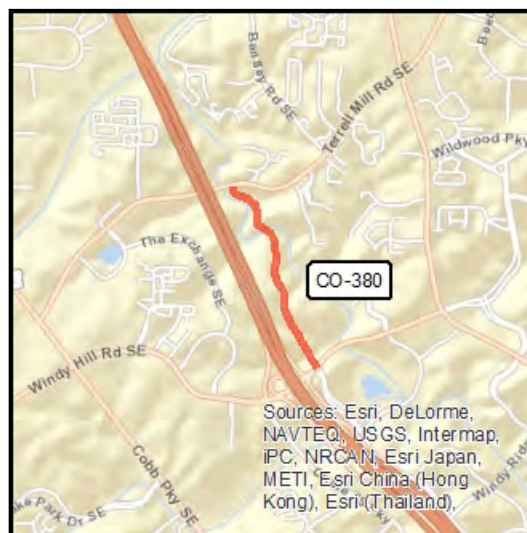
In the Region's Air Quality Conformity Analysis

Existing Thru Lane

Var

Planned Thru Lane

4



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Network Year

2020

Corridor Length

0.8 miles

Detailed Description and Justification

This project will be a 4-lane road, 1200-feet 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
				\$15,675,000	\$0,000	\$0,000	\$0,000	\$15,675,000

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



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



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

Existing Thru Lane

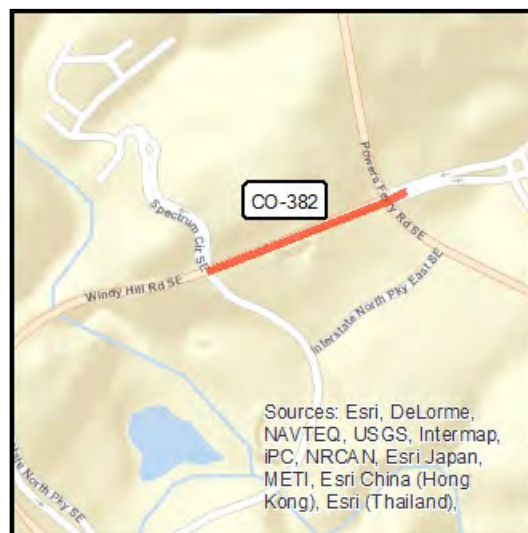
2

Planned Thru Lane

3

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.



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Network Year

2020

Corridor Length

0.2 miles

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
				\$3,609,883	\$0,000	\$0,000	\$0,000	\$3,609,883

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.



Short Title

BOB CALLAN TRUNK TRAIL PHASE II - SECTION B

GDOT Project No.

0012808

Federal ID No.

N/A

Status

Programmed

Service Type

Last Mile Connectivity / Sidepaths and Trails

Sponsor

Cobb County

Jurisdiction

Cobb County

Analysis Level

Exempt from Air Quality Analysis (40 CFR 93)

Existing Thru Lane

N/A

Planned Thru Lane

N/A



Network Year

2020

Corridor Length

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; position 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	\$625,000	\$500,000	\$0,000	\$0,000	\$125,000
ROW	Local Jurisdiction/Municipality Funds		2015	\$1,190,000	\$0,000	\$0,000	\$0,000	\$1,190,000
CST	Local Jurisdiction/Municipality Funds		2016	\$3,400,000	\$0,000	\$0,000	\$0,000	\$3,400,000
				\$5,215,000	\$500,000	\$0,000	\$0,000	\$4,715,000

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



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



Short Title

I-75 NORTH - DIVERGING DIAMOND INTERCHANGE AT WINDY HILL ROAD

GDOT Project No.

N/A

Federal ID No.

N/A

Status

Programmed

Service Type

Roadway / Interchange Upgrade

Sponsor

GDOT

Jurisdiction

Cobb County

Analysis Level

Exempt from Air Quality Analysis (40 CFR 93)

Existing Thru Lane

N/A

Planned Thru Lane

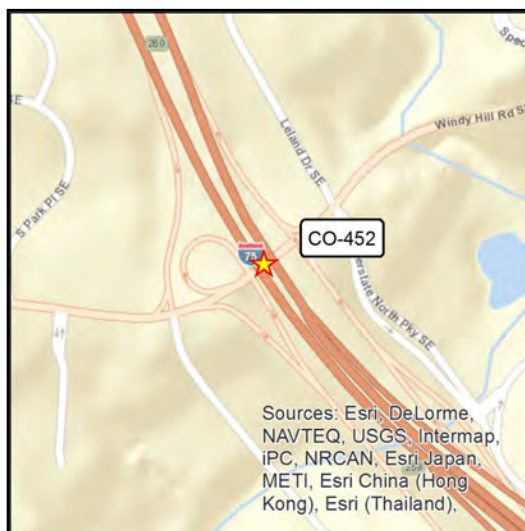
N/A

Network Year

2020

Corridor Length

N/A 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	\$700,000	\$0,000	\$0,000	\$0,000	\$700,000
ROW	Local Jurisdiction/Municipality Funds		2015	\$7,100,000	\$0,000	\$0,000	\$0,000	\$7,100,000
UTL	Local Jurisdiction/Municipality Funds		2016	\$2,500,000	\$0,000	\$0,000	\$0,000	\$2,500,000
CST	Congestion Mitigation & Air Quality Improvement (CMAQ)		2016	\$9,700,000	\$6,000,000	\$0,000	\$0,000	\$3,700,000
				\$20,000,000	\$6,000,000	\$0,000	\$0,000	\$14,000,000

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



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



Short Title

COBB COMMUNITY TRANSIT ROUTE 10X OPERATING ASSISTANCE

GDOT Project No.

TBD

Federal ID No.

N/A

Status

Programmed

Service Type

Transit / Operations & Maintenance

Sponsor

Cobb County

Jurisdiction

Cobb County

Analysis Level

Exempt from Air Quality Analysis (40 CFR 93)

Existing Thru Lane

N/A

Planned Thru Lane

N/A

Network Year

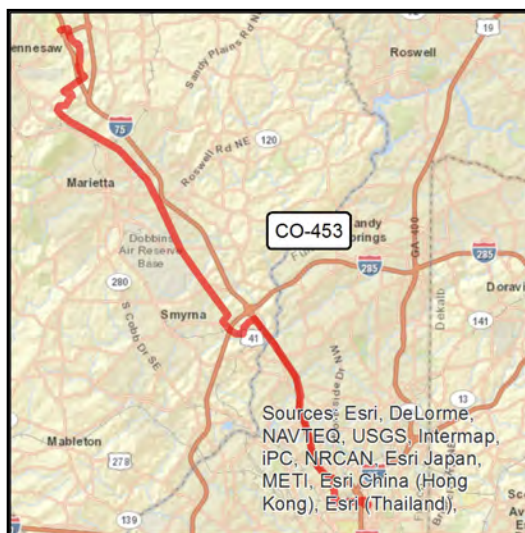
2020

Corridor Length

N/A 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
				\$2,000,000	\$1,600,000	\$0,000	\$0,000	\$400,000

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



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



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

5

Planned Thru Lane

6

Network Year

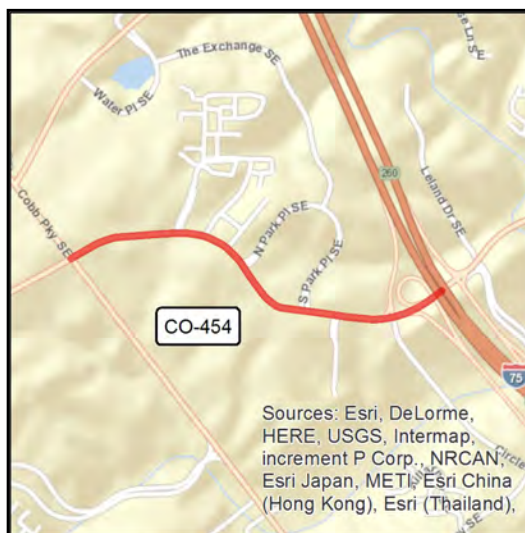
2020

Corridor Length

N/A 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
				\$9,625,587	\$0,000	\$0,000	\$0,000	\$9,625,587

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.



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

6

Planned Thru Lane

6

Network Year

2020

Corridor Length

N/A 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
				\$3,685,327	\$0,000	\$0,000	\$0,000	\$3,685,327

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.



Short Title

REVIVE 285 - I-75 NORTH INTERCHANGE UPGRADES
FROM I-285 NORTH TO DELK ROAD

GDOT Project No.

713600

Federal ID No.

NHIM0-0075-03(230)

Status

Long Range

Service Type

Roadway / Interchange Capacity

Sponsor

GDOT

Jurisdiction

Regional - Northwest

Analysis Level

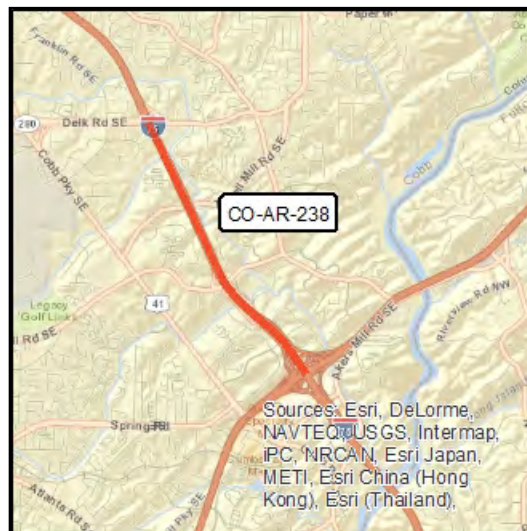
In the Region's Air Quality Conformity Analysis

Existing Thru Lane

N/A

Planned Thru Lane

N/A



Network Year

2040

Corridor Length

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	\$6,700,000	\$5,360,000	\$1,340,000	\$0,000	\$0,000
ROW	General Federal Aid 2020-2040		LR 2031-2040	\$30,000,000	\$24,000,000	\$6,000,000	\$0,000	\$0,000
UTL	General Federal Aid 2020-2040		LR 2031-2040	\$4,800,000	\$3,840,000	\$960,000	\$0,000	\$0,000
CST	General Federal Aid 2020-2040		LR 2031-2040	\$96,000,000	\$76,800,000	\$19,200,000	\$0,000	\$0,000
				\$137,500,000	\$110,000,000	\$27,500,000	\$0,000	\$0,000

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



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



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
TOTAL	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) 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.

Developments of Regional Impact

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

DRI #2381

DEVELOPMENT OF REGIONAL IMPACT Initial DRI Information

This form is to be completed by the city or county government to provide basic project information that will allow the RDC to determine if the project appears to meet or exceed applicable DRI thresholds. Refer to both the [Rules for the DRI Process](#) and the [DRI Tiers and Thresholds](#) for more information.

Local Government Information

Submitting Local
Government:

Cobb

Individual completing form:

John Pederson

Telephone:

770-528-2024

E-mail:

john.pederson@cobbcounty.org

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

Proposed Project Information

Name of Proposed Project:

Atlanta Braves Stadium and Mixed Use Development

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

Multiple parcels along Circle 75 and Windy Ridge Parkway in Cobb County, GA

Brief Description of Project:

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.

Development Type:

☐ (not selected)

☐ Hotels

☐ Wastewater Treatment Facilities

☐ Office

☒ Mixed Use

☐ Petroleum Storage Facilities

☐ Commercial

☐ Airports

☐ Water Supply
Intakes/Reservoirs

☐ Wholesale & Distribution

☐ Attractions & Recreational
Facilities

☐ Intermodal Terminals

☐ Hospitals and Health Care
Facilities

☐ Post-Secondary Schools

☐ Truck Stops

☐ Housing

☐ Waste Handling Facilities

☐ Any other development types

<input type="radio"/> Industrial	<input type="radio"/> Quarries, Asphalt & Cement Plants
If other development type, describe:	
Project Size (# of units, floor area, etc.):	+/-44,676 seat stadium, 630,000 square feet of office, 500,000 square feet of retail, 600 residential
Developer:	BRED Co., LLC
Mailing Address:	755 Hank Aaron Drive
Address 2:	
	City:Atlanta State: GA Zip:30315
Telephone:	404-614-2191
Email:	mike.plant@braves.com
Is property owner different from developer/applicant?	<input type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> No
If yes, property owner:	
Is the proposed project entirely located within your local government's jurisdiction?	<input type="radio"/> (not selected) <input checked="" type="radio"/> Yes <input type="radio"/> No
If no, in what additional jurisdictions is the project located?	
Is the current proposal a continuation or expansion of a previous DRI?	<input type="radio"/> (not selected) <input checked="" type="radio"/> Yes <input type="radio"/> No
If yes, provide the following information:	Project Name: Atlanta Braves Stadium
	Project ID: 3281
The initial action being requested of the local government for this project:	<input checked="" type="checkbox"/> Rezoning <input type="checkbox"/> Variance <input type="checkbox"/> Sewer <input type="checkbox"/> Water <input type="checkbox"/> Permit <input checked="" type="checkbox"/> Other Funding of project
Is this project a phase or part of a larger overall project?	<input type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> No
If yes, what percent of the overall project does this project/phase represent?	
Estimated Project Completion Dates:	This project/phase: 2019 Overall project: 2019
Back to Top	

Developments of Regional Impact

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

DRI #2381

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

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 Requested

Has the RDC identified any additional information required in order to proceed with the official regional review process? (If no, proceed to Economic Impacts.)	<input type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> No
---	--

If yes, has that additional information been provided to your RDC and, if applicable, GRTA?	<input checked="" type="radio"/> (not selected) <input type="radio"/> Yes <input type="radio"/> No
---	--

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

Economic Development

Estimated Value at Build-Out:	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"/> (not selected) <input checked="" type="radio"/> Yes <input type="radio"/> No
Will this development displace any existing uses?	<input type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> No
If yes, please describe (including number of units, square feet, etc):	
<hr/>	
<hr/>	
Water Supply	
Name of water supply provider for this site:	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"/> (not selected) <input checked="" type="radio"/> Yes <input type="radio"/> No
If no, describe any plans to expand the existing water supply capacity:	
Is a water line extension required to serve this project?	<input type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> No
If yes, how much additional line (in miles) will be required?	
<hr/>	
<hr/>	
Wastewater Disposal	
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"/> (not selected) <input checked="" type="radio"/> Yes <input type="radio"/> No
If no, describe any plans to expand existing wastewater treatment capacity:	
Is a sewer line extension required to serve this project?	<input type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> No
If yes, how much additional line (in miles) will be required?	
<hr/>	
<hr/>	
Land Transportation	
How much traffic volume is expected to be generated by the proposed development, in peak hour vehicle trips per day? (If only an alternative measure of volume is available, please provide.)	1911 AM peak; 4967 PM peak including stadium traffic

Has a traffic study been performed to determine whether or not transportation or access improvements will be needed to serve this project?	<input type="radio"/> (not selected) <input checked="" type="radio"/> Yes <input type="radio"/> No
Are transportation improvements needed to serve this project?	<input type="radio"/> (not selected) <input checked="" type="radio"/> Yes <input type="radio"/> No
If yes, please describe below: See DRI traffic analysis for improvements.	
<hr/> <hr/>	
Solid Waste Disposal	
How much solid waste is the project expected to generate annually (in tons)?	35,000 tons
Is sufficient landfill capacity available to serve this proposed project?	<input type="radio"/> (not selected) <input checked="" type="radio"/> Yes <input type="radio"/> No
If no, describe any plans to expand existing landfill capacity:	
Will any hazardous waste be generated by the development?	<input type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> No
If yes, please explain:	
<hr/> <hr/>	
Stormwater Management	
What percentage of the site is projected to be impervious surface once the proposed development has been constructed?	90%
Describe any measures proposed (such as buffers, detention or retention ponds, pervious parking areas) to mitigate the project's impacts on stormwater management: Regional Stormwater Management Facility(ies) to provide onsite detention, water quality and channel protection per Cobb County standards.	
<hr/> <hr/>	
Environmental Quality	
Is the development located within, or likely to affect any of the following:	
1. Water supply watersheds?	<input type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> No
2. Significant groundwater recharge areas?	<input type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> No
3. Wetlands?	<input type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> No
4. Protected mountains?	<input type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> No
5. Protected river corridors?	<input type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> No
6. Floodplains?	<input type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> No

7. Historic resources?	<input type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> No
8. Other environmentally sensitive resources?	<input type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> No
If you answered yes to any question above, describe how the identified resource(s) may be affected:	
<hr/>	
Back to Top	

[GRTA Home Page](#) | [ARC Home Page](#) | [RDC Links](#) | [DCA Home Page](#)

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

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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

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

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			
TOTAL	2,430,000 SF +/-	100	0.74 / 14.05 UNITS/AC	

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.

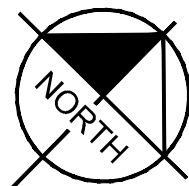
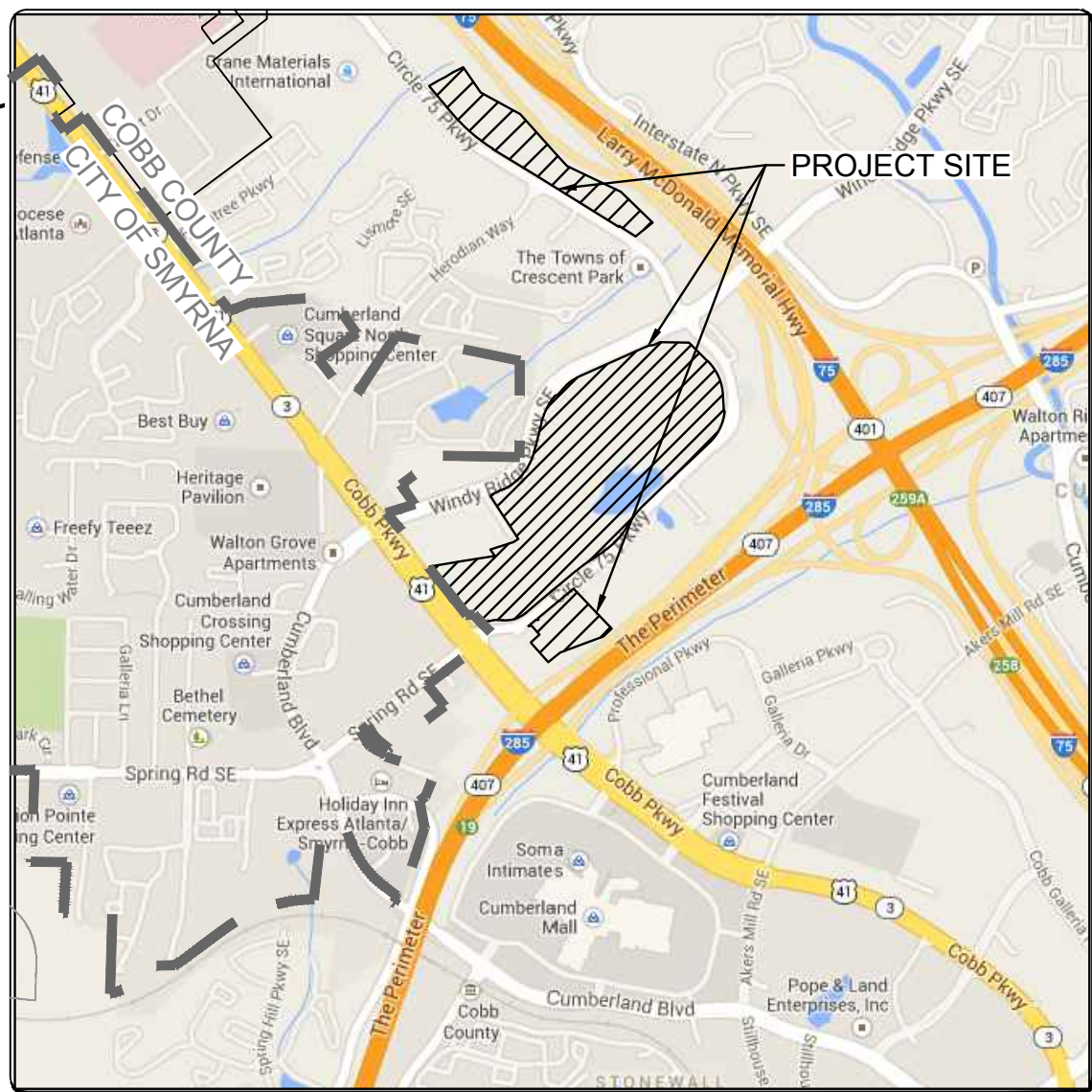
LAND USE AND LOCATIONS SUBJECT TO CHANGE CONSISTENT WITH TRAFFIC STUDY.

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		
Total			6,977

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

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



GRAPHIC SCALE IN FEET
0 60 120 240

Figure 3A

This document, together with the concepts and designs presented herein, is intended only for the specific purpose and client for which it was prepared. House 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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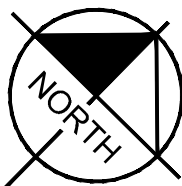
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LAND USE AND LOCATIONS SUBJECT TO CHANGE CONSISTENT WITH TRAFFIC STUDY.

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Multifamily Residential	1 per 1.75 dwelling	600 dwellings	1,050
Authority Facility	exempt		
Multi Use	N/A		
*net area assumed to be 90% of gross floor area			Total 6,977

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



GRAPHIC SCALE IN FEET
0 60 120 240

Figure 3B