



NOTICE OF DECISION

To: Doug Hooker, ARC
(via electronic mail) Sonny Deriso, GRTA
Bob Voyles, GRTA
Dick Anderson, GRTA
Lara Hodgson, GRTA
Al Nash, GRTA
Ken Stewart, GRTA

To: Chairman Tim Lee, Cobb County Board of Commissioners
(via electronic mail and certified mail) Greg Heller, BRED Co., LLC

From: Kirk Fjelstul, GRTA Acting Executive Director

Copy: Laura Beall, GRTA
(via electronic mail) Jon West, DCA
Jon Tuley, ARC
Mike Lobdell, GDOT District 7
Eric Randall, City of Smyrna
Daniel Conn, City of Marietta
Brad Edwards, City of Sandy Springs
Faye DiMassimo, Cobb County
Rob Hosack, Cobb County
Tom Simpson, Jones Lang LaSalle
James Balli, Sams, Larkin, Huff & Balli
Rob Ross, Kimley-Horn and Associates

Date: June 18, 2014

Re: DRI 2381 Atlanta Braves Stadium

Notice of Decision for Request for Non-Expedited Review of DRI 2381 Atlanta Braves Stadium

The purpose of this notice is to inform BRED Co., LLC (the Applicant), Cobb County (the local government), the GRTA Land Development Committee, the Georgia Department of Community Affairs (DCA), the Georgia Department of Transportation (GDOT), and the Atlanta Regional Commission (ARC) of GRTA's decision regarding DRI 2381 Atlanta Braves Stadium (the DRI Plan of Development). GRTA has completed a non-expedited review for the DRI Plan of Development pursuant to sections 3-101 and 3-103.A of the *Procedures and Principles for GRTA Development of Regional Impact Review* and has determined that the DRI Plan of Development meets the GRTA review criteria set forth in Sections 3-101 and 3-103.A. The DRI Plan of Development as proposed is **approved subject to conditions**, as provided in Attachment A and subject to the limitations placed on allowable modifications to the DRI Plan of Development, as described in Attachment B.

Subject to the conditions set forth in Attachment A and Attachment B, GRTA will approve the expenditure of state and/or federal funds for providing the Land Transportation Services and Access improvements listed in Section 2 of Attachment C. The need for said approval shall terminate and be of no further force and effect after ten (10) years from the date of this Notice of Decision, unless the local government has issued a permit for the construction of any part of the proposed DRI Plan of Development prior to the end of the ten-year period.

The notice of decision is based on a review of the applicant's DRI review package received by GRTA on May 13, 2014. The review package includes: (1) the site development plan (Site Plan) dated May 12, 2014 titled "DRI Site Plan" and (2) the transportation analysis dated May 2014 both prepared by Kimley-Horn and Associates.

Pursuant to Section 2-501 of the *Procedures and Principles for GRTA Development of Regional Impact Review*, the Applicant, the GRTA Land Development Committee and the local government have a right to appeal this decision within five (5) working days of the date on this letter by filing a Notice of Appeal with the GRTA Land Development Committee. A Notice of Appeal must specify the grounds for the appeal and present any argument or analysis in support of the appeal. For further information regarding the right to appeal, consult Part 5 of the *Procedures and Principles for GRTA Development of Regional Impact Review*, available from GRTA or www.grta.org. If GRTA staff receives an appeal, you will receive another notice from GRTA and the Land Development Committee will hear the appeal at its August 13, 2014 meeting.



Kirk Fjelstul
Acting Executive Director
Georgia Regional Transportation Authority

Attachment A – General Conditions

General Conditions to GRTA Notice of Decision:

Stadium Event Traffic Management Plan

- Develop and implement a Stadium Event Traffic Management Plan, prior to first stadium event.
- The development of the Plan shall include input from stakeholders, agencies and adjacent local jurisdictions.
- The Plan shall address, at a minimum, the following elements:
 - Traffic flow at surrounding major intersections
 - Signal timing coordination
 - Opportunities to use contra-flow lanes
 - Directional signage on interstate exit ramps
 - Pedestrian accessibility, facilities and circulation
 - Use of transit shuttles
 - Locations and management of stadium event off-site parking
 - Roles and responsibilities for executing the Plan.

Road Connectivity

- Realign Circle 75 Parkway to create an approximate perpendicular approach to Cobb Parkway/US 41, as shown on site plan.
- Create roadway connections throughout site in multiple directions between Circle 75 Parkway and Windy Ridge Parkway and creating Circle 75 South, as shown on site plan.

Access Management

- At the new realigned Circle 75 Parkway, Circle 75 South shall be limited to a right-in/right-out at the western end closest to Cobb Parkway/US 41.
- Circle 75 Parkway portion of the site north of Windy Ridge Parkway intersection (parking structure) shall be limited to six (6) site access driveways.

Pedestrian Facilities

- Provide pedestrian facilities along all sides of project frontage and internal roadways.
- Provide pedestrian facilities internally connecting all structures and land uses creating a network throughout DRI project site.
- Provide pedestrian facilities along both sides of:
 - Cobb Parkway/US 41 from Akers Mill Road to Windy Ridge Pkwy approved by GDOT;
 - Spring Road from Cumberland Boulevard to Circle 75 Parkway; and
 - Windy Ridge Parkway from Interstate North Circle to Cobb Parkway/US 41.
- Provide pedestrian actuation devices and crosswalks at all intersections for the aforementioned corridors to comply with ADA standards and the Federal Public Right-of-Way Access Guide (PROWAG).
- Develop a Pedestrian Access Plan for area surrounding the DRI project site to identify additional facilities than those stated in prior conditions, completing a comprehensive network. The Plan study area shall include a pedestrian access analysis, completion of the DRI site design, applicant-controlled parking locations, other major stadium event off-site parking locations, transit stops and transit transfer stations to access the DRI project site. The Plan shall include an implementation schedule for providing the additional facilities in the area as identified in the plan development.

Parking Facilities

- A maximum of 60% of the total stadium event parking shall be provided on site. Any significant change to parking distribution assumptions may require additional analysis of the DRI study network. The assumptions include 100% of the proposed mixed use development parking to be located on site.

Roadway Improvement Conditions to GRTA Notice of Decision:

Cobb Parkway and I-285 Eastbound Ramps (Intersection 5)

- Provide a full depth eastbound shoulder wide enough to operate as a third right turn flex lane, as needed.

Cobb Parkway/US41 and I-285 Westbound Ramps (Intersection 6)

- Provide a full depth westbound shoulder wide enough to operate as a fourth right turn flex lane, as needed.
- Extend shoulder from westbound ramp to tie into existing right-turn decel lane at Circle 75 Parkway (Int. 7).

Cobb Parkway/US41 and Circle 75 Parkway (Intersection 7)

- Convert the existing eastbound shared left-turn/through lane to an exclusive through lane.
- Provide an additional eastbound receiving lane.
- Modify island to allow shared through/right-turn lane from northbound Cobb Parkway/US41.
- Provide an additional northbound (third) left-turn lane, converting westbound receiving lane to a through lane on Spring Road, assuring proper turning envelopes and extend to Cumberland Boulevard (Int. 19).
- Provide the westbound approach as three left-turn lanes and a shared through-right lane.
- Remove the eastbound and westbound split phasing.

Cumberland Boulevard and Spring Road (Intersection 19; paired with Intersection 7)

- Install a southbound right-turn overlap.

Cobb Parkway/US41 and Windy Ridge Parkway (Intersection 8)

- Extend the existing southbound left-turn lane storage at least 250 feet to the maximum extent possible.
- Install an eastbound right-turn overlap.

Attachment B – Required Elements of the DRI Plan of Development

Conditions Related to Altering Site Plan after GRTA Notice of Decision:

The on-site development will be constructed materially (substantially) in accordance with the Site Plan. Changes to the Site Plan will not be considered material or substantial so long as the following conditions are included as part of any changes:

- All of the “Conditions to GRTA Notice of Decision” set forth in Attachment A are satisfied.
- All of the “Roadway Improvements as Conditions to GRTA Notice of Decision” set forth in Attachment A are satisfied.

Attachment C – Required Improvements to Serve the DRI

Pursuant to Section 1-201.R. of the *Procedures and Principles for GRTA Development of Regional Impact Review*, a “Required Improvement means a land transportation service [def. in Section 1-201.N] or access [def. in Section 1-201.A.] improvement which is necessary in order to provide a safe and efficient level of service to residents, employees and visitors of a proposed DRI.”

The Required Improvements in the study network were identified in the Review Package as necessary to bring the level of service up to an applicable standard before the build-out of the proposed project. These requirements are identified in Sections 1 and 2 of this Attachment. Section 1 contains improvements that do not require GRTA approval at this time because they are to be constructed prior to the completion of the DRI Plan of Development. However, GRTA approval shall be required in the event state and/or federal funds are proposed at a later date to be used for any portion of the improvements described in Section 1. Section 2 contains improvements that require GRTA approval prior to the expenditure of state and/or federal funding. Subject to the conditions set forth in Attachment A and Attachment B, GRTA approves the expenditure of state/and or federal funding for the improvements contained in Section 2.

Section 1.

Cobb Parkway and I-285 Eastbound Ramps (Intersection 5)

- Provide a full depth eastbound shoulder wide enough to operate as a third right turn flex lane, as needed.

Cobb Parkway/US41 and I-285 Westbound Ramps (Intersection 6)

- Provide a full depth westbound shoulder wide enough to operate as a fourth right turn flex lane, as needed.
- Extend shoulder from westbound ramp to tie into existing right-turn decel lane at Circle 75 Parkway (Int. 7).

Cobb Parkway/US41 and Circle 75 Parkway (Intersection 7)

- Convert the existing eastbound shared left-turn/through lane to an exclusive through lane.
- Provide an additional eastbound receiving lane.
- Modify island to allow shared through/right-turn lane from northbound Cobb Parkway/US41.
- Provide an additional northbound (third) left-turn lane, converting westbound receiving lane to a through lane on Spring Road, assuring proper turning envelopes and extend to Cumberland Boulevard (Int. 19).
- Provide the westbound approach as three left-turn lanes and a shared through-right lane.
- Remove the eastbound and westbound split phasing.

Cumberland Boulevard and Spring Road (Intersection 19; paired with Intersection 7)

- Install a southbound right-turn overlap.

Cobb Parkway/US41 and Windy Ridge Parkway (Intersection 8)

- Extend the existing southbound left-turn lane storage at least 250 feet to the maximum extent possible.
- Install an eastbound right-turn overlap.

Section 2.

Cobb Parkway and Windy Hill Road (Intersection 9)

- Per Cobb County projects E4020 and E4030, construct dual left-turn lanes for all four approaches.
- Construct an eastbound right-turn lane and restripe the existing shared through/right-turn lane as an exclusive eastbound through lane.
- Construct an additional northbound through lane and channelize the existing northbound right-turn lane.

Windy Hill Road–

- Improvements to involve a lane reconfiguration from two eastbound lanes to four westbound lanes to three lanes in each direction with a 20-foot raised median. (Cobb Co E4020/ARC# CO-455)
- Widening Windy Hill Road from Cobb Parkway/US41 to I-75 from five to six lanes with a 20-foot raised median. (Cobb Co E4030/ARC #CO-454)
- Widening westbound Windy Hill road from two to three lanes between Powers Ferry Road to Spectrum Road. (Cobb Co E4020/ARC #CO-382)

Windy Hill Road and Powers Ferry Road (Intersection 15)

- Per Cobb County project E4020/ARC# CO-382, construct an additional westbound through lane.

Powers Ferry Road

- Widen Powers Ferry Road northbound from three to four lanes between Wildwood Parkway and Terrill Mill Road. (ARC #CO-381)

Powers Ferry Road and Akers Mill Road (Intersection 37)

- Restripe the southbound approach as an exclusive left-turn lane and a shared through/right-turn lane.
- Remove the split phasing for the northbound and southbound approaches and change the southbound left-turn phasing to protected-permissive.

Cumberland Boulevard and Cumberland Parkway (Intersection 20)

- Restripe the existing eastbound shared left-turn/through lane as an exclusive through lane.
- Remove the split-phasing for the eastbound and westbound approaches by changing the westbound left-turn phasing to permissive-only and the eastbound left-turn phasing to protected-permissive.