



THE STADIUM NEIGHBORHOODS TAD

AN URBAN DESIGN STRATEGY FOR STAKEHOLDER DECISIONS

Stadium TAD



The Stadium Neighborhoods Tax Allocation District...is aligned with the City's focus on three major areas to promote economic development:

1. Create healthy neighborhoods and quality of life
2. Expand economic opportunity
3. Improve physical infrastructure through an effective public-private partnership

The Stadium Neighborhoods Tax Allocation District was created in late 2006 and its basic purpose is to create a major financial incentive that would support the creation of an effective public-private partnership to facilitate the resurgence and redevelopment of the area closest to I-75 and Turner Field by encouraging substantial new development.

Stadium TAD



The Stadium Neighborhoods TAD is designed:

- to revitalize the commercial core of the TAD area on Hank Aaron Drive and Georgia Avenue by creating a pedestrian-friendly, mixed-use neighborhood around Turner Field.
- to stimulate the creation of a vibrant community including the neighborhoods of Summerhill, Mechanicsville and extending into Peoplestown and Pittsburgh.

The specific opportunity is to use TAD proceeds to fund the construction of public parking decks on land owned by the Atlanta-Fulton County Recreation Authority. This will replace the surface parking lots allowing this land to be redeveloped into a vibrant mixed-use neighborhood.

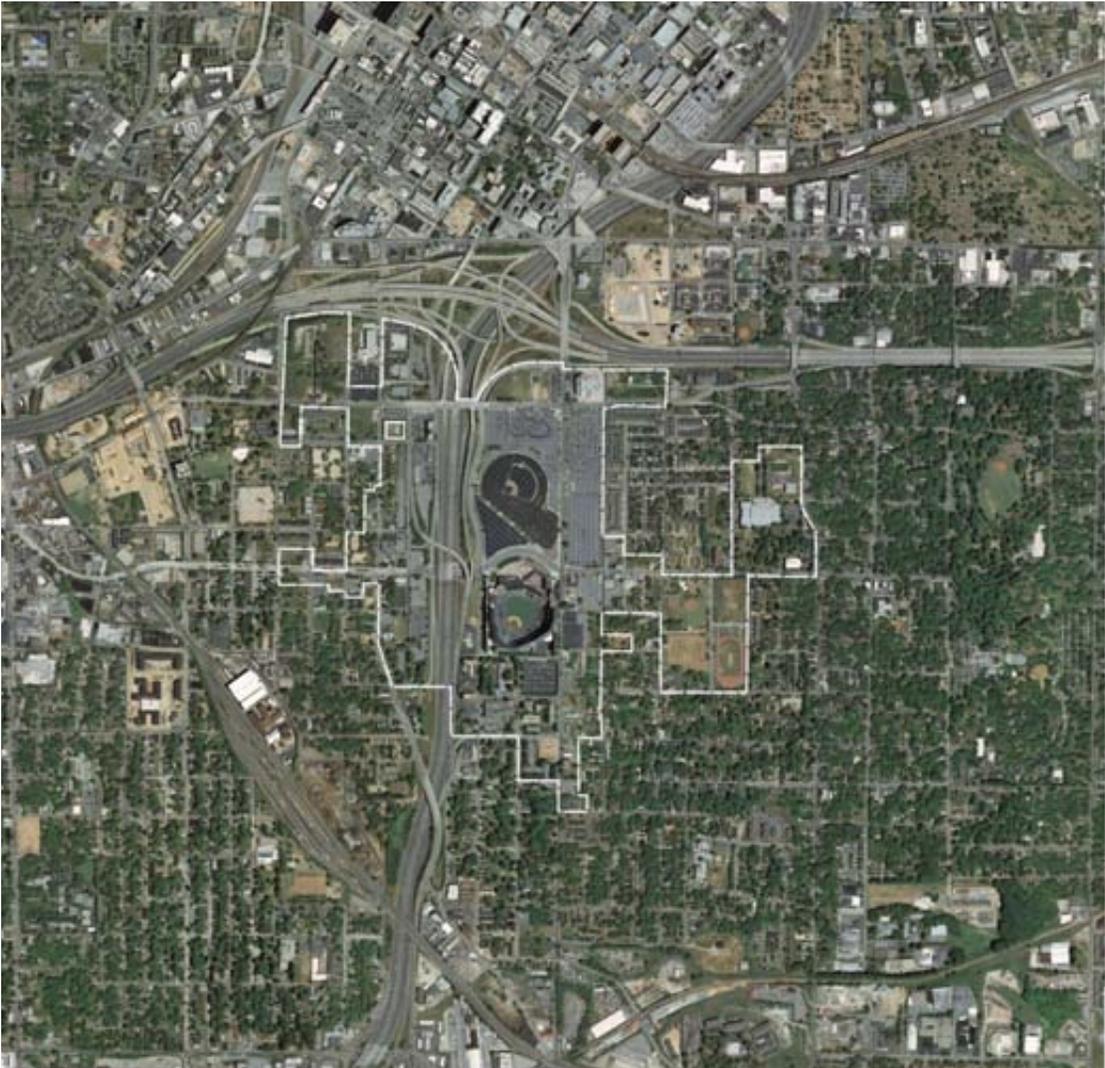
Stadium TAD Wrigleyville as the Original Stadium Neighborhood



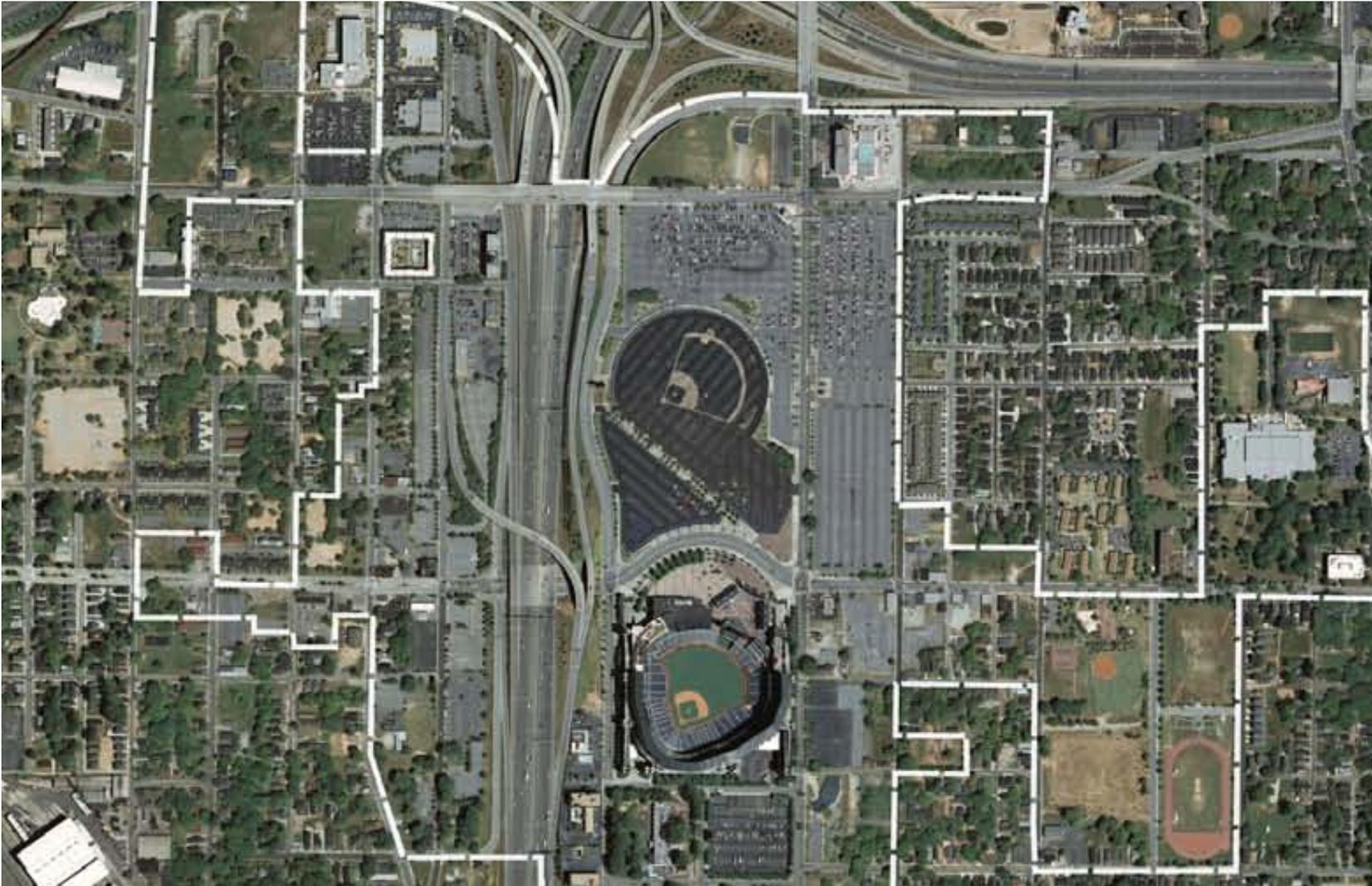
Stadium TAD Wrigleyville as the Original Stadium Neighborhood



Stadium TAD



Stadium TAD



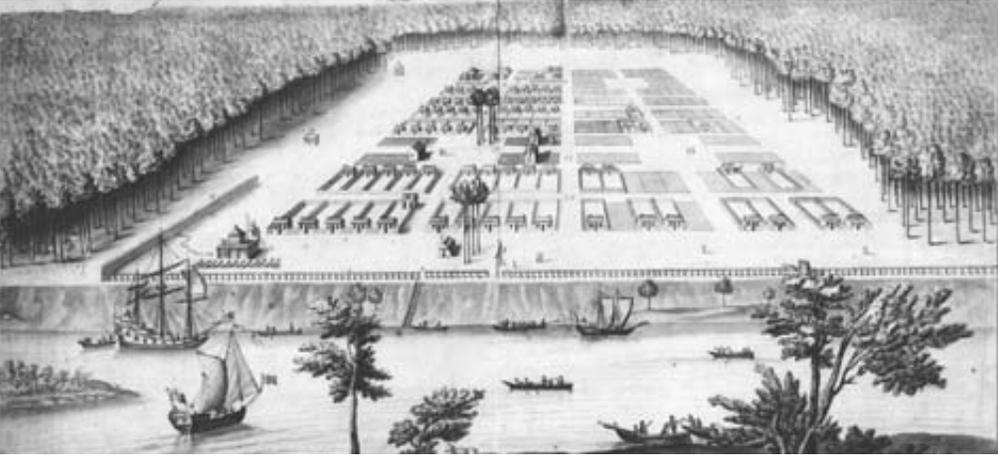
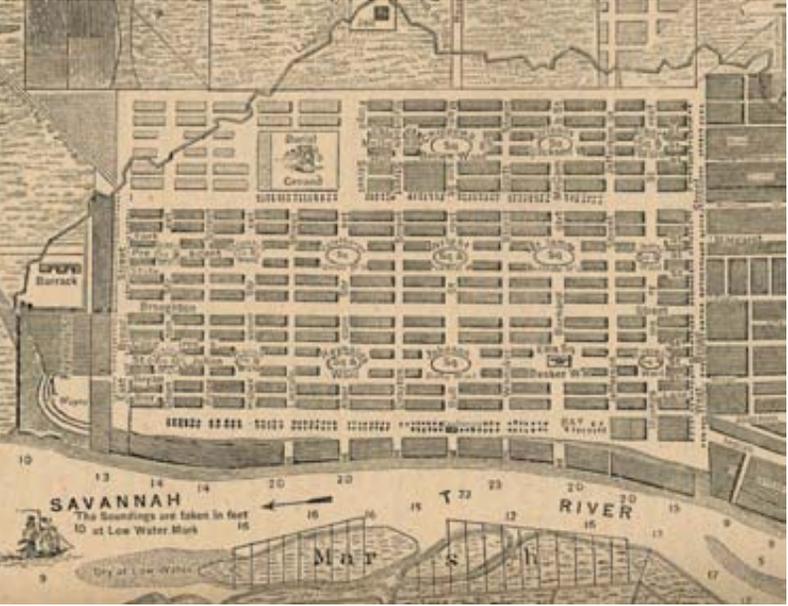
Stadium TAD



THE TASK:

To plan for future development without knowing what the future holds

Stadium TAD The Structure of Savannah





THE ISSUES:

1. Sports Legacy/Public Space
2. Neighborhood Connections
3. Parking
4. Transit
5. Connections to the Interstates

CASE STUDIES

Case Studies Stadiums Built Since 1992



1992

Oriole Park at Camden Yards Baltimore Orioles, Baltimore, Maryland

1994

Progressive Field Cleveland Indians, Cleveland, Ohio
Rangers Ballpark in Arlington Texas Rangers, Arlington, Texas

1995

Coors Field Colorado Rockies, Denver, Colorado

1996

Turner Field Atlanta Braves, Atlanta, Georgia

1997

Minute Maid Park Houston Astros, Houston, Texas

1998

Chase Field Arizona Diamondbacks, Phoenix, Arizona

1999

Safeco Field Seattle Mariners, Seattle, Washington

2000

AT&T Park San Francisco Giants, San Francisco, California
Comerica Park Detroit Tigers, Detroit, Michigan

2001

PNC Park Pittsburgh Pirates, Pittsburgh, Pennsylvania
Miller Park Milwaukee Brewers, Milwaukee, Wisconsin

2003

Great American Ball Park Cincinnati Reds, Cincinnati, Ohio

2004

Petco Park San Diego Padres, San Diego, California
Citizens Bank Park Philadelphia Phillies, Philadelphia, Pennsylvania

2005

Busch Stadium St. Louis Cardinals, St. Louis, Missouri

2008

Nationals Park Washington Nationals, Washington DC

2009

Citi Field New York Mets, Flushing, New York
Yankee Stadium New York Yankees, Bronx, New York

2010

Target Field Minnesota Twins, Minneapolis, Minnesota

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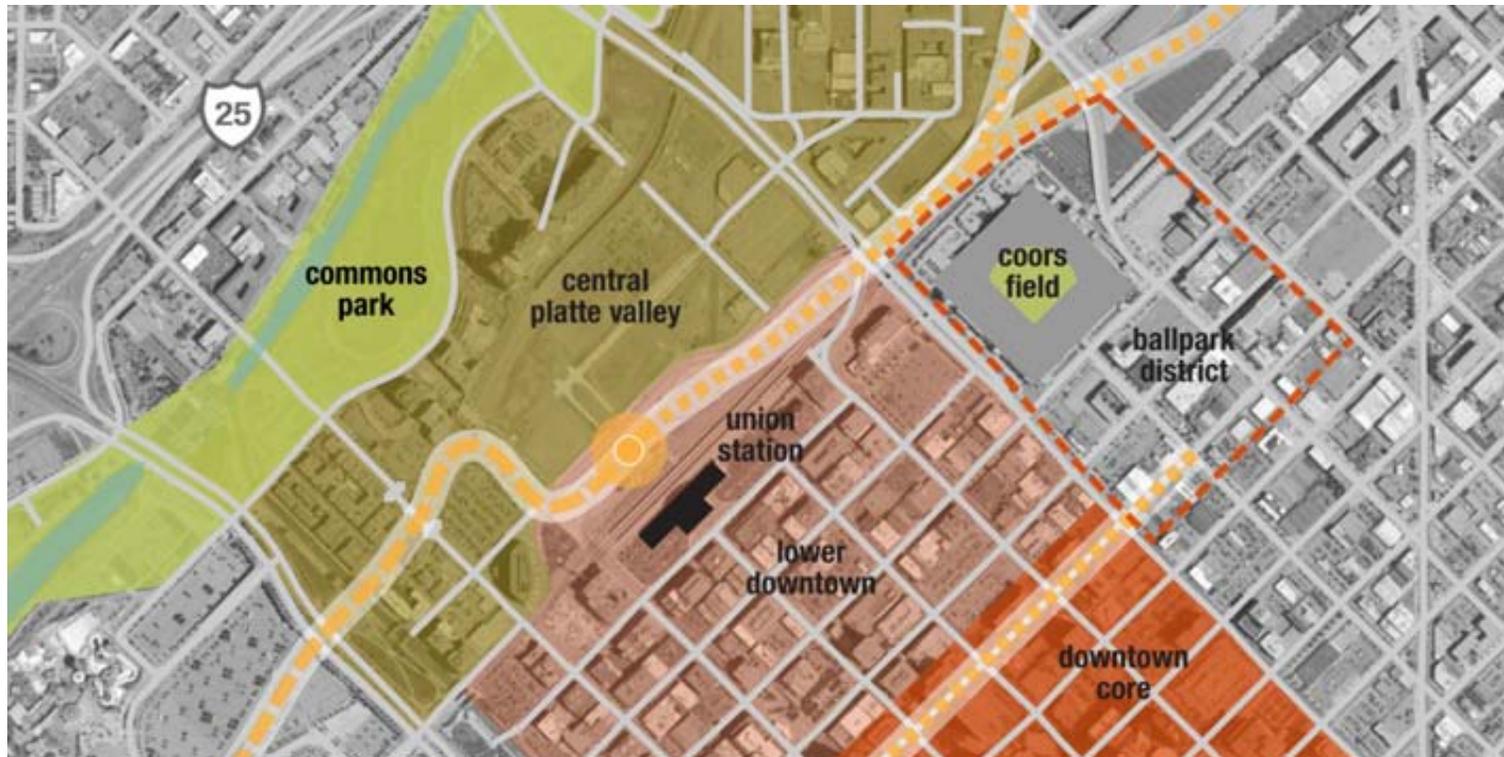
2010

Target Field Minnesota Twins, Minneapolis, Minnesota

Case Studies Coors Field, Denver, Colorado 1995

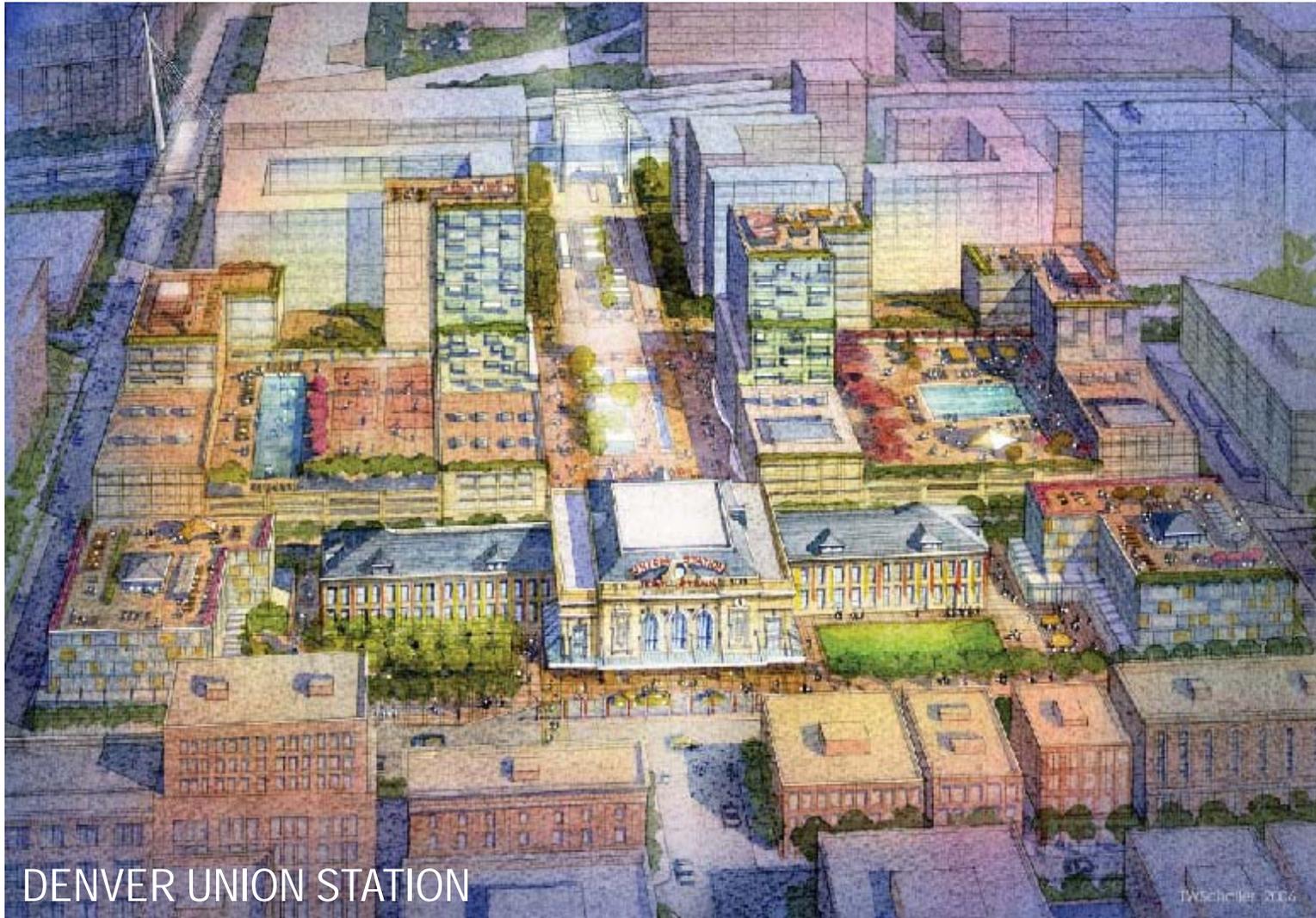


Case Studies Coors Field, Denver, Colorado 1995



LODO: 32 BLOCKS / 185 ACRES
BALLPARK: 12 BLOCKS / 65 ACRES

Case Studies Coors Field, Denver, Colorado 1995



DENVER UNION STATION

Case Studies Petco Park, San Diego, California, 2004



Case Studies Petco Park, San Diego, California, 2004



BALLPARK DISTRICT:
EAST VILLAGE:

25 BLOCKS / 80 ACRES
133 BLOCKS / 450 ACRES

Case Studies Petco Park, San Diego, California, 2004



HARBOR DRIVE PEDESTRIAN BRIDGE

Case Studies Nationals Park, Washington DC, 2008



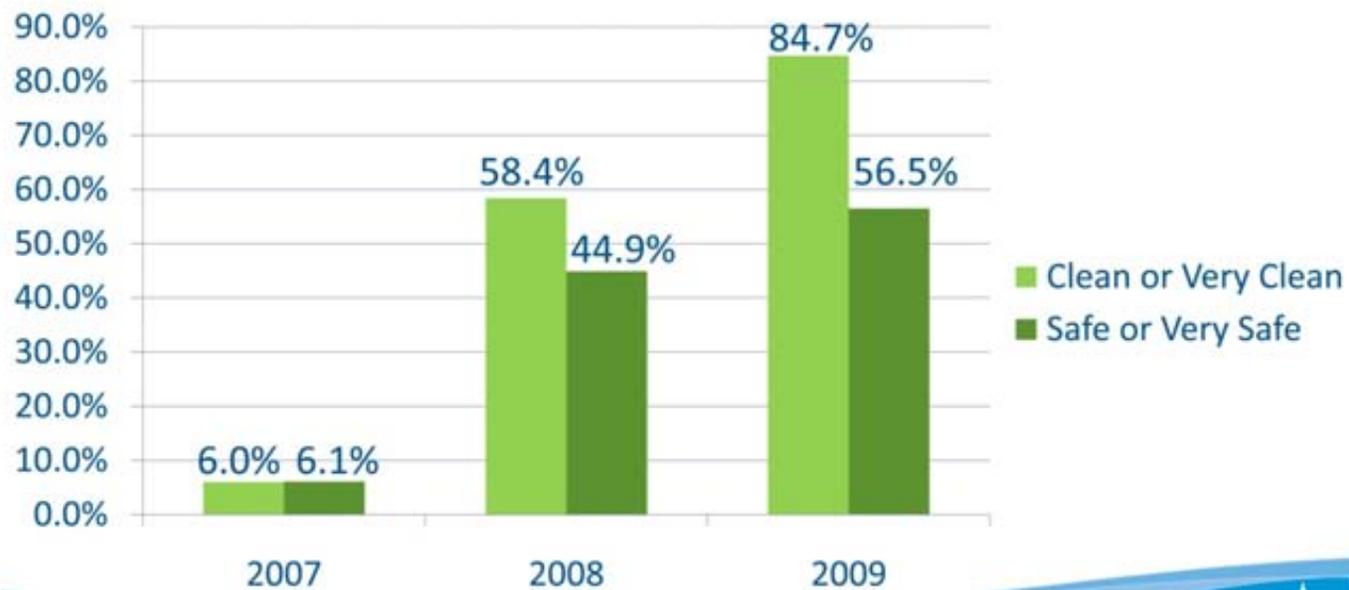
Case Studies Nationals Park, Washington DC, 2008



AWC BALLPARK DISTRICT: 5 BLOCKS / 30 ACRES
CAPITOL RIVERFRONT BID: 85 BLOCKS / 500 ACRES



2009 PERCEPTION SURVEY



Case Studies Busch Stadium, St. Louis, Missouri, 2006



Case Studies Busch Stadium, St. Louis, Missouri, 2006



BALLPARK VILLAGE:
DOWNTOWN BID:

4-6 BLOCKS / 11 ACRES
145 BLOCKS / 640 ACRES

Case Studies Busch Stadium, St. Louis, Missouri, 2006



BALLPARK VILLAGE DEVELOPMENT SITE

Case Studies Great American Ballpark, Cincinnati, Ohio, 2003



Case Studies Great American Ballpark, Cincinnati, Ohio, 2003



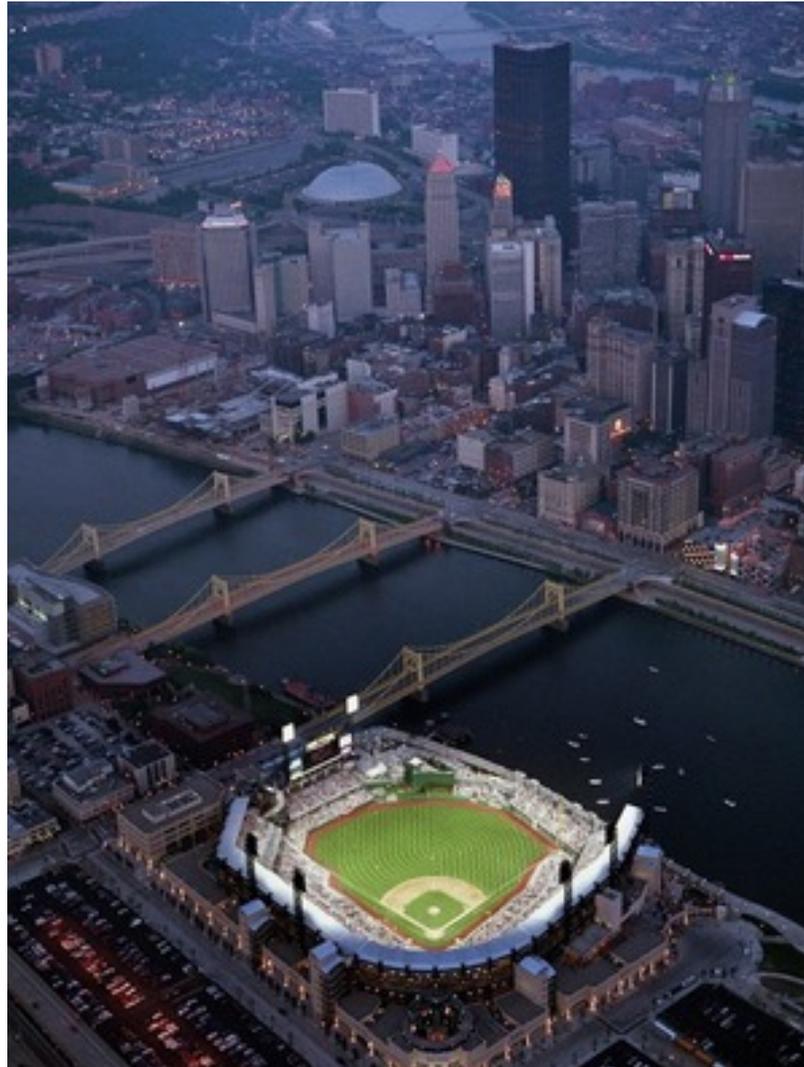
THE BANKS PROJECT AREA: 8-12 BLOCKS / 18 ACRES

Case Studies Great American Ballpark, Cincinnati, Ohio, 2003

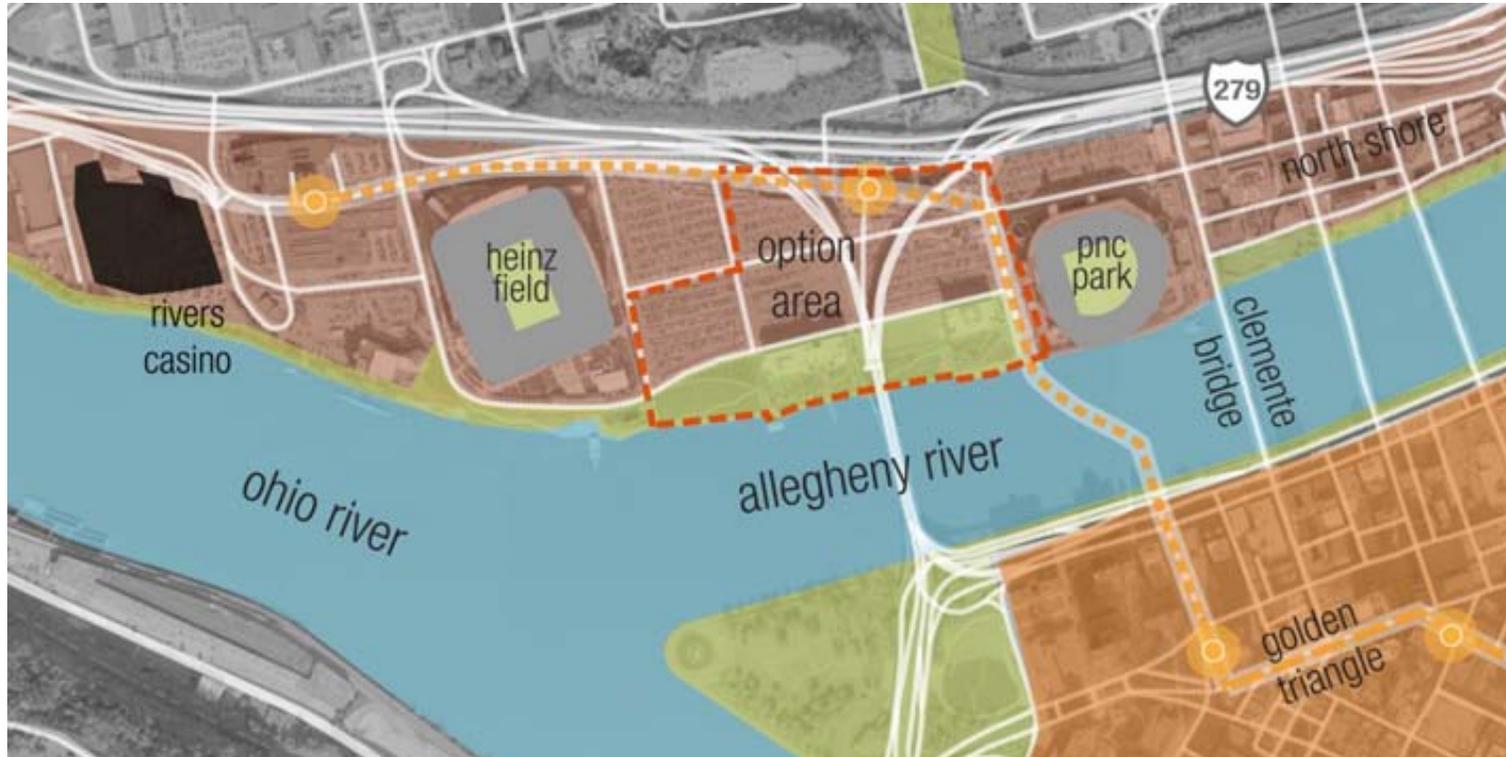


PROGRESS AT THE BANKS

Case Studies PNC Park, Pittsburgh, Pennsylvania, 2001



Case Studies PNC Park, Pittsburgh, Pennsylvania, 2001



THE OPTION AREA: 6-7 BLOCKS / 23 ACRES

Case Studies PNC Park, Pittsburgh, Pennsylvania, 2001



THE OPTION AGREEMENT

Lesson One

CARVE OUT THE PROPER FRAMEWORK



SMALL BLOCKS / MANY STREETS

Lesson Two

CREATE A CLEAR ORGANIZATIONAL STRUCTURE APPROPRIATE TO THE TASK AT HAND



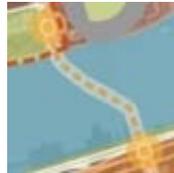
PROJECT: THE OPTION AGREEMENT
DISTRICT: CAPITOL RIVERFRONT BID

Lesson Three

TIE EVERYTHING TOGETHER



PEDESTRIAN INFRASTRUCTURE



TRANSIT



OTHER PROJECTS & DISTRICTS



NATURAL AMENITIES & PARKS

Lesson Four

PATIENCE IS REQUIRED



PATIENT EQUITY



ATTRACTING URBAN PIONEERS



THE RIGHT MIX IN A CHANGING MARKET



LONG-TERM BENEFITS OF WALKABLE URBANISM

Lesson Five

BE THE GOOD GUYS



OUTREACH & BOOSTERISM



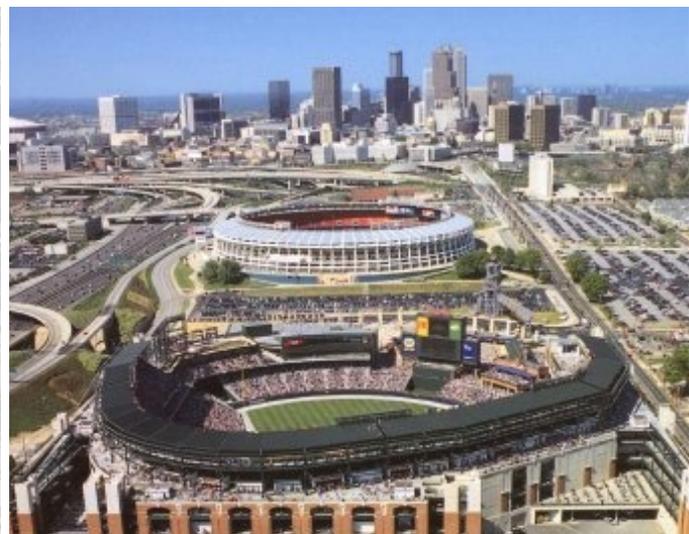
INVOLVING STAKEHOLDERS



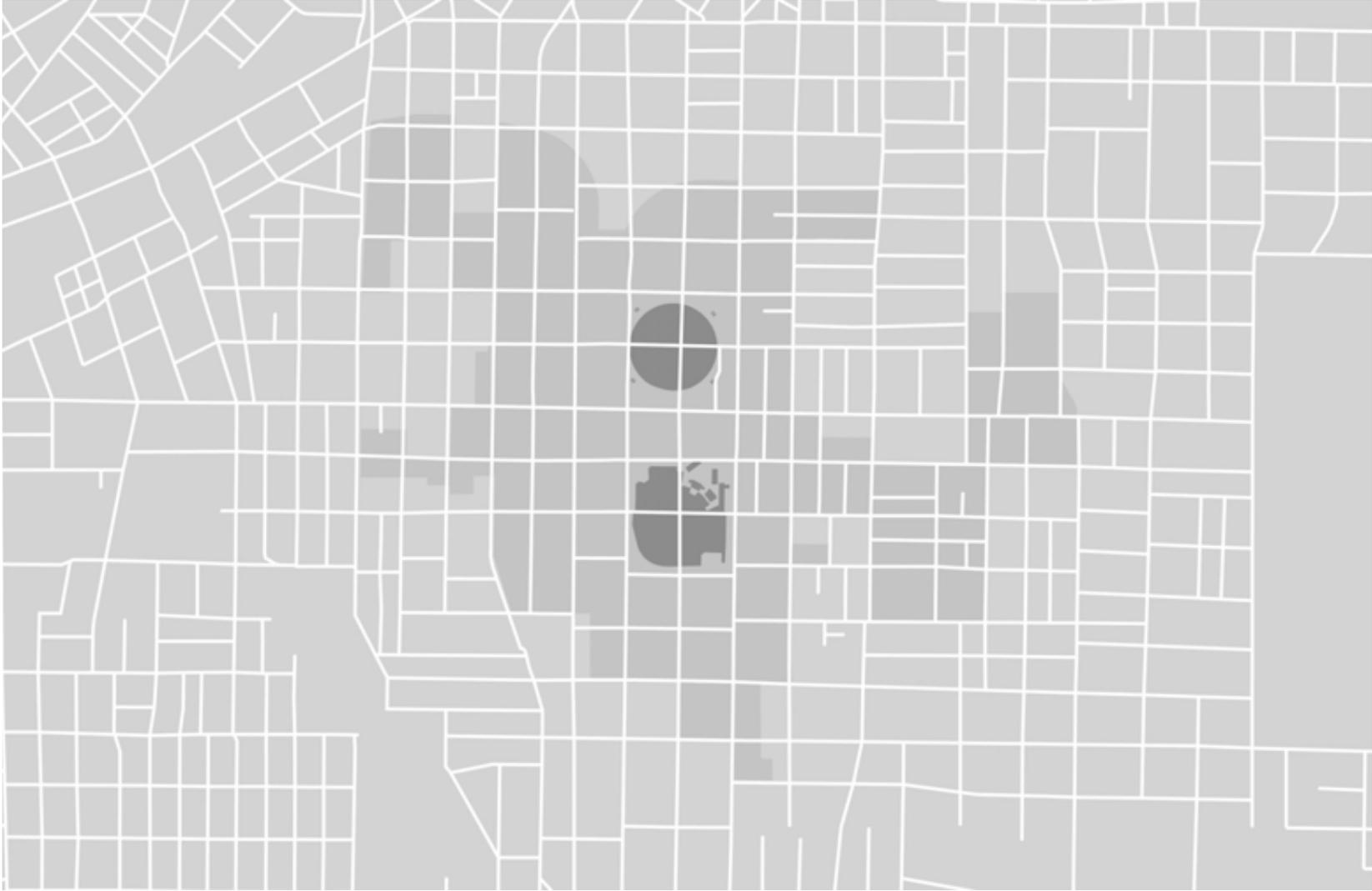
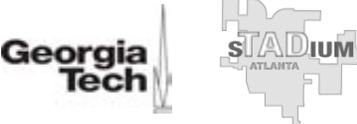
TRANSPARENCY

THE STADIUM NEIGHBORHOODS TAD

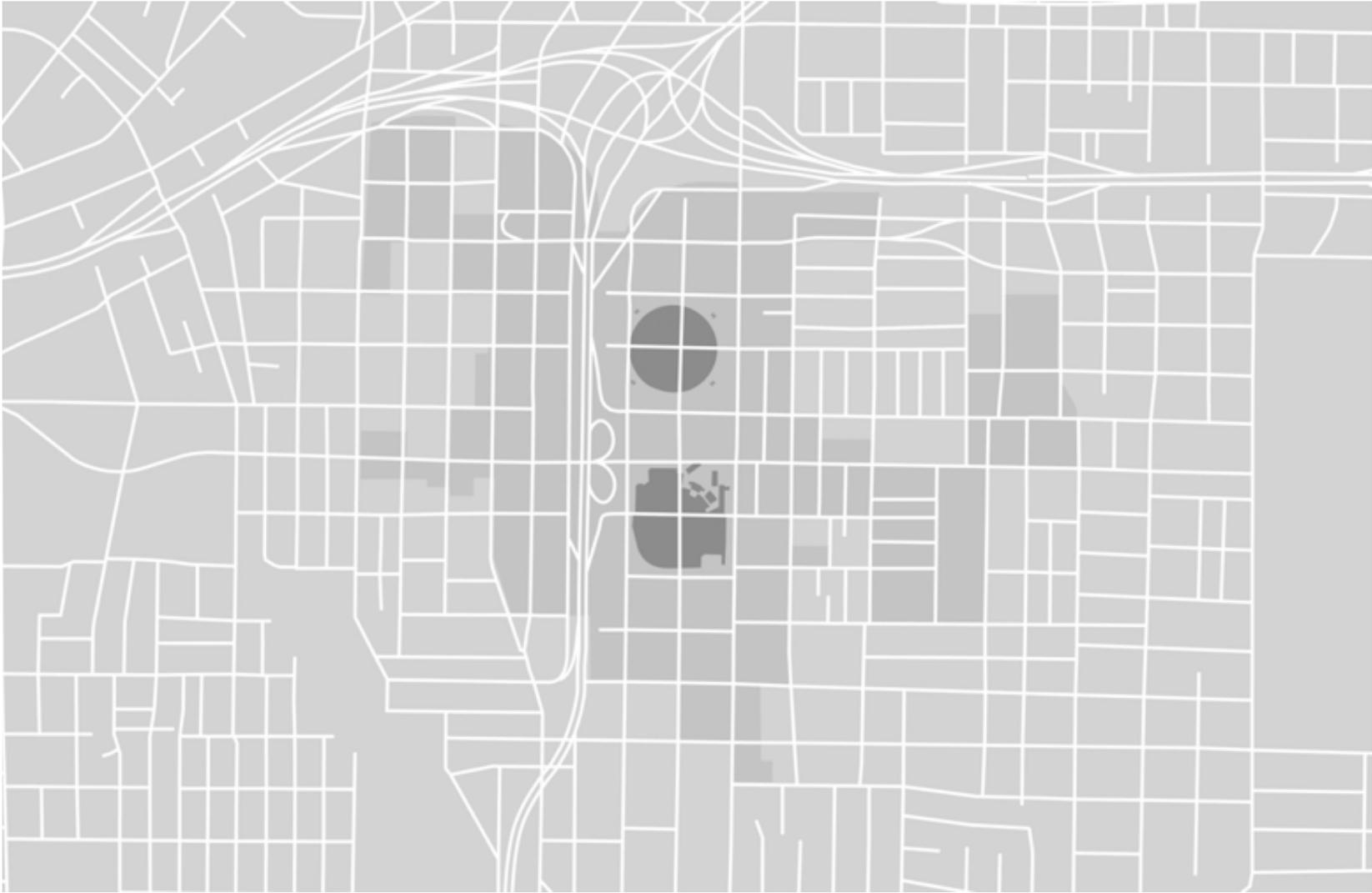
The History of the TAD



1911



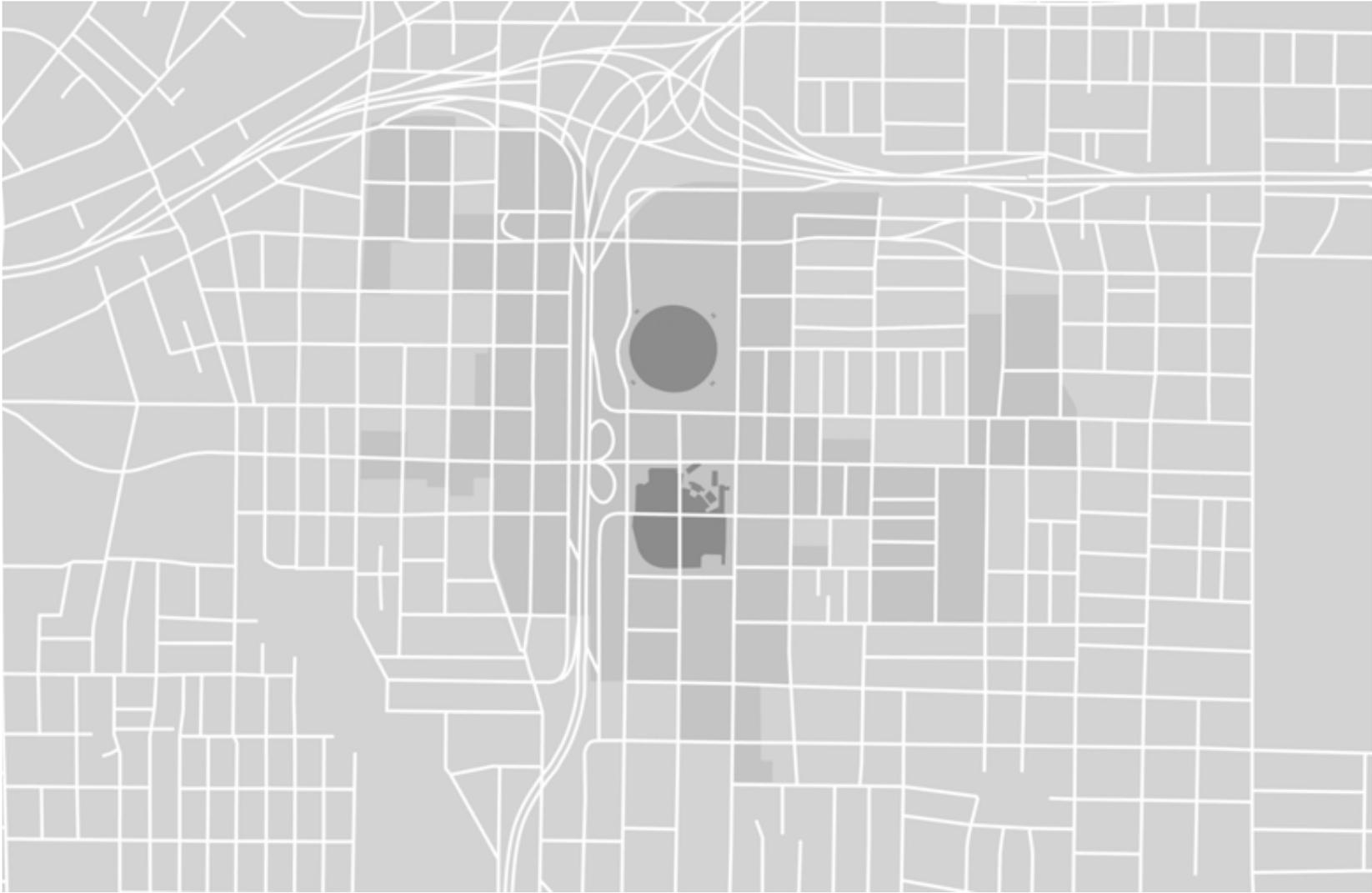
1962



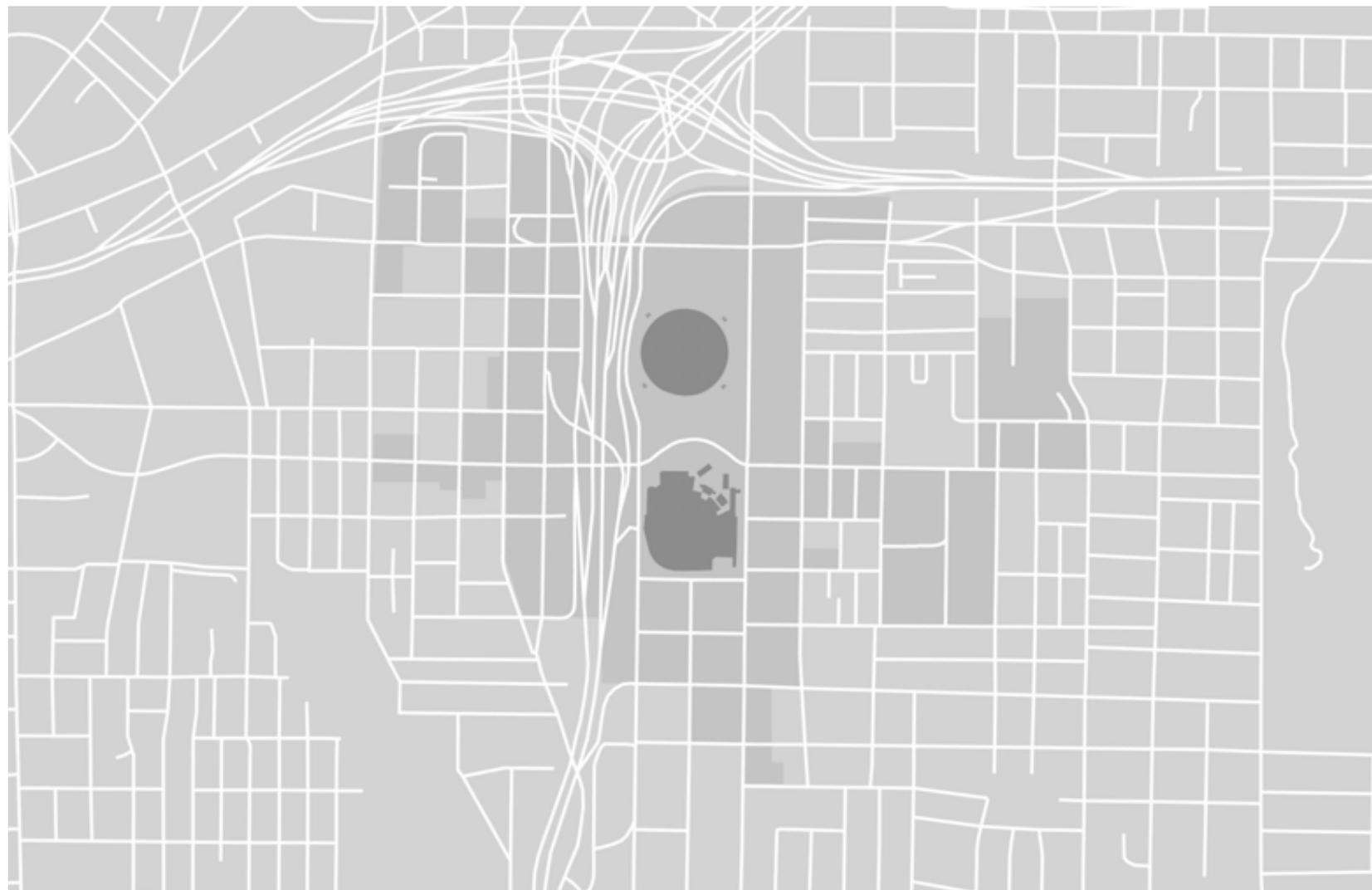
1972



1982

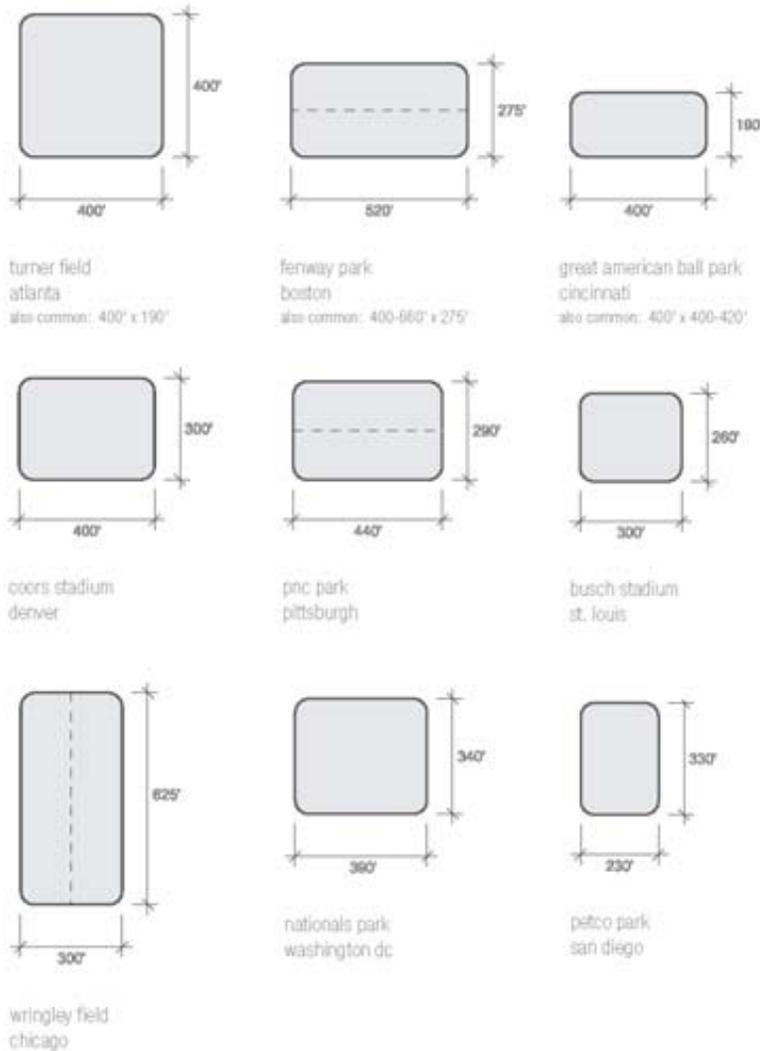


2008



THE ISSUES

Block Dimension + Street Connectivity



Dimensions of blocks affects their future use and development potential

A good adaptable block structure allows for flexibility in uses over time

Small blocks provide a pedestrian friendly scale as well as provide more corners, which are good for retail

Increased connectivity and number of intersections allows increase paths for moving vehicles and dealing with traffic

Block Dimension + Street Connectivity



Coors Field Denver



Busch Stadium St. Louis



Petco Park San Diego



Great American Ball Park Cincinnati



Nationals Park Washington DC



PNC Park Pittsburgh

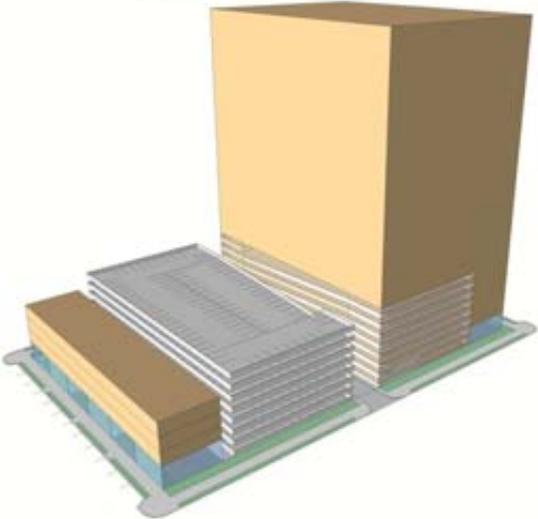
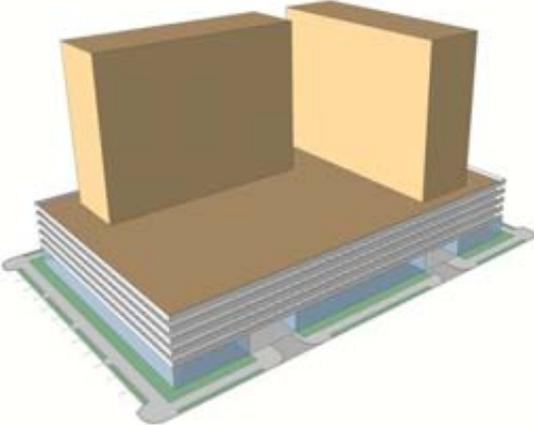
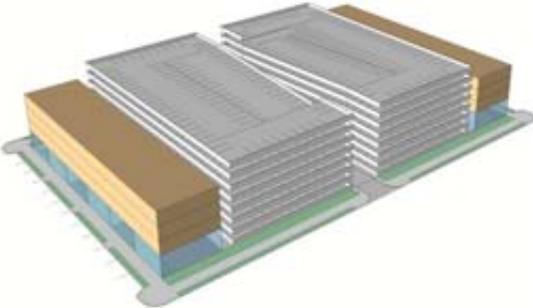
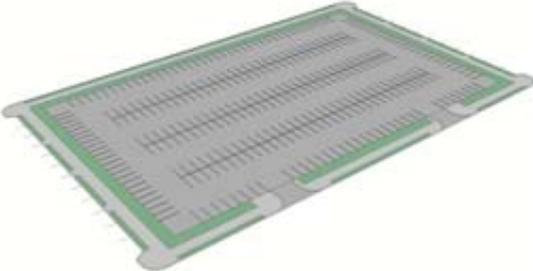
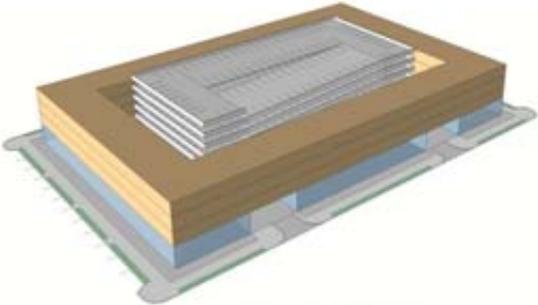
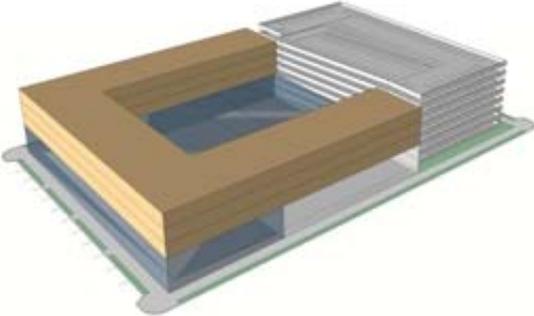
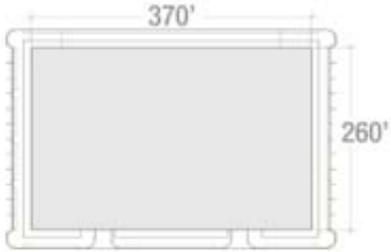


Turner Field Atlanta

Block Dimension + Street Connectivity Petco Park, San Diego



Block Dimension + Street Connectivity Block Testing





THE ISSUES:

1. Sports Legacy/Public Space
2. Neighborhood Connections
3. Parking
4. Transit
5. Connections to the Interstates

Sports Legacy + Public Space



Amenity for current and future residents as well as on game days

Helps to attract future redevelopment

Allows for areas to memorialize the past

Creates a brand for the neighborhood and the stadium as well as a specific game day experience



Greenspace + Public Space



Coors Field Denver



Busch Stadium St. Louis



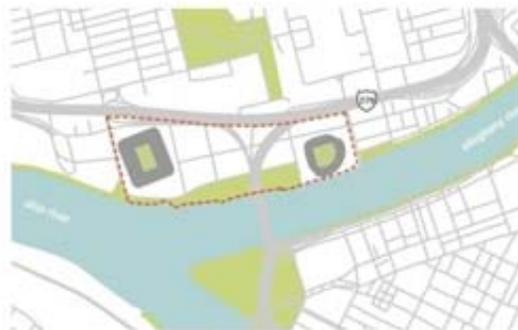
Petco Park San Diego



Great American Ball Park Cincinnati



Nationals Park Washington DC

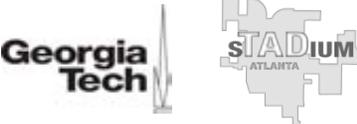


PNC Park Pittsburgh



Turner Field Atlanta

Sports Legacy + Public Space Park at the Park, Petco Park, San Diego

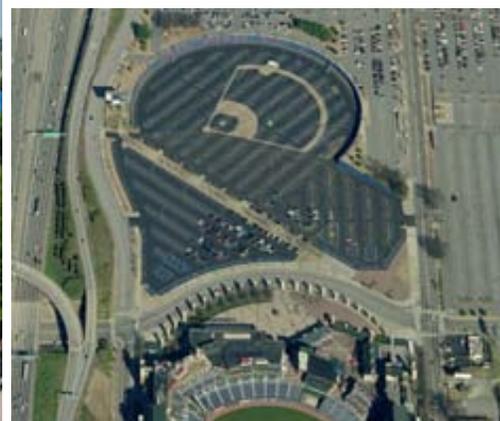
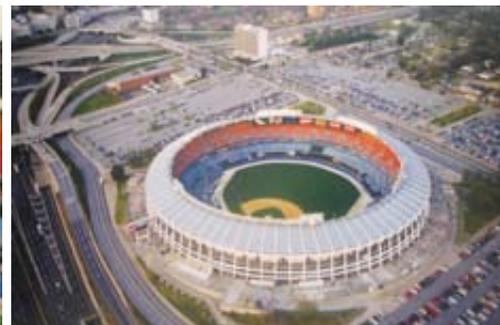


Sports Legacy + Public Space Roberto Clemente Bridge, PNC Park

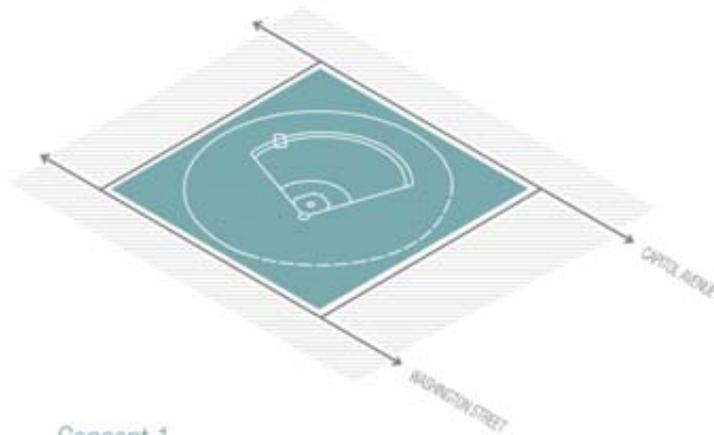


Sports Legacy + Public Space

Georgia
Tech

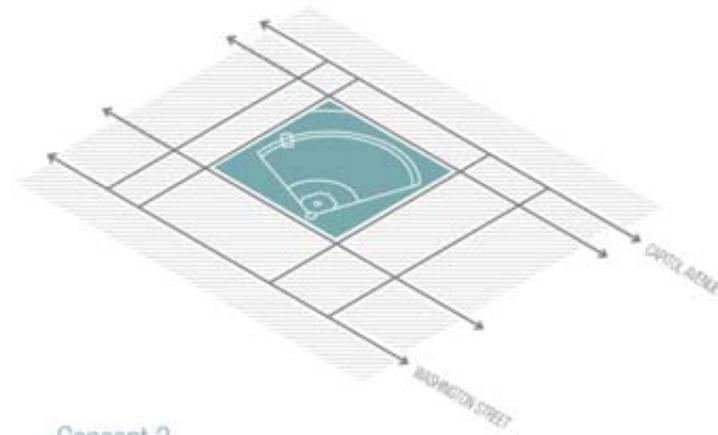


Sports Legacy + Public Space



Concept 1

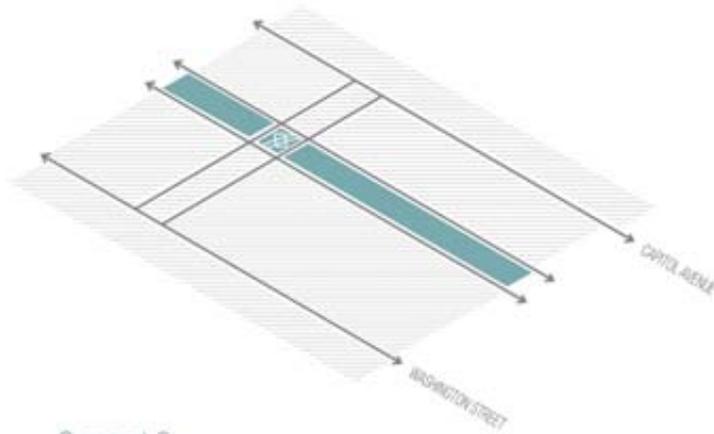
Preserve the entire footprint of the old Fulton County Stadium by creating a large park bounded by Capitol Avenue and Washington Street



Concept 2

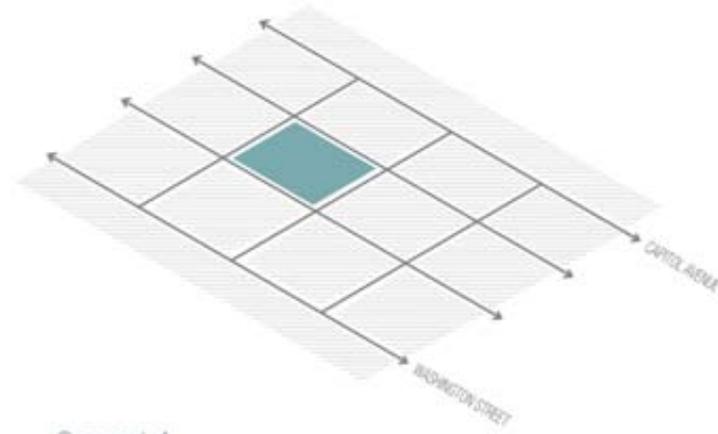
Preserve only the baseball field of the old Fulton County Stadium by creating a medium size park surrounded by newly created blocks for development

Sports Legacy + Public Space



Concept 3

Preserve the location of the outfield wall where Hank Aaron's infamous home run ball went over in 1973 by creating an esplanade with a monument recognizing the event at a street intersection



Concept 4

Ignore the history of the site and create a park at any location on the site bound by newly created blocks for development

Neighborhood Connections



Symbiotic relationships create the sustainable environment all year long, not just on game days

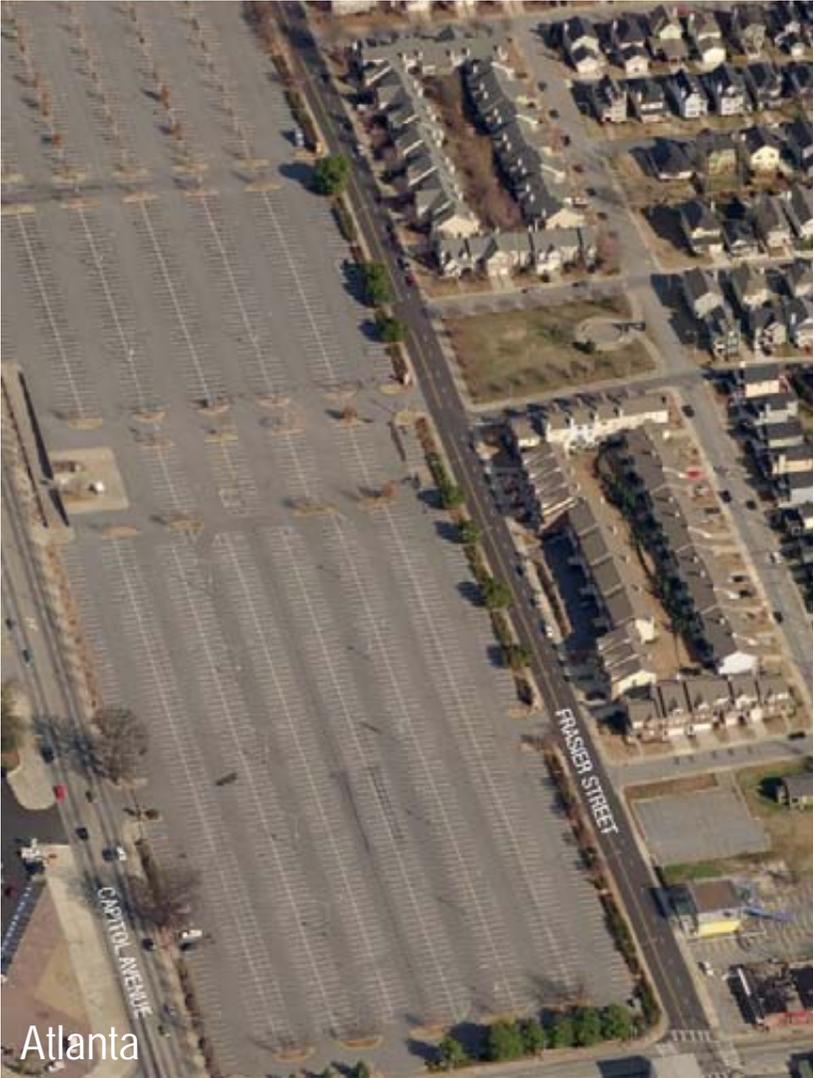
People want access to walkable goods and services

Consideration of game day parking and its impacts on the surrounding neighborhoods

Access to employment, transit, and amenities for residents



Neighborhood Connections



Atlanta

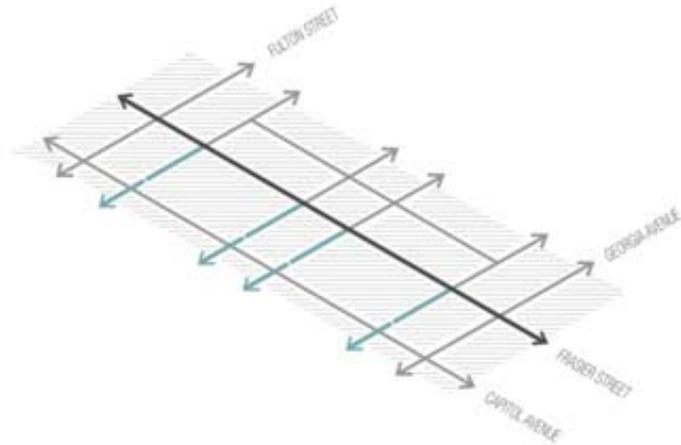


Wringleyville

Neighborhood Connections

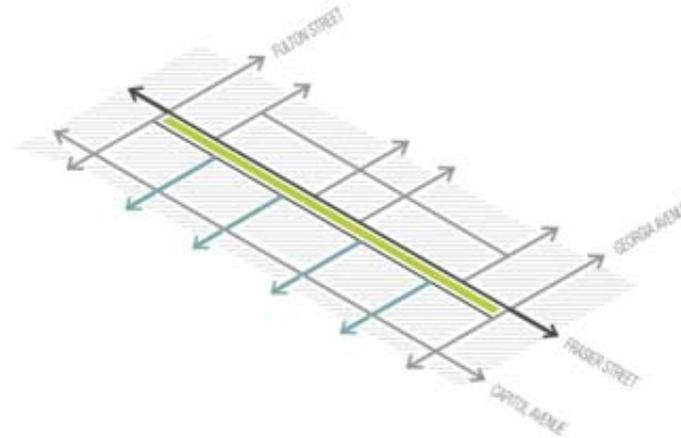


Neighborhood Connections



Concept 1

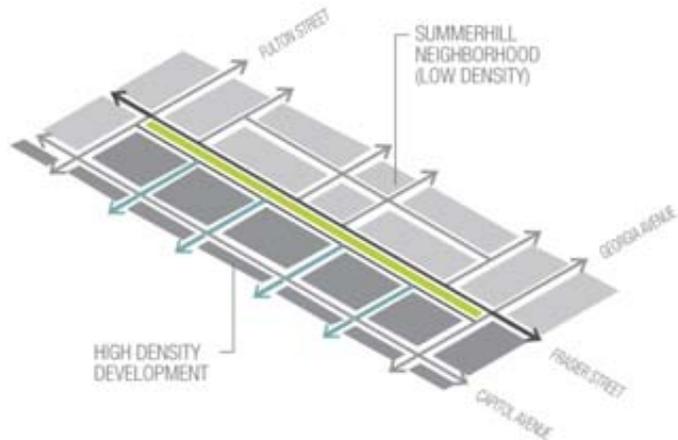
Extend the existing streets through Frasier Street, creating direct connections to the Summerhill neighborhood



Concept 2

Reconfigure Frasier Street as an esplanade, using the existing streets on the western side as the new Frasier Street centerline; the streets from Summerhill are disconnected and their location is based on other factors

Neighborhood Connections



Concept 3

Reconfigure Frasier Street as an esplanade, using the existing streets on the western side as the new Frasier Street centerline; the streets from Summerhill are disconnected and their location is based on increasing the density of the new development

Parking



Consolidating surface parking and utilizing structured parking frees up land for development

Clear parking plans and strategies help keep appease residents concern on game days

Within the case studies, the cities paid for structured parking

Parking

Georgia
Tech



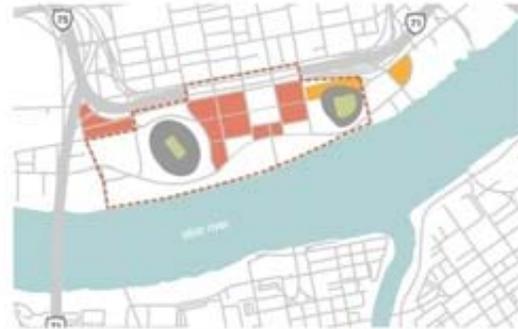
Coors Field Denver



Busch Stadium St. Louis



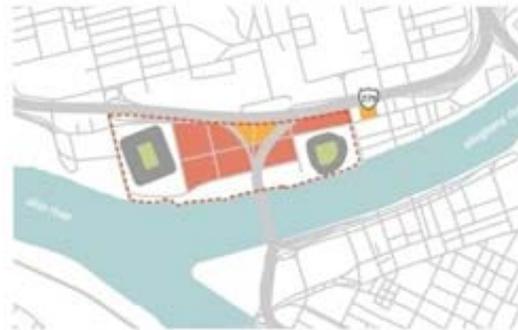
Petco Park San Diego



Great American Ball Park Cincinnati



Nationals Park Washington DC

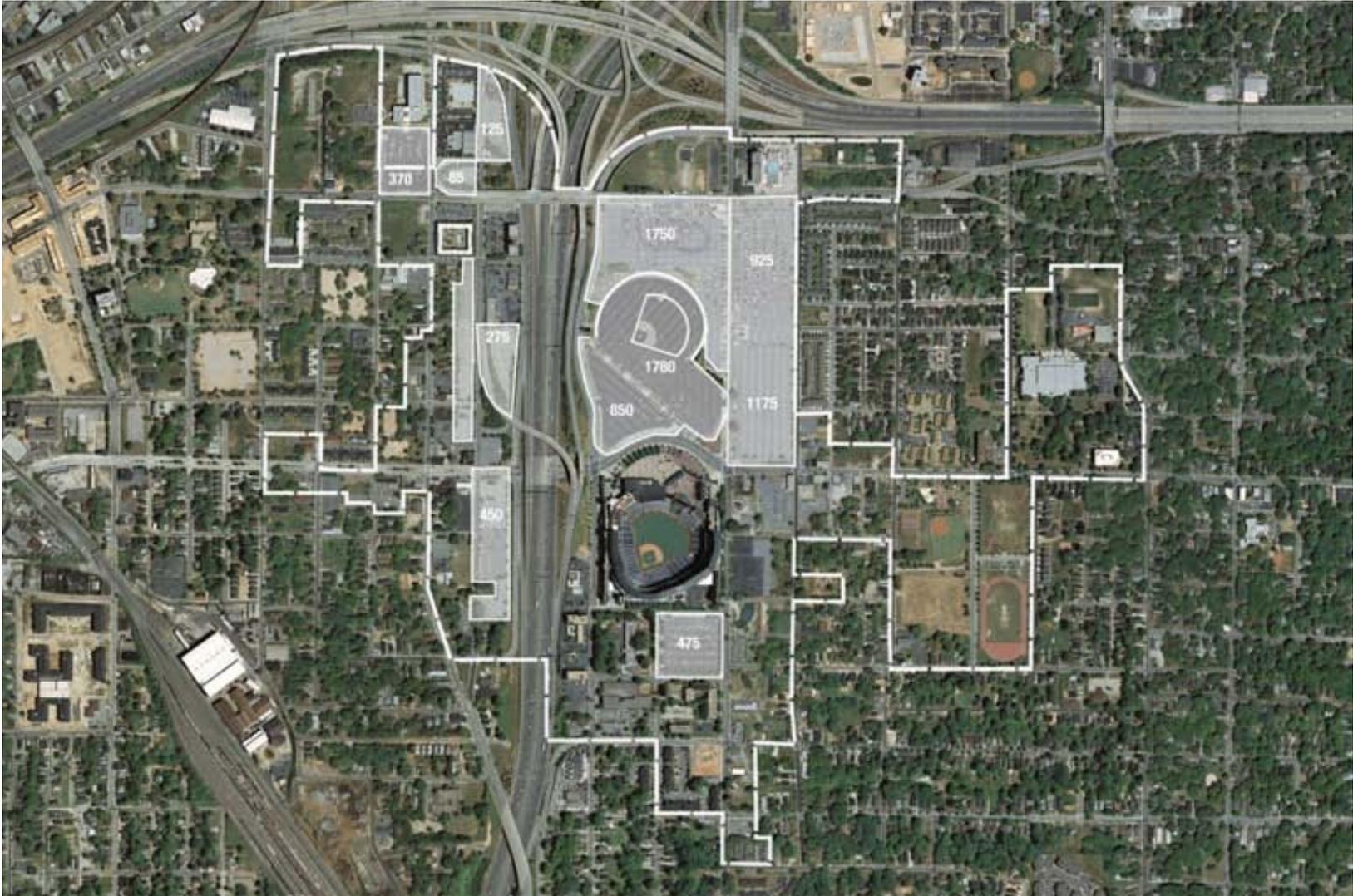


PNC Park Pittsburgh

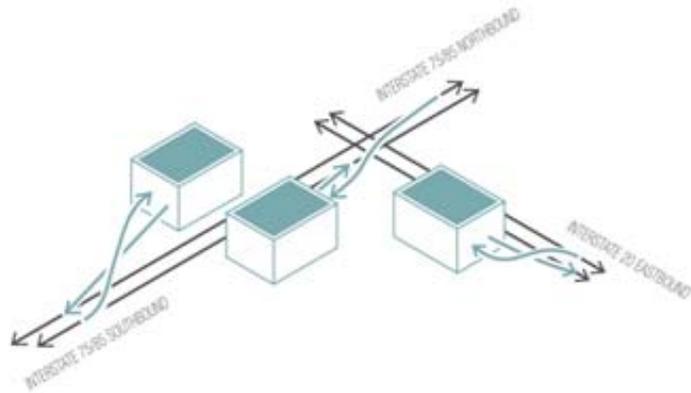


Turner Field Atlanta

Parking

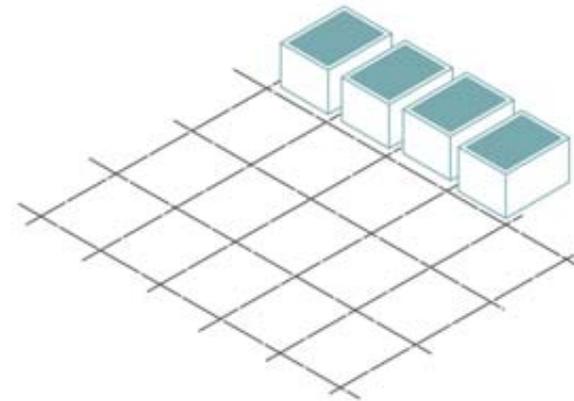


Parking



Concept 1

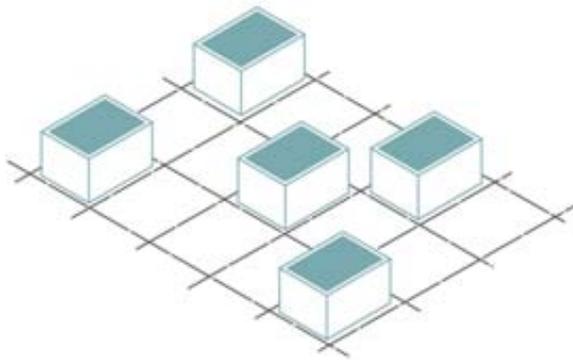
Utilize the existing interstate ramps as entry and exit ramps into dedicated parking structures; vehicles coming from Interstate 75 southbound would use the existing flyover for entry and on-grade ramp for exiting, Interstate 75 northbound and Interstate 20 eastbound would have to make a left turn for entry but could exit easily without any turns



Concept 2

Consolidate parking at the fringe of the development in structured parking decks

Parking



Concept 3

Distribute parking on several blocks within the development
in structured parking decks

Transit



Fixed transit infrastructure does not change easily, allowing predictability for developers

Increased travel options on game days

Transit cannot be for the stadium alone but must be part of a regional strategy

Transit



Coors Field Denver



Busch Stadium St. Louis



Petco Park San Diego



Great American Ball Park Cincinnati



Turner Field Atlanta



Nationals Park Washington DC



PNC Park Pittsburgh

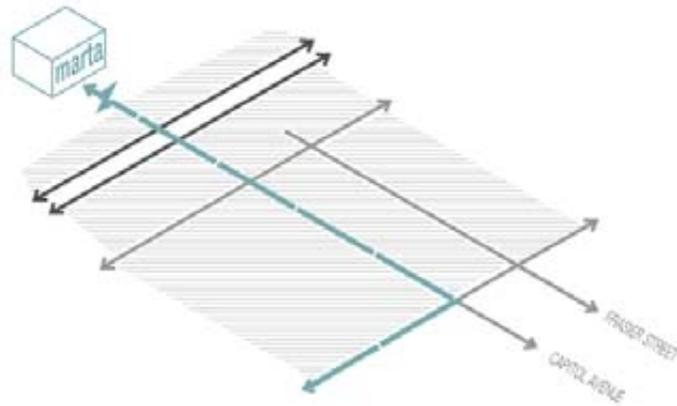
Transit Petco Park, San Diego



Transit

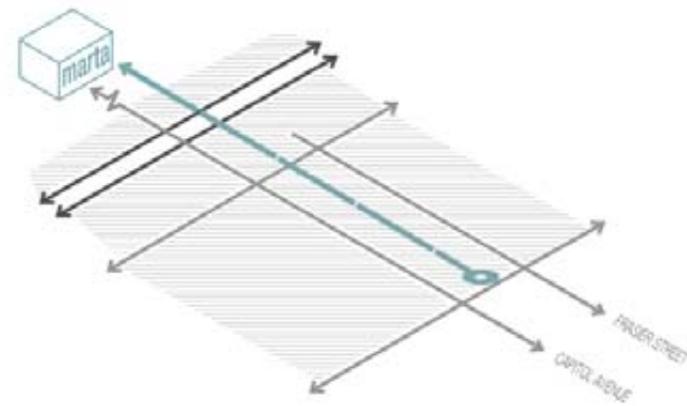


Transit



Concept 1

Light rail transit on Capitol Avenue as per the ConnectATL plan



Concept 2

Integration of a Maglev transit system in a public right of way between Capitol Avenue and Frasier Street, as per a previous study

Connections



Link with downtown other activity

Increased attendance potential: from businesses, conventions, tourism, and students

Shared parking potential

Ease of way finding to get to a stadium from a known area of the city

Connections



Coors Field Denver



Busch Stadium St. Louis



Petco Park San Diego



Great American Ball Park Cincinnati



Nationals Park Washington DC

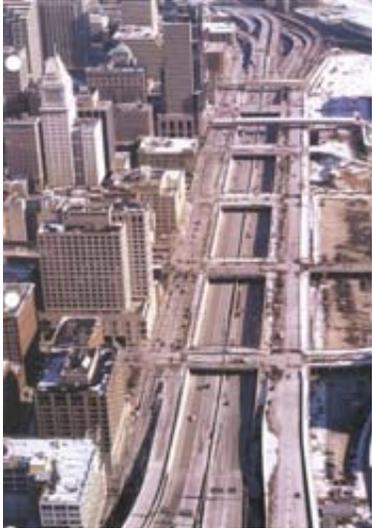
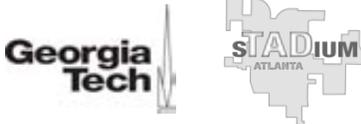


PNC Park Pittsburgh

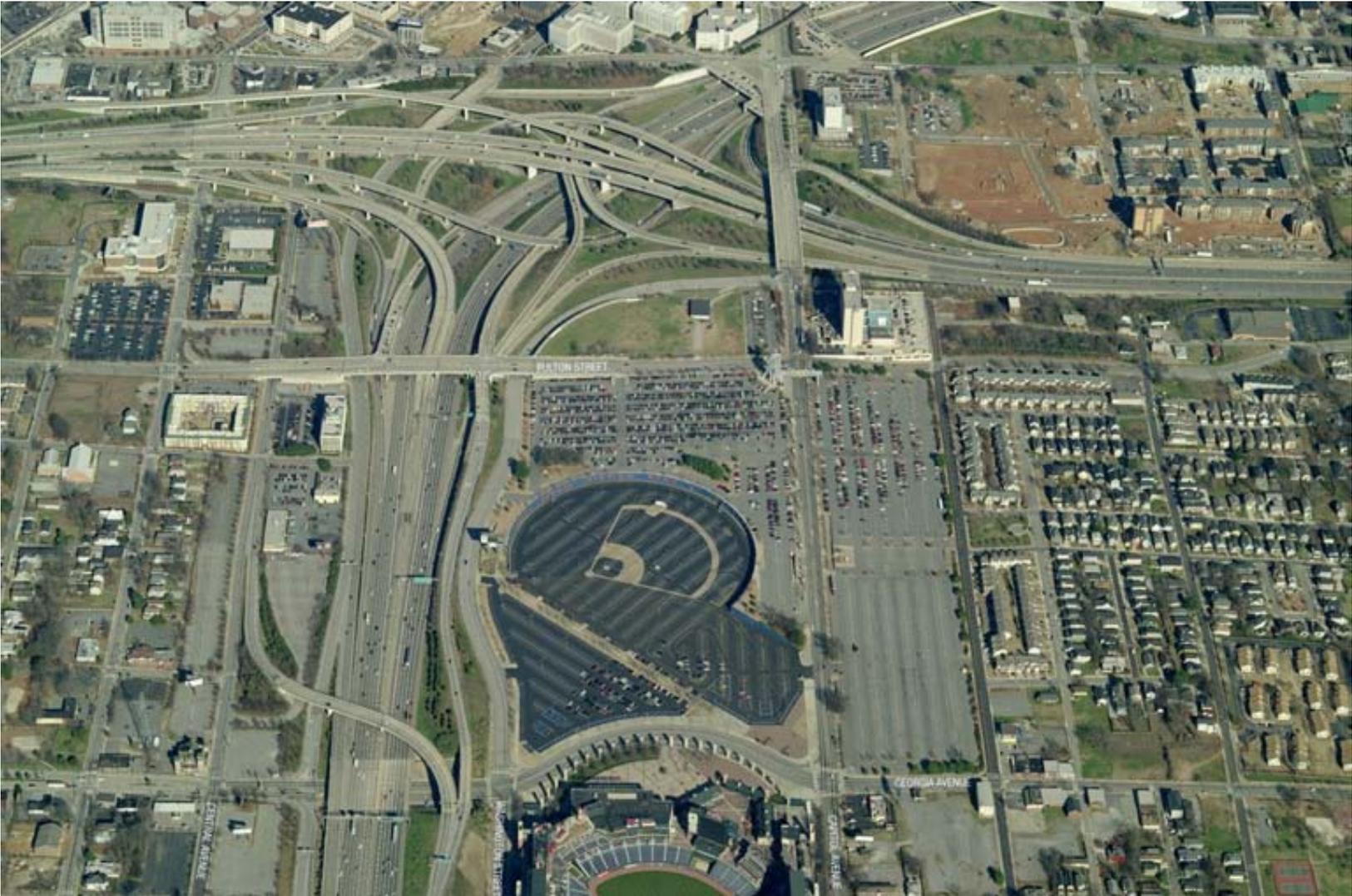


Turner Field Atlanta

Connections Fort Washington Way, Great American Ballpark, Cincinnati



Connections



Connections



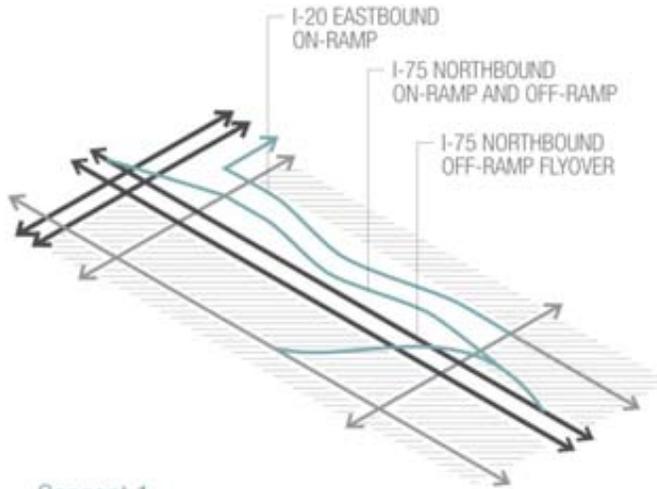
Connections



Connections

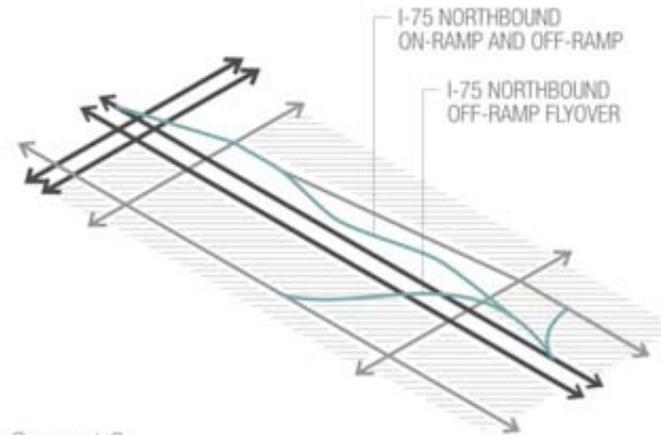


Connections



Concept 1

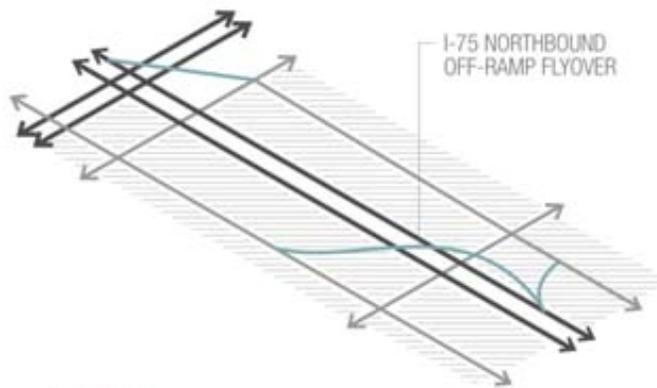
Retain the existing ramp configuration



Concept 2

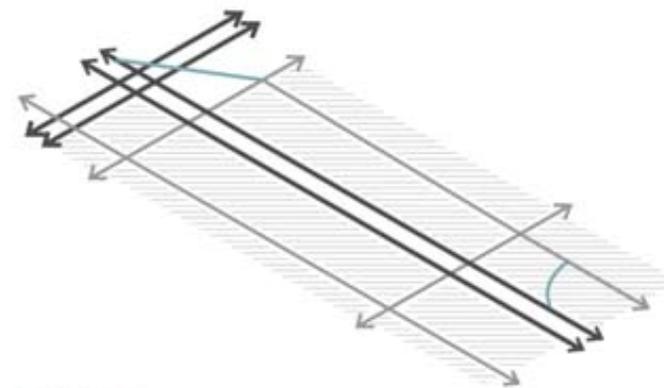
Reconstitute Washington Street as an on-grade street by removing the I-20 Eastbound ramp; also create off-ramp access at Fulton Street

Connections



Concept 3

Removal of the I-75 Northbound On-Ramp/Off-Ramp, which increases the developable area; also realign the I-75 on-ramp to align with Washington Street

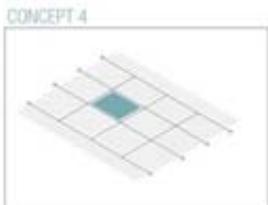
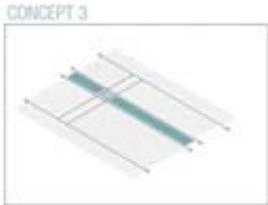
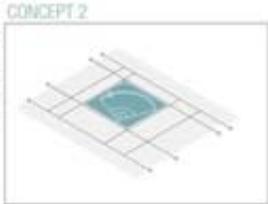


Concept 4

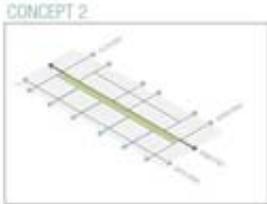
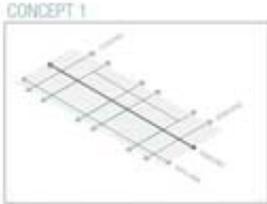
Removal of the flyover and the institution of at grade interstate access points

Matrix of Possibilities

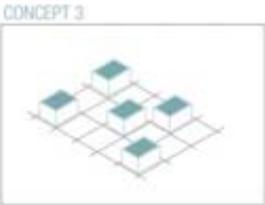
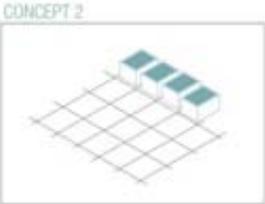
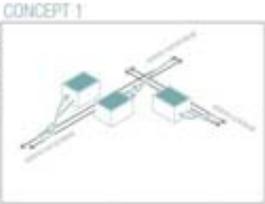
SPORTS LEGACY/PUBLIC SPACE



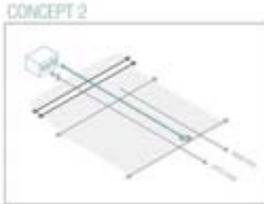
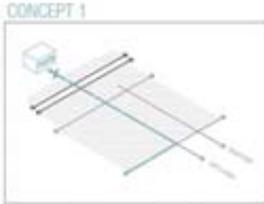
NEIGHBORHOOD CONNECTIONS



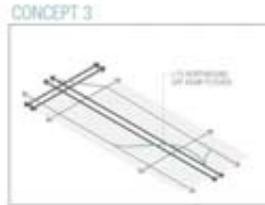
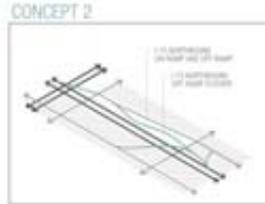
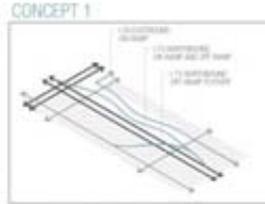
PARKING



TRANSIT

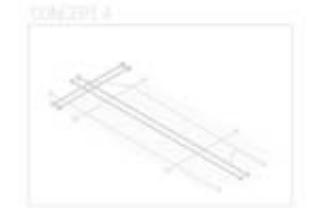
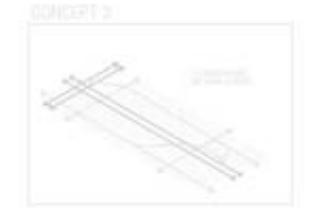
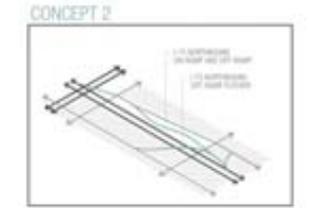
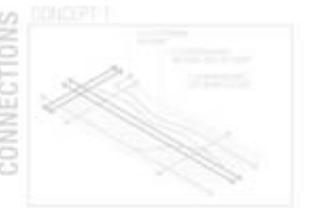
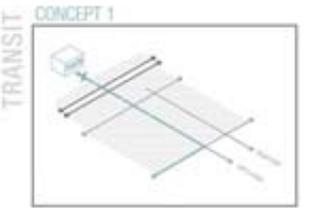
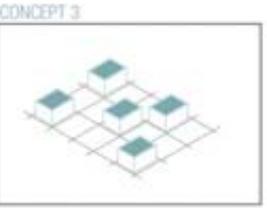
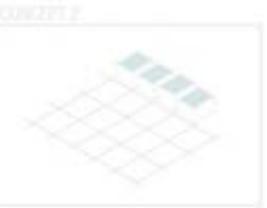
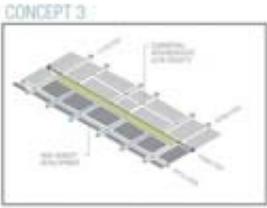
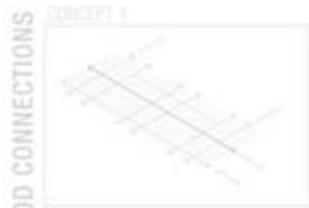


CONNECTIONS



FRAMEWORK POSSIBILITIES

Scenario 1

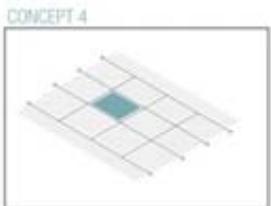


Scenario 1

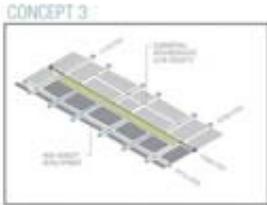


Scenario 2

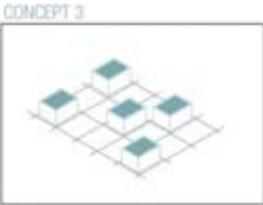
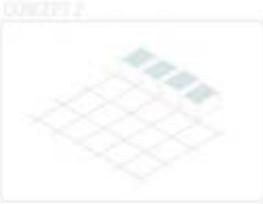
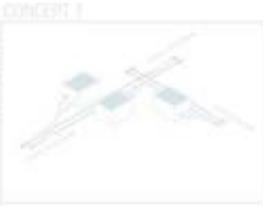
SPORTS LEGACY/PUBLIC SPACE



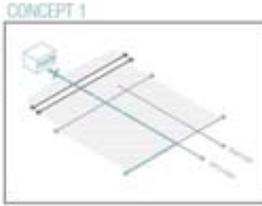
NEIGHBORHOOD CONNECTIONS



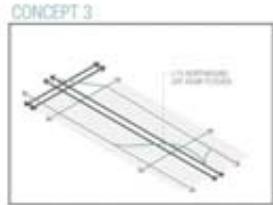
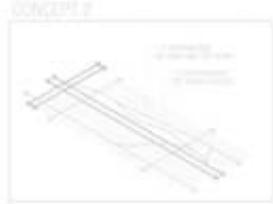
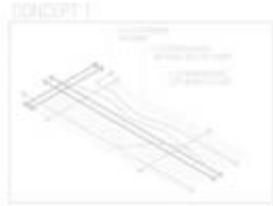
PARKING



TRANSIT



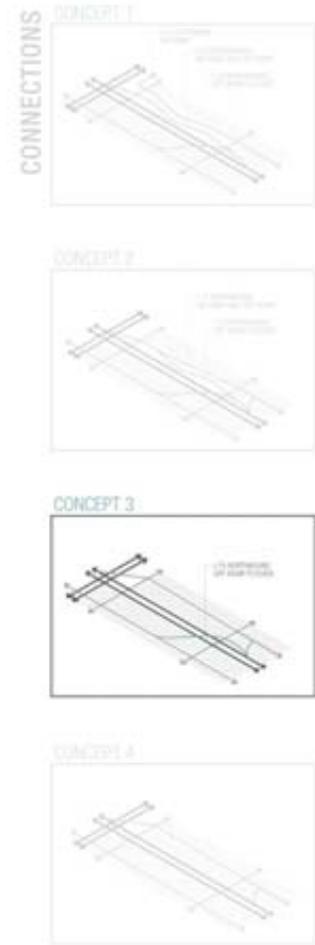
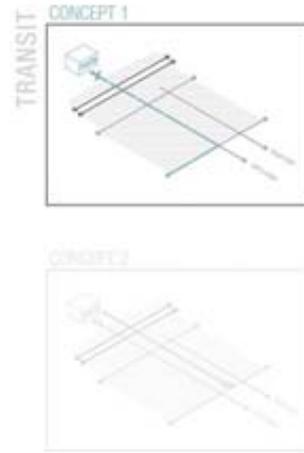
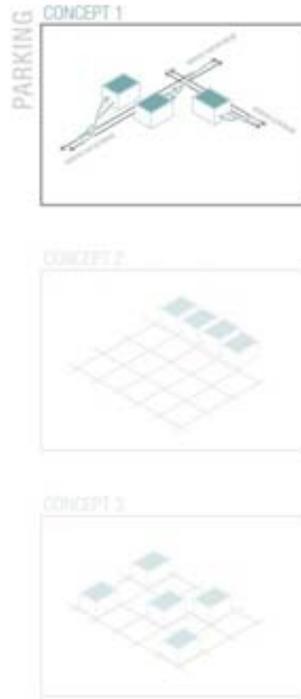
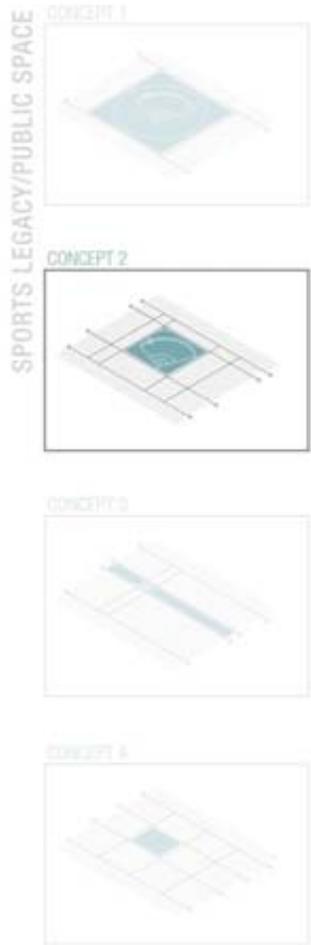
CONNECTIONS



Scenario 2



Scenario 3

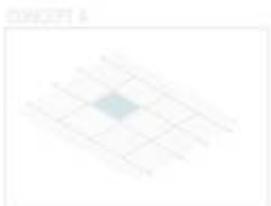
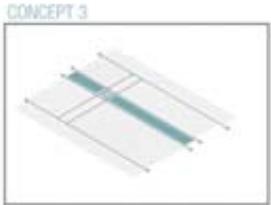


Scenario 3

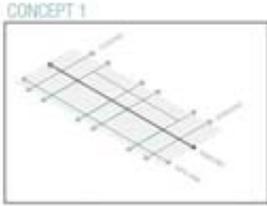


Scenario 4

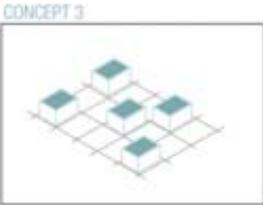
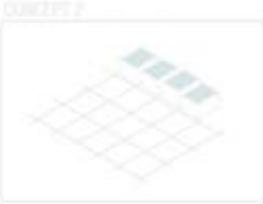
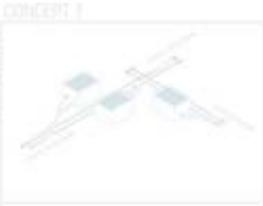
SPORTS LEGACY/PUBLIC SPACE



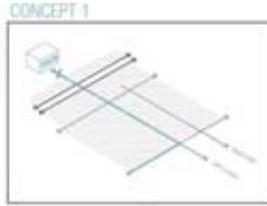
NEIGHBORHOOD CONNECTIONS



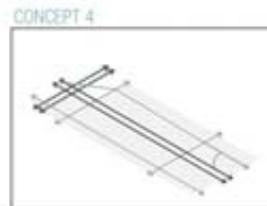
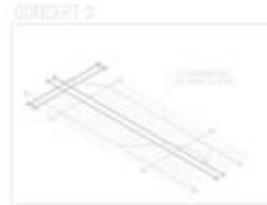
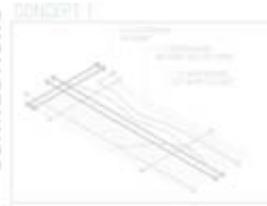
PARKING



TRANSIT



CONNECTIONS



Scenario 4



POSSIBILITIES FOR THE FUTURE

Scenario 1



Georgia
Tech





Georgia
Tech



Scenario 3







Georgia
Tech



Georgia
Tech



Georgia
Tech



Georgia
Tech



Georgia
Tech



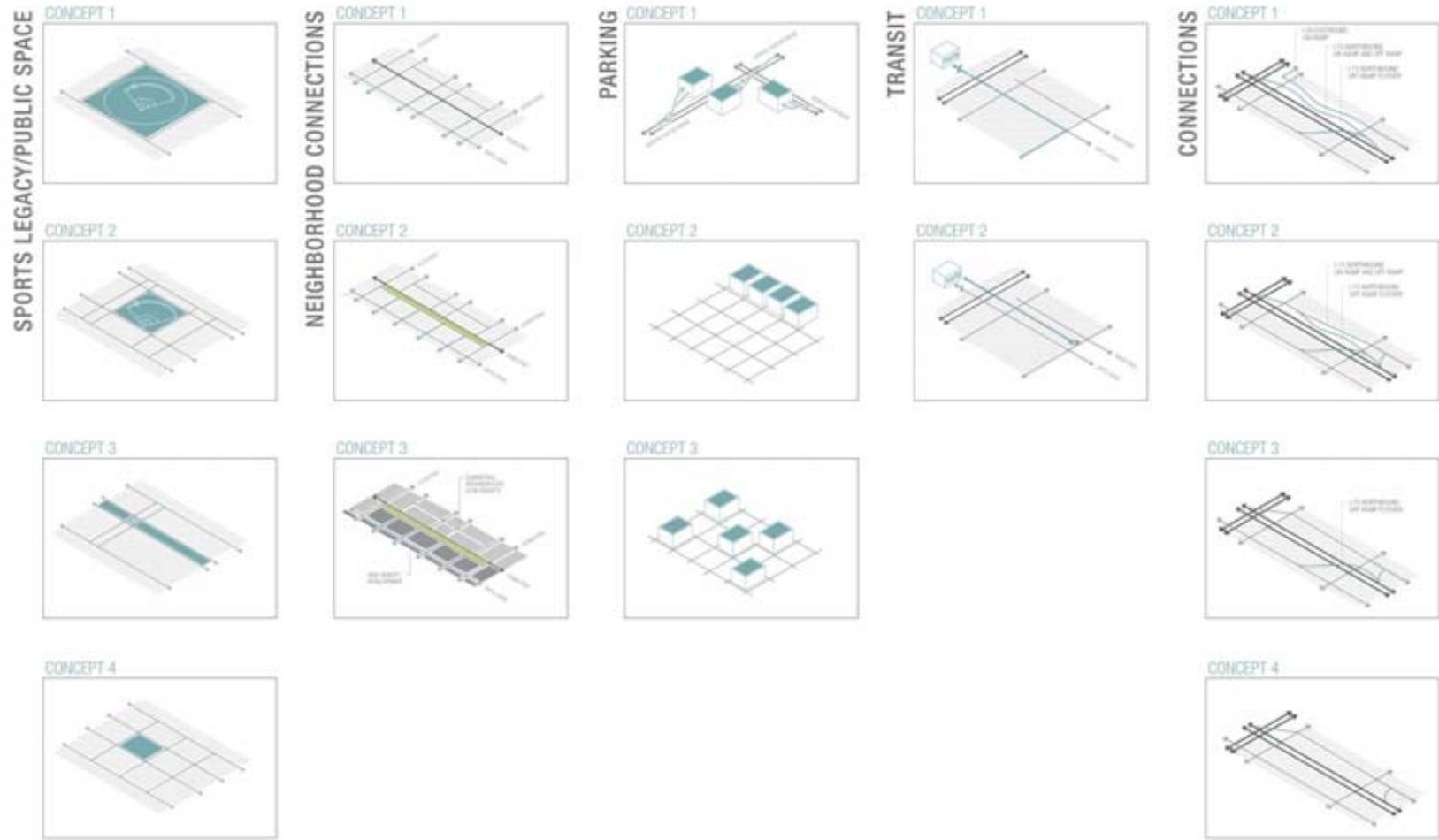
Georgia
Tech



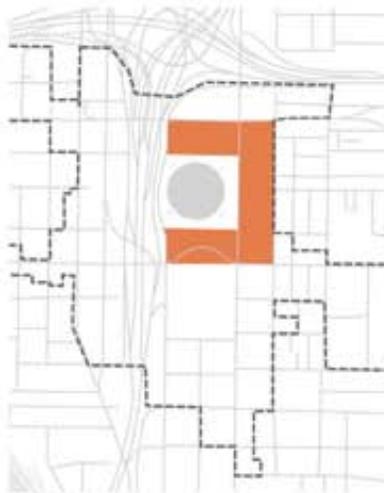
Georgia
Tech



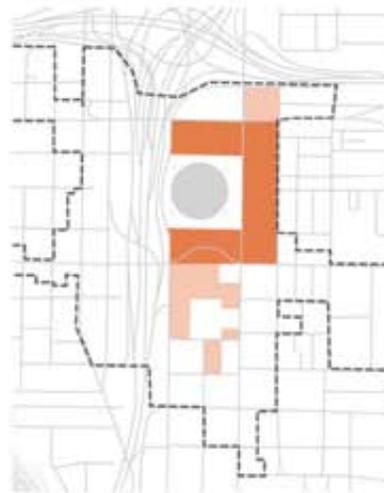
Matrix of Possibilities



Parking



1966 Parking



1972 Parking



1978 Parking



1988 Parking



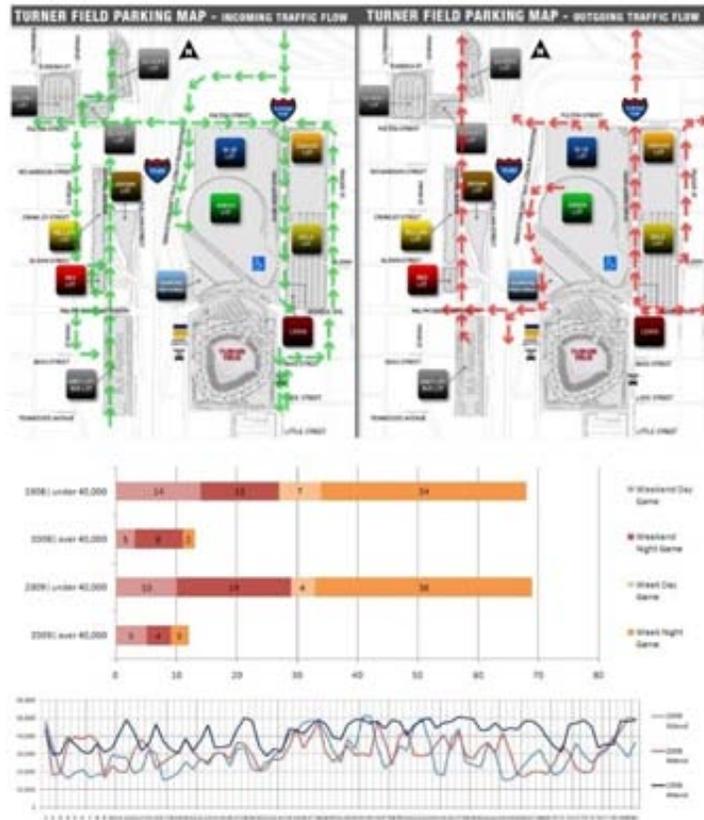
1996 Parking



Present Parking

Scale: 1" = 2400'

Parking



Game	Date	Attendance	Game Type
1	12/15/07	45,127	Weekend Night Game
2	12/22/07	42,881	Weekend Night Game
3	12/29/07	42,881	Weekend Night Game
4	1/5/08	42,881	Weekend Night Game
5	1/12/08	42,881	Weekend Night Game
6	1/19/08	42,881	Weekend Night Game
7	1/26/08	42,881	Weekend Night Game
8	2/2/08	42,881	Weekend Night Game
9	2/9/08	42,881	Weekend Night Game
10	2/16/08	42,881	Weekend Night Game
11	2/23/08	42,881	Weekend Night Game
12	3/2/08	42,881	Weekend Night Game
13	3/9/08	42,881	Weekend Night Game
14	3/16/08	42,881	Weekend Night Game
15	3/23/08	42,881	Weekend Night Game
16	3/30/08	42,881	Weekend Night Game
17	4/6/08	42,881	Weekend Night Game
18	4/13/08	42,881	Weekend Night Game
19	4/20/08	42,881	Weekend Night Game
20	4/27/08	42,881	Weekend Night Game
21	5/4/08	42,881	Weekend Night Game
22	5/11/08	42,881	Weekend Night Game
23	5/18/08	42,881	Weekend Night Game
24	5/25/08	42,881	Weekend Night Game
25	6/1/08	42,881	Weekend Night Game
26	6/8/08	42,881	Weekend Night Game
27	6/15/08	42,881	Weekend Night Game
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232	5/18/12	42,881	Weekend Night Game
233	5/25/12	42,881	Weekend Night Game
234	6/1/12	42,881	Weekend Night Game
235	6/8/12	42,881	Weekend Night Game
236	6/15/12	42,881	Weekend Night Game
237	6/22/12	42,881	Weekend Night Game
238	6/29/12	42,881	Weekend Night Game
239	7/6/12	42,881	Weekend Night Game
240	7/13/12	42,881	Weekend Night Game
241	7/20/12	42,881	Weekend Night Game
242	7/27/12	42,881	Weekend Night Game
243	8/3/12	42,881	Weekend Night Game
244	8/10/12	42,881	Weekend Night Game
245	8/17/12	42,881	Weekend Night Game
246	8/24/12	42,881	Weekend Night Game
247	8/31/12	42,881	Weekend Night Game
248	9/7/12	42,881	Weekend Night Game
249	9/14/12	42,881	Weekend Night Game
250	9/21/12	42,881	Weekend Night Game
251	9/28/12	42,881	Weekend Night Game
252	10/5/12	42,881	Weekend Night Game
253	10/12/12	42,881	Weekend Night Game
254	10/19/12	42,881	Weekend Night Game
255	10/26/12	42,881	Weekend Night Game
256	11/2/12	42,881	Weekend Night Game
257	11/9/12	42,881	Weekend Night Game
258	11/16/12	42,881	Weekend Night Game
259	11/23/12	42,881	Weekend Night Game
260	11/30/12	42,881	Weekend Night Game
261	12/7/12	42,881	Weekend Night Game
262	12/14/12	42,881	Weekend Night Game
263	12/21/12	42,881	Weekend Night Game
264	12/28/12	42,881	Weekend Night Game
265	1/4/13	42,881	Weekend Night Game
266	1/11/13	42,881	Weekend Night

Parking

Single Structure Parking with Direct Highway Access

This approach moves the entire sprawled surface parking into high volume "beerd" style parking decks. These parking structures are positioned near an interstate to allow quick, direct highway access. These structures offset large quantities of surface parking however they become infrastructural components themselves, carrying with them a large degree of permanence.

Good examples of the single structure garage are Atlantic Station, Universal Studios Orlando, Bosch Parkhaus, and Silverland. Each have been designed to accommodate thousands of cars and engineered to handle massive entry and exit loads.

The garages of Universal Studios Orlando are the largest in the world and can accommodate over 10,000 cars. The garage is designed for one way pull through traffic; this allows all of the spaces to be oriented towards the exit. The ramps are moved to the edge of the structure to facilitate ease of entry and exit. Queueing lanes expand at ticket gates to allow for multiple operations. Both decks were engineered to exit in 40 minutes.

A single structure parking deck at Turner Field would clear a large area of land for development while facilitating easy access on and off the interstate. The deck could be located on both sides of the interstate developing land that would otherwise be difficult to utilize while providing a buffer between the interstate and the new development.

The primary drawback to using the single deck approach is the large up front cost necessary to build what would become an infrastructural component.

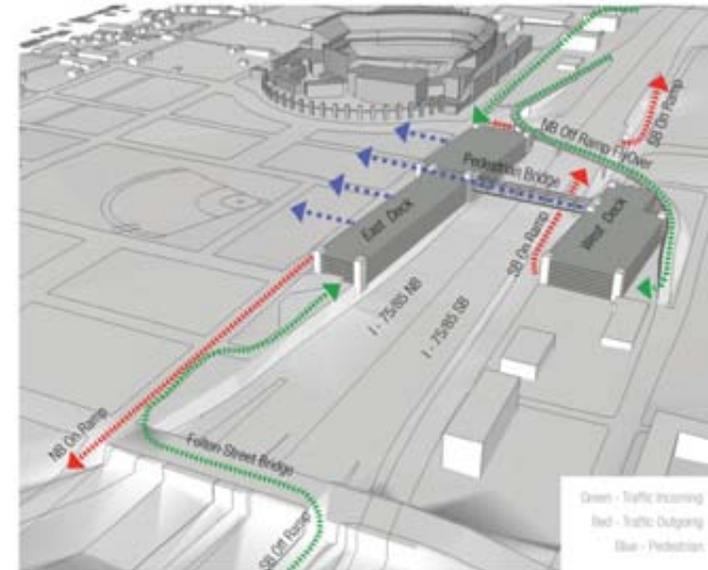


The deck on the west side would be used by the fans coming from the south. The existing northbound flyover exit ramp could easily be used for the garage's entrance. The exiting pattern is even easier as the garage could empty directly onto a southbound ramp.

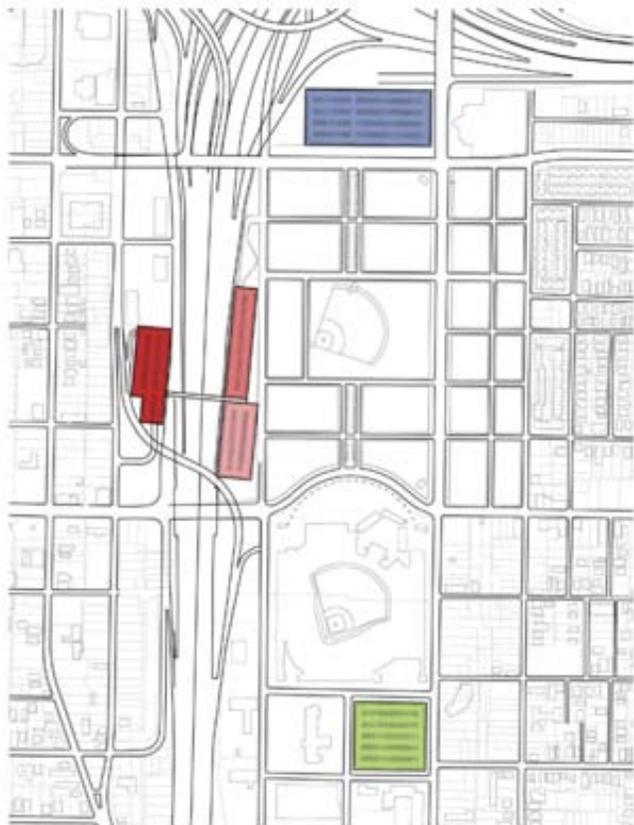
The deck on the east side would be for the fans from the north. It could be entered using the southbound ramp to Fulton St with a northern garage entry. Leaving again is a direct path, straight onto the north bound I-75/85 ramp at Fulton Street.

These two structures located directly across from one another allow for a much needed bridged pedestrian connection over the interstate linking the west and east side of I-75/85. This connection becomes a path to the professional pedestrian avenue and new development.

A deck between Fulton Street and I-20 would allow easy access for fans from the east. It could use the I-20 westbound ramp at Capital Avenue for entry and would exit straight onto the west bound I-20 ramp.



Parking



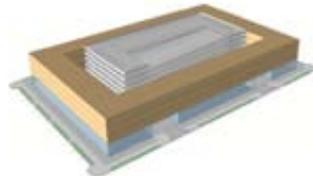
Parking

Dispersed Parking Decks

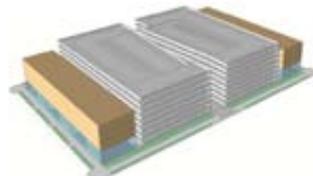
The dispersed parking deck approach is a common urban infill technique. Typically in this approach a smaller parking garage is provided within the development that offsets the parking count for the development. Often referred to as the "donut" approach, a standard parking structure is built in the center of the block and wrapped on all sides by residential, office, or retail development.



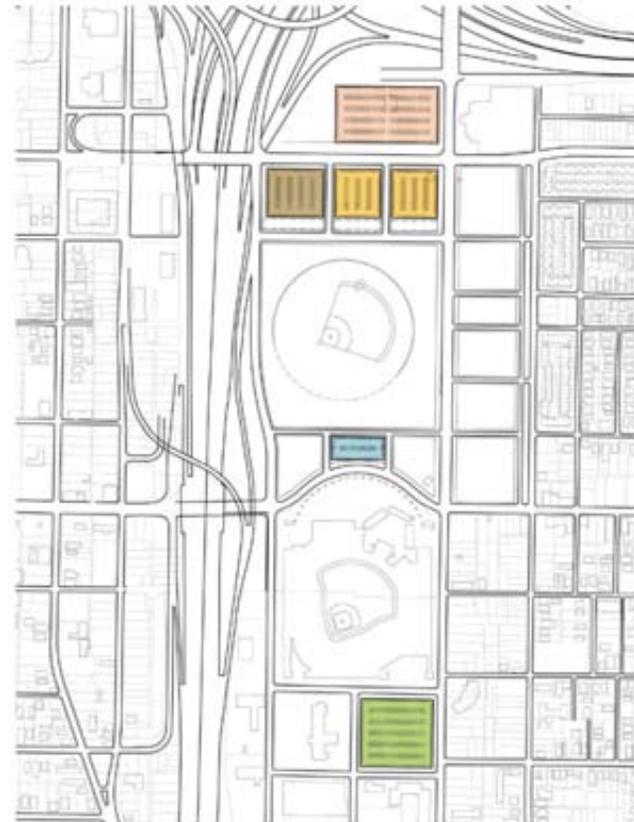
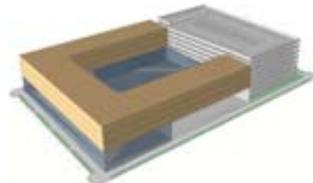
This approach allows every block to be developable. Everyone has their own parking positioned throughout the framework and because each block's garage is only offsetting its own footprint the blocks can be developed incrementally on an as needed basis. The garage facade is also not an issue as it is hidden within the building.



The critical concern with this approach is that the garages would have to be much larger than typically associated with the approach to accommodate the shared use. They would have to be built to accommodate parking for both the high game day load and the new development. Sharing the garage also creates operational issues, how do you designate spaces for development versus game day parking or will residents feel safe with fans parking in their garage late at night? These garages would need to be designed to function primarily for daily use not for events, combined with a lack of highway access this approach would create very complicated event exiting patterns.



The dispersed parking deck approach will still be valuable within the framework just not as a solution to game day parking. Each new developable block will need to offset its own development parking count. This approach is the typical parking design used to accomplish medium to high density urban development.



Parking

Dedicated Parking Deck Blocks

The dedicated parking block approach establishes locations within a framework that both need and can support high volumes of parking. These blocks then have large parking structures inserted on them. These structures can include ground floor retail but operate primarily as parking. In this approach the garage would occupy what could be a developable block. On the other, dedicating the block to parking offers large amounts of surface parking.

Other benefits to the dedicated parking structure approach are that the decks can be built incrementally offsetting parking as development occurs. They also can be strategically positioned within the framework to manage multiple areas within the plan. However, by spreading these decks throughout the site event traffic patterns are affected by limiting the highway connectivity. Integrated ground floor retail could provide activities before and after the games but that development amount is far less than if the block wasn't being dedicated to parking.

This is a very common concept when high volumes of parking are needed in an area. Examples include the Santa Monica Civic Center Garage, the Baller Wet garage in Miami, Underground Atlanta or one of decks within the Fanin Plazas blocks downtown.



Facade Variations

Parking structures do not have to be the eye sores typically associated with the typology. A variety of skins can create unique stimulating facades. The concrete substructure can easily be clad. Skins could be added to blend into their surroundings, act as unique artistic interventions, or will themselves in foliage. Facade options are endless; parking structures should not be just barren concrete.



Parking



Garage Estimates				Plain Concrete	Perf. Mesh Scm	Metal Mesh Scm	Green Screens	Precast Brick	Irrigated Planted	Artistic Piece	
				(Base Price)	(\$10/sf Alum prim)	(\$18/sf 5in St Mesh)	(\$20/sf 6in Scm)	(\$85/sf Brick)	(\$125/sf irrigated)	(\$500/sf Wind Wall)	
Price per space	Space/Flr	Fits	Total Spcs								
Concept 1				entire facade							
Concept 1a				105-45 Facade (1/Space)							
North Garage											
	S FP Opt 300' x 540'	550	4	2200	\$33.0M	\$33.8M	\$34.4M	\$34.5M	\$39.6M	\$42.9M	\$71.5M
			5	2750	\$41.3M	\$42.2M	\$43.0M	\$43.2M	\$49.5M	\$53.6M	\$89.4M
			6	3300	\$49.5M	\$50.7M	\$51.6M	\$51.8M	\$59.4M	\$64.4M	\$107.3M
	Fulton 240' x 255' A	200	6	1200	\$18.0M	\$18.4M	\$18.8M	\$18.8M	\$21.6M	\$23.4M	\$39.0M
			4	800	\$12.0M	\$12.3M	\$12.5M	\$12.6M	\$14.4M	\$15.6M	\$26.0M
	Fulton 240' x 255' B	200	6	1200	\$18.0M	\$18.4M	\$18.8M	\$18.8M	\$21.6M	\$23.4M	\$39.0M
			4	800	\$12.0M	\$12.3M	\$12.5M	\$12.6M	\$14.4M	\$15.6M	\$26.0M
Concept 1b				entire facade							
North Garage											
	L FP Opt 300' x 672'	690	3	2040	\$30.6M	\$31.3M	\$31.9M	\$32.0M	\$36.7M	\$39.6M	\$66.3M
			4	2720	\$40.8M	\$41.8M	\$42.5M	\$42.7M	\$49.0M	\$53.0M	\$88.4M
			6	4090	\$61.2M	\$62.6M	\$63.8M	\$64.1M	\$73.4M	\$79.6M	\$132.6M
	XL FP Opt 300' x 672' + 120' x 480'	880	3	2640	\$39.6M	\$40.5M	\$41.3M	\$41.4M	\$47.5M	\$51.5M	\$85.8M
			4	3520	\$52.8M	\$54.0M	\$55.0M	\$55.3M	\$63.4M	\$68.6M	\$114.4M
			6	5280	\$79.2M	\$81.0M	\$82.5M	\$82.9M	\$95.0M	\$103.0M	\$171.6M
Concept 1c				entire facade							
	Fulton/Washington	254	6	1524	\$22.9M	\$23.4M	\$23.8M	\$23.9M	\$27.4M	\$29.7M	\$49.5M
	Georgia Ave (2 bay)	106	6	648	\$9.7M	\$9.9M	\$10.1M	\$10.2M	\$11.7M	\$12.6M	\$21.1M
	South Garage	475	4	1900	\$28.5M	\$29.2M	\$29.7M	\$29.8M	\$34.2M	\$37.1M	\$61.8M
			6	2850	\$42.8M	\$43.7M	\$44.5M	\$44.7M	\$51.3M	\$55.6M	\$92.6M
Concept 2				105-45 Facade (1/Space)							
North Garage											
		670	3	2010	\$30.2M	\$30.9M	\$31.4M	\$31.6M	\$36.2M	\$39.2M	\$65.3M
			4	2680	\$40.2M	\$41.1M	\$41.9M	\$42.1M	\$48.2M	\$52.3M	\$87.1M
			6	4020	\$60.3M	\$61.7M	\$62.8M	\$63.1M	\$72.4M	\$78.4M	\$130.7M
775/95 Garages											
	SE Garage	250	6	1500	\$22.5M	\$23.0M	\$23.4M	\$23.6M	\$27.0M	\$29.3M	\$48.8M
	NE Garage	250	6	1500	\$22.5M	\$23.0M	\$23.4M	\$23.6M	\$27.0M	\$29.3M	\$48.8M
	W Garage	250	4	1000	\$25.2M	\$25.8M	\$26.3M	\$26.4M	\$30.2M	\$32.8M	\$54.6M
	South Garage	475	4	1900	\$28.5M	\$29.2M	\$29.7M	\$29.8M	\$34.2M	\$37.1M	\$61.8M
			6	2850	\$42.8M	\$43.7M	\$44.5M	\$44.7M	\$51.3M	\$55.6M	\$92.6M

