

Amsterdam Walk

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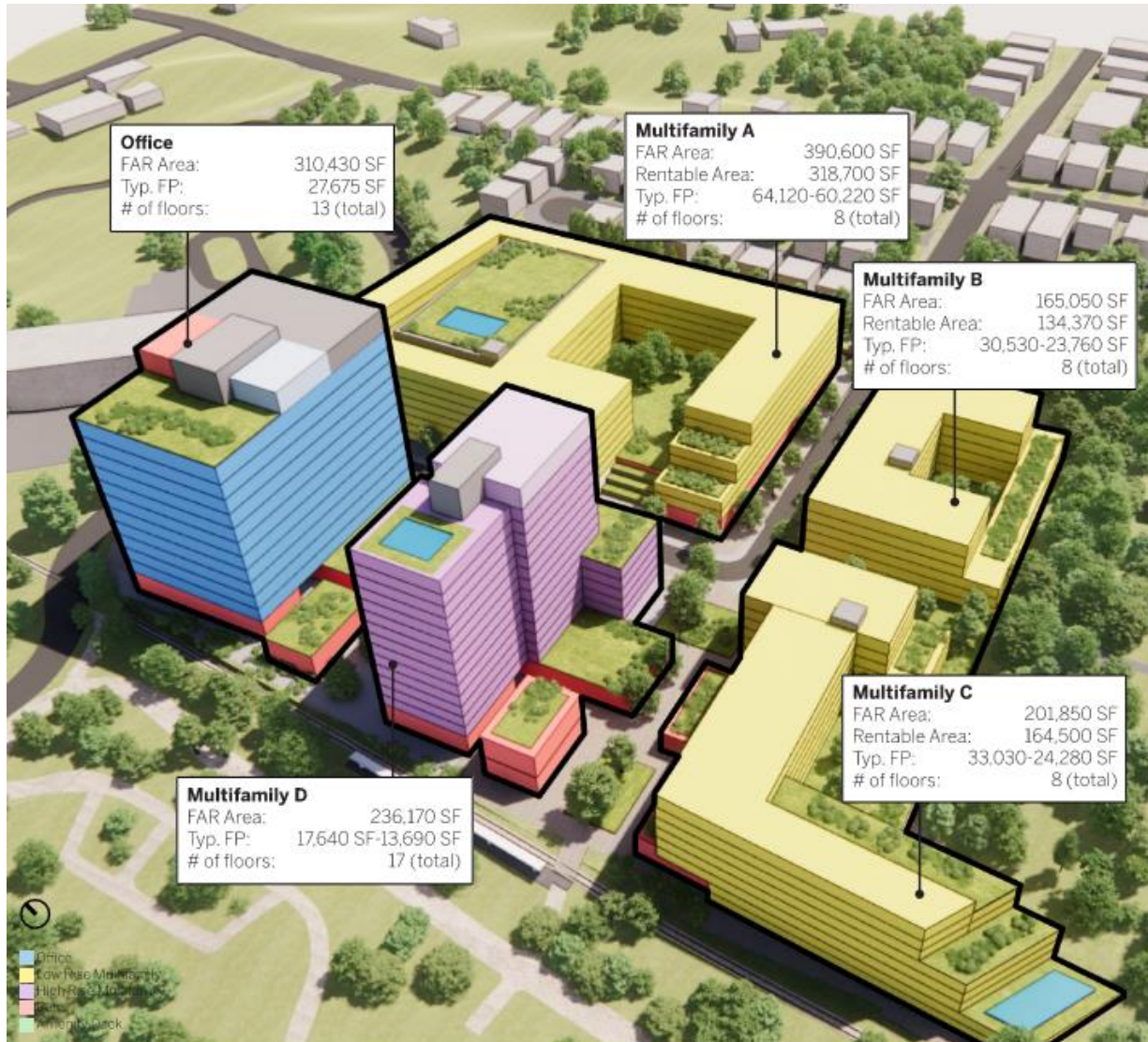
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PLANNING GROUP



Development Proposal

Program



Residential
900 multifamily units
in 3 separate
buildings

Commercial/Retail
90,000 square feet of
commercial uses

Office
400,000 square feet
of office space



View from BeltLine



Arriving from Amsterdam Ave



Retail courtyard



Paseo looking towards office building

Established Public Policy

Understanding Established Public Policies

- Zoning Regulations
- Future Land Use Map Designations
- BeltLine Subarea 6 Master Plans
- Morningside Master Plan
- Atlanta City Design
- GDOT Development of Regional Impact

Current Zoning



Current Zoning – Density Allowance

Halpern property only

Combined Net Area: **374,871 SF**
Combined Gross Area: **454,751 SF**

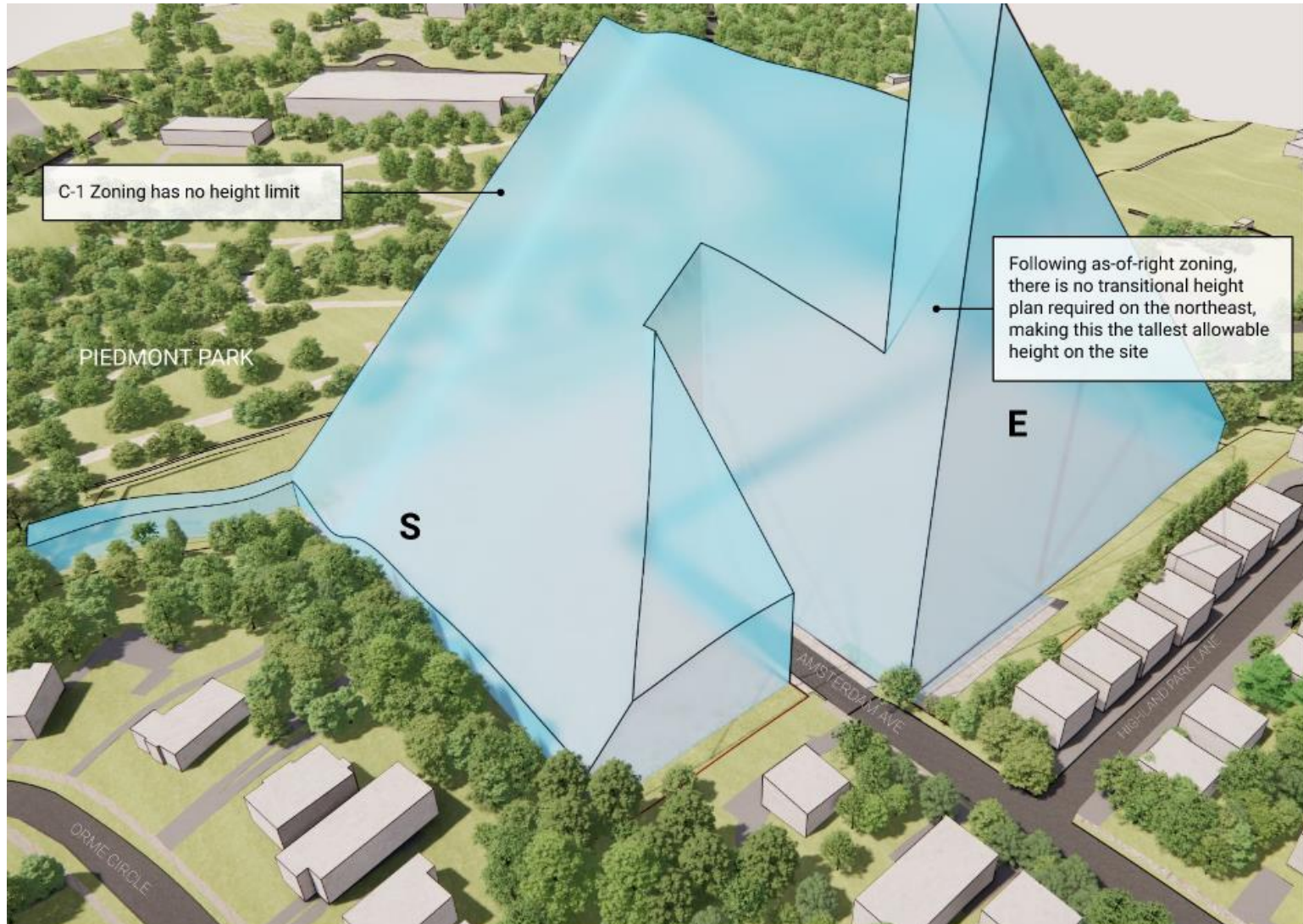


Non Residential – 749,742 sqft

Residential – 316,506 sqft

TOTAL – 1,066,248 sqft

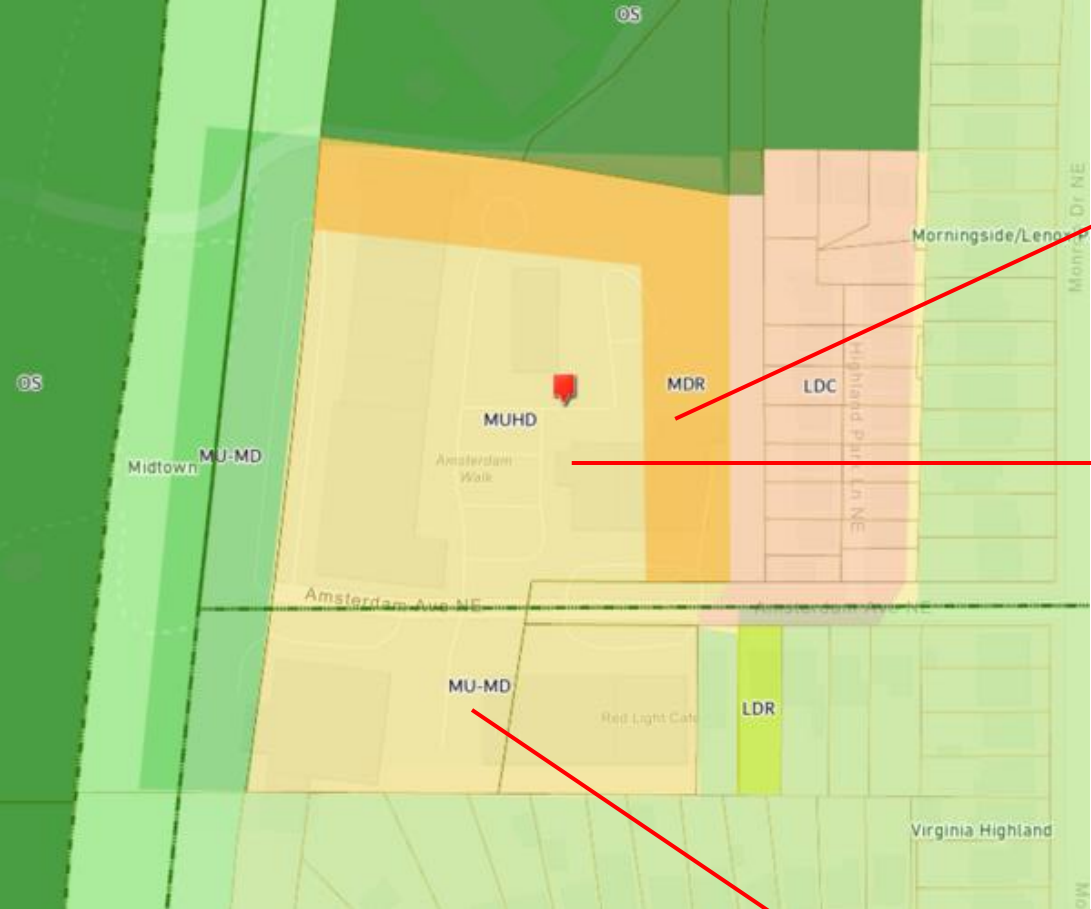
Current Zoning – Transitional Height Planes



Southeast



Current – Atlanta Future Land Use Plan



Medium Density Residential

High Density Mixed Use

Medium Density Mixed Use

BeltLine Subarea 6 Plan - 2011



Residential 1-4 stories

Mixed Use 5-9 stories

Mixed Use 1-4 stories

BeltLine Subarea 6 Plan – 2024 PROPOSED

WELCOME > BACKGROUND > GUIDING PRINCIPLES > DRAFT RECOMMENDATIONS > MEETING WRAP UP



LAND USE CHANGES



Future Land Use and Design

Amsterdam Walk

- A. BeltLine adjacent- MU-MD to MU-HD (10+ stories)
- B. Neighborhood adjacent - MDR to MU-MD (5-9 stories)

When new development is directly adjacent to single family, a transitional height plane should be applied

BeltLine Subarea 6 Plan – 2024 PROPOSED

The following “conditions” were provided to ABI to be included in the new updated Subarea 6 Plan for Amsterdam Walk.

- No self-storage permitted.
- No drive-through uses permitted (drive-through located completely within buildings or structures would be acceptable).
- Provide 75% of the maximum parking allowed in the zoning requirements.
- Provide 2X the zoning requirements for bicycle parking.
- Provide 2X the zoning requirements for electric vehicle parking.
- Provide 25% of the project site as open space.
- Retain an overall allowable density equivalent to what is allowed in C1 (2.696 floor area ratio) in exchange for support for zoning designations needed to allow for a different mix of uses other than what is allowed in C1.
- Provide all parking structures below-grade.
- Provide active retail uses on the ground floor of all commercial buildings and ground floor individual unit entrances for all residential buildings.
- Buildings located within 150 feet of existing adjacent single-family houses or townhomes shall not be taller than such adjacent single-family houses or townhomes.

BeltLine Subarea 6 Plan – 2024 PROPOSED

- Buildings taller than 50 feet that front along the BeltLine shall be limited so that taller buildings do not take up more than 50% of the total BeltLine frontage.
- Individual buildings taller than 50 feet that front along the BeltLine shall not take up more than 200 feet of BeltLine frontage.
- Individual buildings taller than 50 feet that front along the BeltLine shall be located a minimum of 50 feet apart from any other such building.
- Conduct a traffic study for any proposed development – include a scenario without the road diet and a scenario with the road diet – to show the estimated traffic flow of the project with and without the road diet.
- The development must include a vehicular connection to Evelyn St.
- The development must not have a vehicular connection to Orme Cir or Park.
- Improvements needed on Amsterdam (west of Monroe), Dutch Valley Rd, and Westminster Dr, including striping, bulb outs, repaired sidewalks, and making the streets work as biking streets that provides a safe bikable street to connect to the neighborhoods to the east.
- Bike improvements needed on Amsterdam and Cumberland, east of Monroe, per MLPA Master Plan.
- Sidewalk bulbouts needed for side streets that intersect with Monroe, including: Amsterdam, Hillpine, Yorkshire, and Cumberland per MLPA Master Plan.

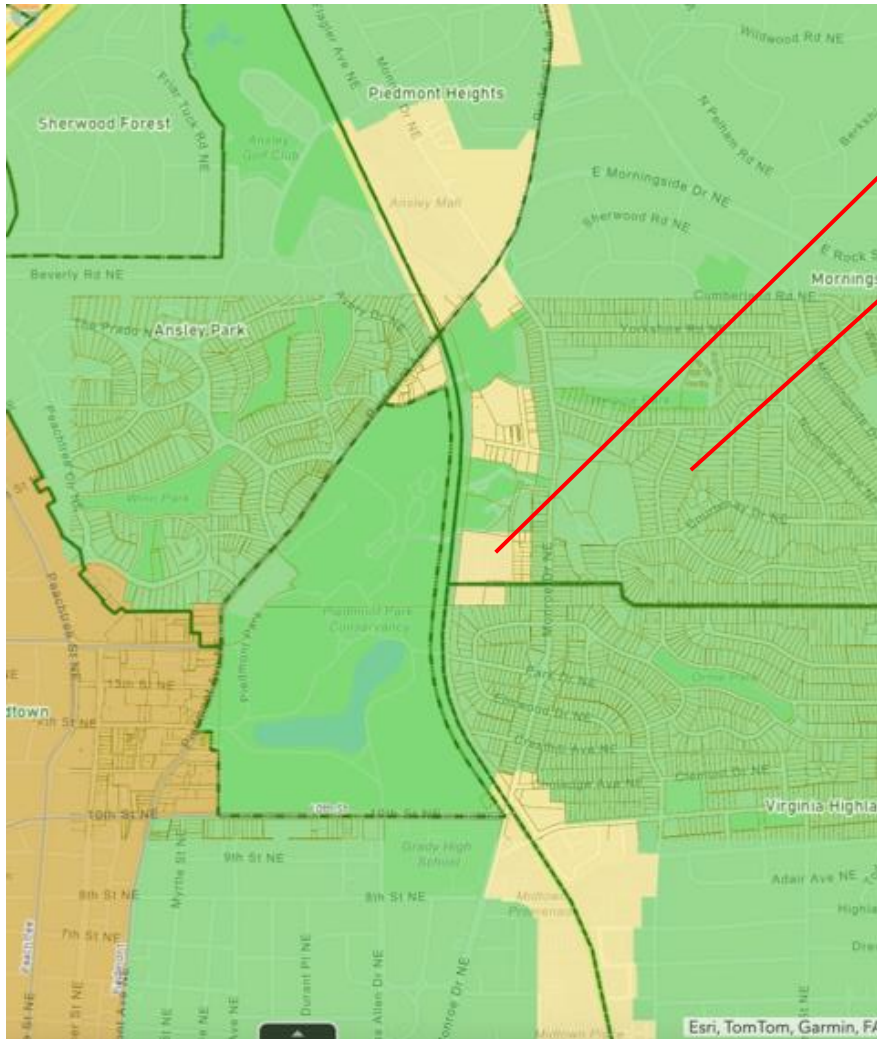
2018 Morningside Master Plan

RECOMMENDATION

Rezone to MRC 1 with the following additional requirements:

- Limit parking to 2.5 spaces/1,000 sq.ft. of non-residential uses.
- Limit parking to 1.25 spaces/1 bedroom units and 2.5 parking spaces/2+ bedroom units.
- Prohibit self-storage, gas stations, drive thru facilities, and retail uses over 20,000 sq.ft.
- Require a mix of residential and non-residential uses.
- Transition height and density so that it is lower where adjacent to single-family residences and higher along the Piedmont Park edges of the properties.

2018 Atlanta City Design (adopted into City Charter)



YELLOW – designated GROWTH area

GREEN – designated CONSERVATION area

GROWTH AREAS DESCRIPTION

“Growth areas are vibrant and active. They are designed for the hustle and bustle of the city. They are found at Atlanta’s core and along its major thoroughfares. Growth makes sense here because the land has already been developed, even though in many cases, it still isn’t used very well. Most growth areas are easily accessible to transit, suitable for walking and biking, and provide direct connections into downtown. Height and density will depend on proximity to transit and other factors, but the idea is that these areas will accommodate most of our growing population in ways that are less dependent on cars.

GDOT – Development of Regional Impact

- The State of Georgia Department of Transportation (GDOT) requires projects over certain sizes to conduct traffic studies – not as a form of making decisions of zoning and land use policy – rather as a means of determining if transportation improvements can be made for a project to improve public safety and access to all modes of transportation to the greatest degree possible
- The traffic study findings conclude, in general, the following:
 - The Road Diet Project will reduce peak hour travel time delay below current levels
 - The Amsterdam Walk project will increase peak hour travel time delay but these delay increases will be lower than the current day (pre-Road Diet) peak hour travel time delay
- The traffic study was conducted by Kimley-Horn civil engineers and traffic planners, using models required of them by GDOT and the Atlanta DOT
- The traffic study process and its findings were reviewed by GDOT and ADOT civil engineers and traffic planners to confirm that their analysis was conducted properly and that it adhered to State and City criteria for such studies
- The traffic study further identified traffic improvements that could be made on Monroe as part of this project that would further reduce peak hour time delay

Recap of Established Public Policies

- Zoning Regulations
 - Allows 1M sqft of mixed use development, limited height controls
- Future Land Use Map Designations
 - Mostly High Density Mixed Use, the highest density allowed in the city
- BeltLine Subarea 6 Master Plans
 - 2011 plan called for height limited to 9 floors
 - New plan calls for 10+ floors along the park and 5-9 floors next to the neighborhood (w/ transitional height planes)
 - Neighborhood added lengthy proposed additional conditions
- Morningside Master Plan
 - Calls for MRC1 zoning which retains the 1M sqft of development allowance
- Atlanta City Design
 - The parcels are designed as a GROWTH CORRIDOR
- GDOT Development of Regional Impact traffic study
 - Study shows peak hour time delay will be lower than current-day delay times
 - Further improvement opportunities identified

Assessment

Rezoning Proposal Assessment

- The City of Atlanta is legally vulnerable when making decisions that are contrary to adopted public policy
- The following is a hierarchy of public policy importance typically utilized by the City of Atlanta for making land use policy decisions...
 - Future Land Use map designations
 - Atlanta City Design designations
 - BeltLine Plans and Neighborhood Master Plans
- Not all of the established public policies are in full alignment and agreement, but...
- The collective public policies are strongly supportive of mixed use development on this property at or in excess of the current C1 density allowance of 1M sqft

Recommendations

Beginning List of Recommendations

1. Include all BeltLine Subarea 6 Plan Update conditions submitted by the neighborhood.
 - NEXT STEP – Include in list of conditions to send to developer.
2. Leverage the identification of additional traffic calming mechanisms in the GDOT Development of Regional Impact report – request the developer and the City of Atlanta to implement those improvements as part of this process.
 - NEXT STEP – Review all of these proposed improvements, provide comments on these proposed improvements.
3. Include Morningside Master Plan and Virginia-Highland Master Plan traffic calming or bike infrastructure recommendations and include those with the above list of requested projects to be implemented as part of the development.
 - NEXT STEP – Identify these projects and send to the developer.
4. Include a condition that all tree requirements be met on-site with no tree recompense utilized.
 - NEXT STEP – Include in list of conditions to send to developer.

Discussion