

Amsterdam Walk

Master Plan

Public Community Meeting

September 27th, 2023

PORTMAN HOLDINGS

SOM

Kimley»Horn

Meeting Agenda:

1. The Amsterdam Walk Proposal
2. Preliminary Traffic Impact Analysis

Site Plan

Proposed Scheme

Provided FAR Area: **1,400,000 SF**

Low Rise Residential

FAR Area: 773,000 SF

High Rise Residential

FAR Area: 222,000 SF

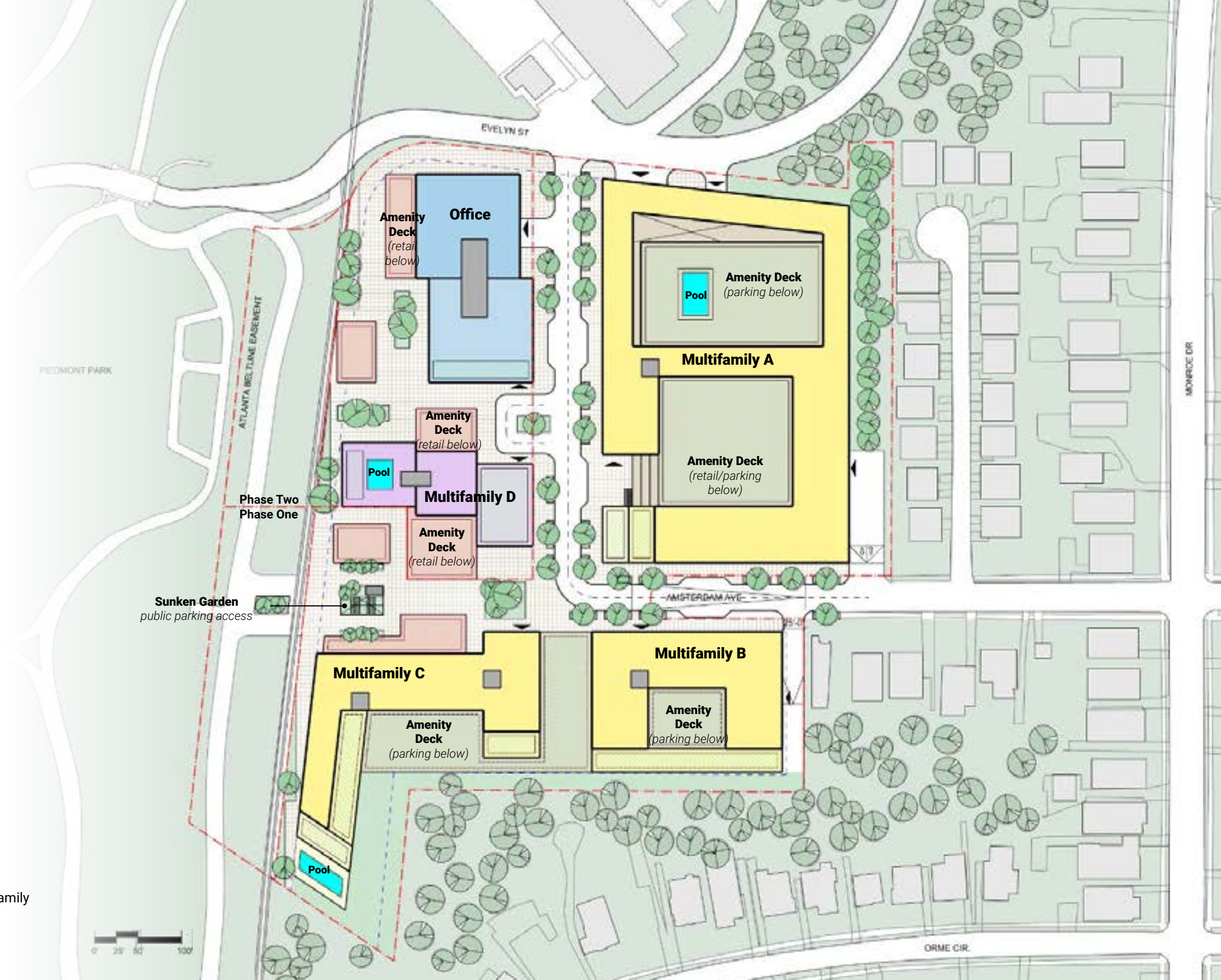
Office

FAR Area: 330,000 SF

Retail

FAR Area: 75,000 SF

- Office
- Multifamily
- Amenity Deck
- Retail
- High Rise Multifamily



3d Massing

Proposed Scheme

Provided FAR Area: **1,400,000 SF**

Target FAR Area:

Low Rise Residential

FAR Area: 773,000 SF

High Rise Residential






FAR Area: 222,000 SF

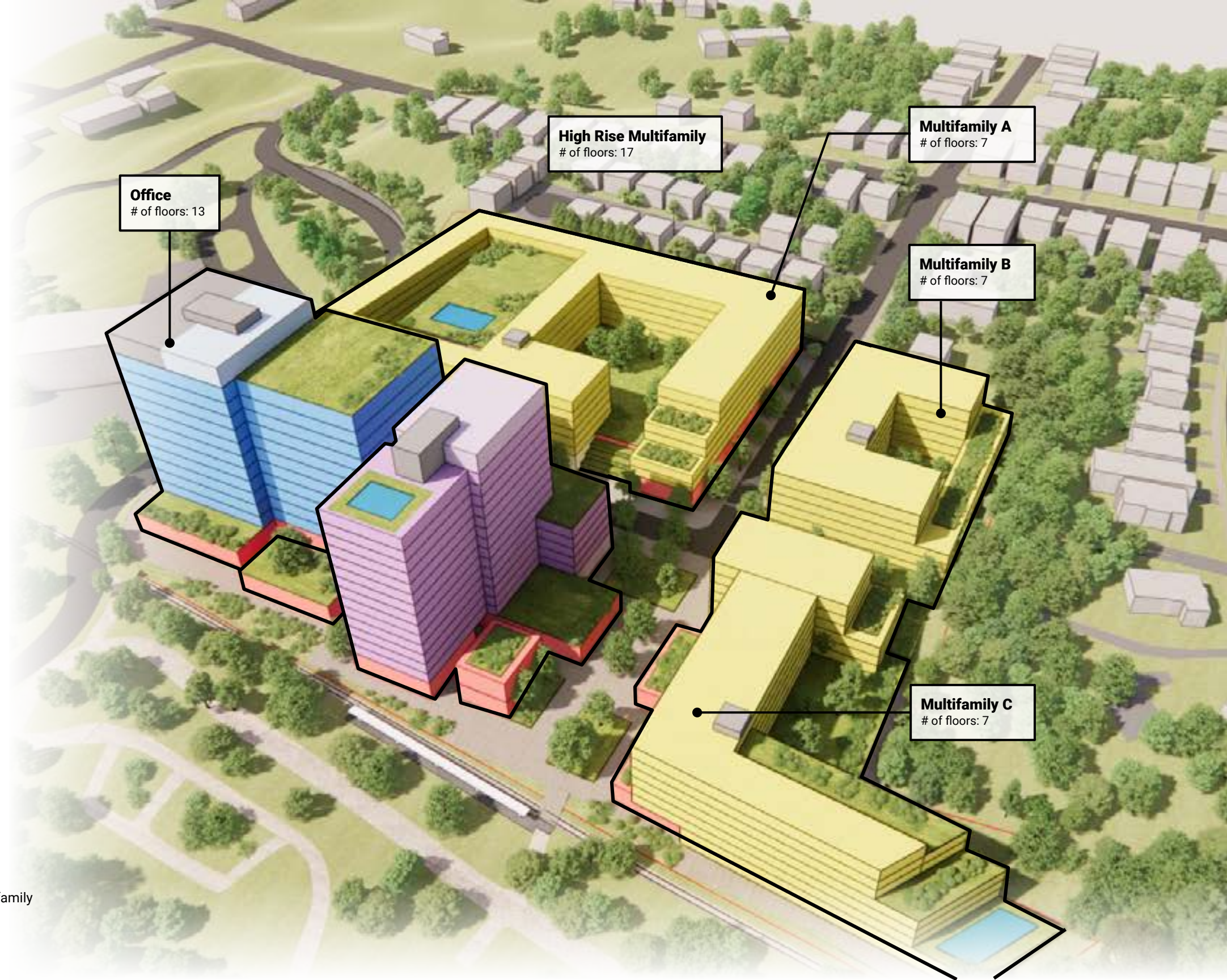
Office

FAR Area: 330,000 SF

Retail

FAR Area: 75,000 SF

-  Office
-  Multifamily
-  Amenity Deck
-  Retail
-  High Rise Multifamily



Retail Plan

EL= +858'

Provided FAR Area: **1,400,000 SF**

Target FAR Area:

Low Rise Residential

FAR Area: 773,000 SF

High Rise Residential

FAR Area: 222,000 SF

Office

FAR Area: 330,000 SF

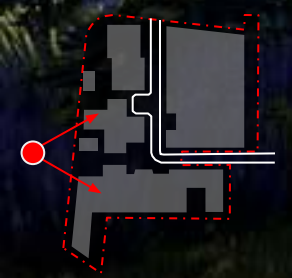
Retail

FAR Area: 75,000 SF

- Office
- Multifamily
- Amenity Deck
- Retail
- High Rise Multifamily



Arriving from the Beltline



View from a Residential Terrace



Arriving on Amsterdam Walk



Evelyn Street



Evelyn Street



The Office Courtyard



The Arrival Courtyard



Parking . . . ▶



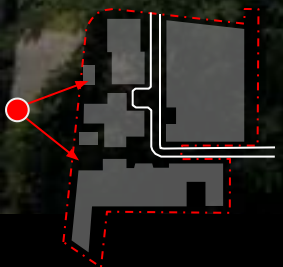


The High Line

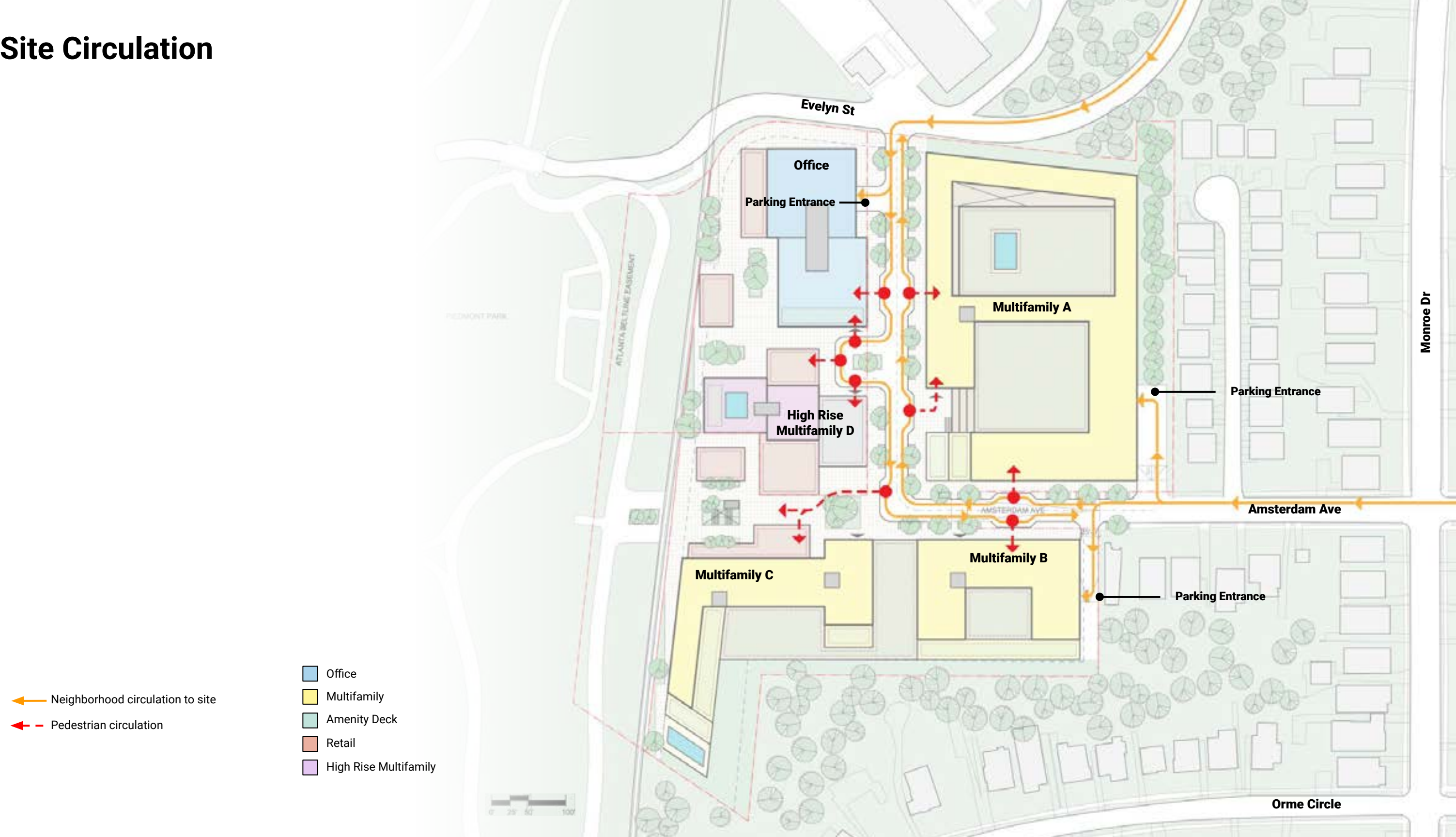


The Wharf, DC

Hovering above Piedmont Park



Site Circulation



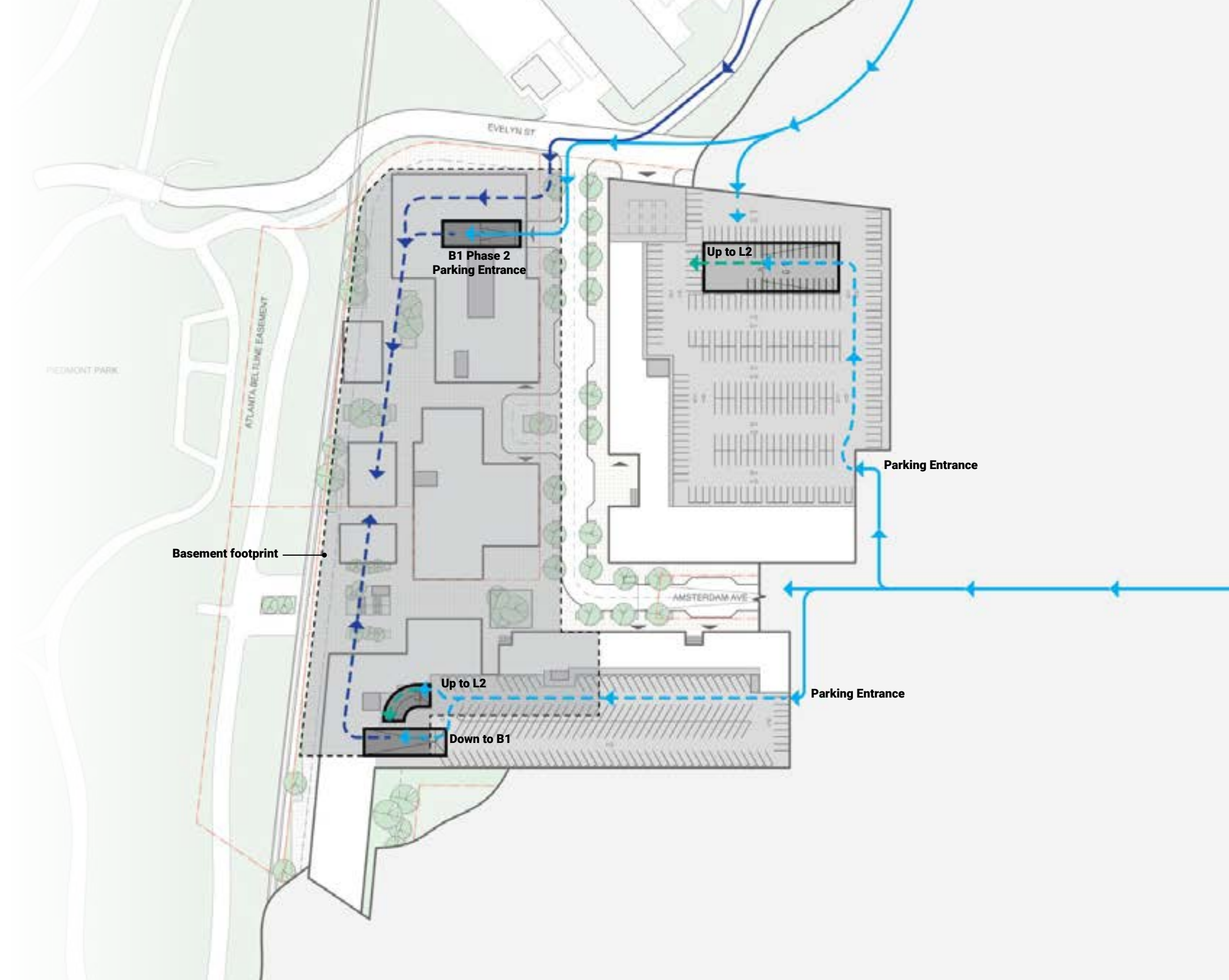
← Neighborhood circulation to site

← - - Pedestrian circulation

- Office
- Multifamily
- Amenity Deck
- Retail
- High Rise Multifamily



Garage Circulation



- ← Above grade circulation to parking
- ← - Internal circulation to parking
- ← - Below grade circulation
- ← - Above ground floor circulation

Preliminary Traffic Impact Analysis

- DRI Update
- Amsterdam Walk Development Program Alternatives – Project Trips
- Historic and Existing Traffic Conditions
 - Monroe Drive, Amsterdam Avenue, Park Drive, and Cumberland Road
- Existing Roadway Capacity
- Impact of Amsterdam Walk Traffic to Existing Traffic – Likely and DRI
- Potential Traffic Mitigation & Monroe Road Diet

DRI Update

- Stakeholders met Monday for Methodology Meeting:
 - Study Intersections:
 - Monroe at Piedmont, Cumberland, Yorkshire*, Evelyn/Worchester, Amsterdam, Park, 10th, and Piedmont at 10th*
 - *Note: City of Atlanta requested two intersections noted above that require new counts; supplemental traffic counts will be collected this week
 - Alternative Mode Estimate for new Development:
 - 25% proposed, 30% decided by ATL Staff
- Anticipate the official Letter of Understanding next week
- Following LOU receipt, will kick-off DRI Phase 2 (Transportation Study)

Amsterdam Walk Development Program Alternatives – Project Trips

Land Use	Existing (Occupied)	DRI	By-Right Office	By-Right Retail	Likely Program
EXISTING DAILY TRIPS	5,506	-	-	-	-
NET <u>NEW</u> DAILY TRIPS	-	3,994	3,934 (-1.5%)	11,061 (+176.9%)	3,915 (-2.0%)
AM PEAK HOUR	236	534	625 (+17.0%)	423 (-20.8%)	444 (-16.9%)
PM PEAK HOUR	493	384	480 (+25.0%)	1,077 (+180.5%)	359 (-6.5%)
SATURDAY DAILY NET	6,094	2,997	2,066 (-31.1%)	13,498 (+350.4%)	2,704 (-9.8%)
	114 KSF Retail* <i>(*126 KSF total – 114KSF currently occupied/studied)</i>	90 KSF Retail 400 KSF Office 900 Multifamily	90 KSF Retail 700 KSF Office 400 Multifamily	700 KSF Retail 90 KSF Office 400 Multifamily	82 KSF Retail 300 KSF Office 934 Multifamily 187 Affordable

*Net proposed trips take standard trip reductions including mixed-use reductions, alternative mode reductions (per DRI Methodology Meeting: 30%), and pass-by reductions, and subtracts the Existing To Be Removed Driveway trips.

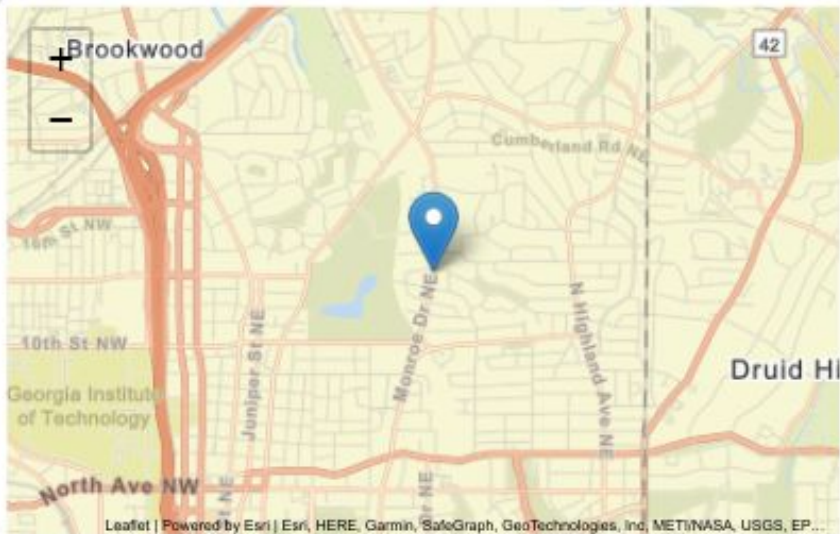
Monroe Drive

between Park Dr and Amsterdam Ave

Site Data



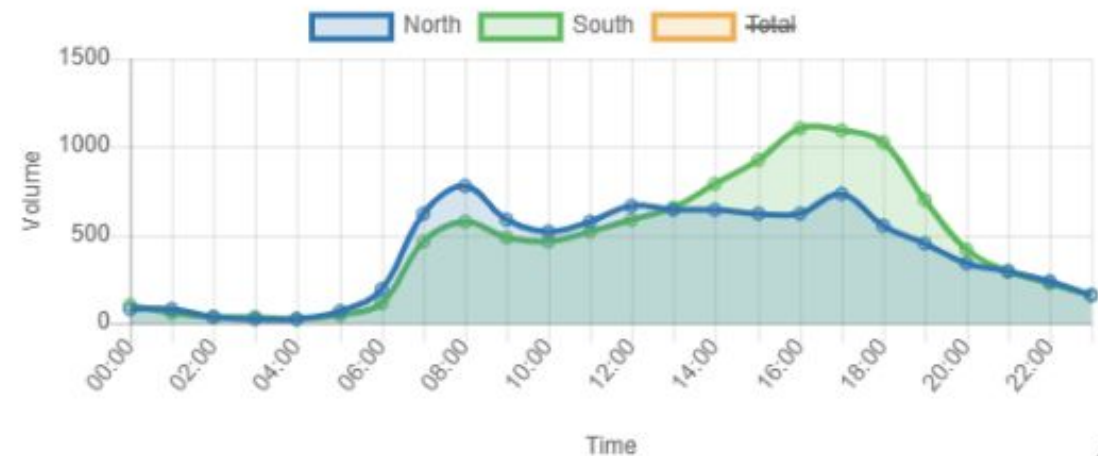
May 2023:
20,360



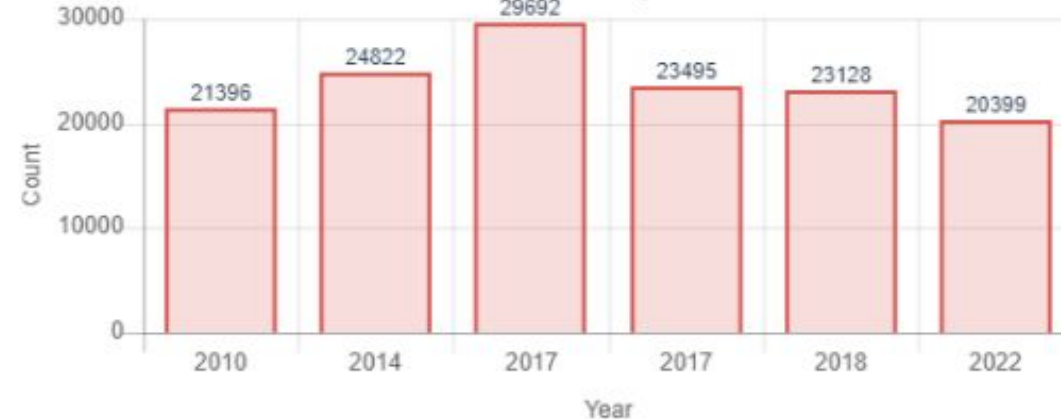
Count History

Year	Month	Count type	Duration	Count
2022	May	Volume	48 hours	20,399
2018	March	Volume	48 hours	23,128
2017	June	Volume	48 hours	23,495
2017	April	Volume	48 hours	29,692
2014	April	Volume	48 hours	24,822
2010	June	Class	48 hours	21,396

Average Hourly Volume



Count History



Annual Statistics

Data Item	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
Statistics type	-	-	Estimated	Estimated	Estimated	Actual	Estimated	Estimated	Estimated	Actual
AADT	19,130	22,500	24,200	25,000	26,500	20,900	21,000	19,400	21,000	17,900
K-Factor	-	0.099	0.099	0.099	-	0.104	0.104	0.104	0.104	0.111
D-Factor	-	0.500	0.500	0.500	-	0.510	0.510	0.510	0.510	0.580
Future AADT	-	-	-	30,300	35,600	37,100	34,400	34,400	33,200	22,600

AADT Trend



0000121_8339 - 121-8339

Amsterdam Ave

between Monroe & N Highland

Site Data



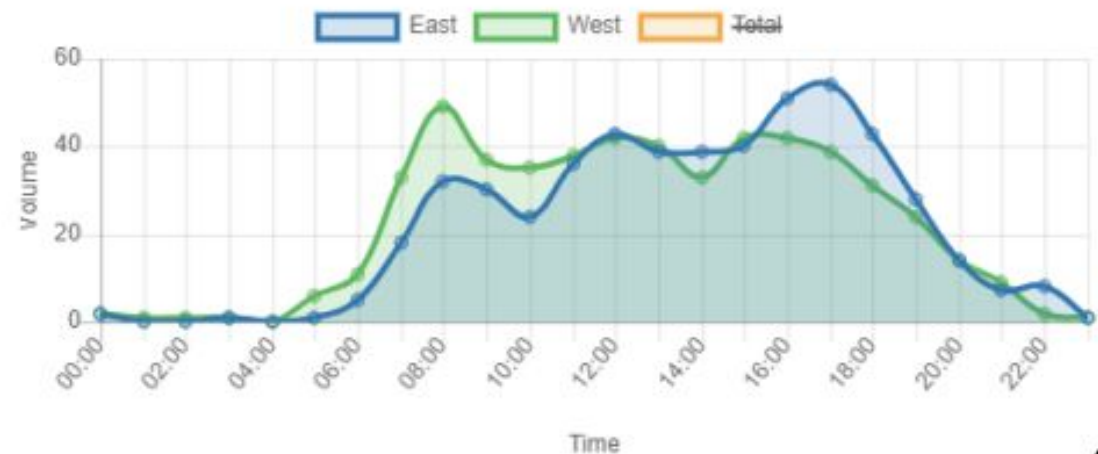
May 2023:
2,371



Count History

Year	Month	Count type	Duration	Count
2020	October	Volume	48 hours	1,574
2012	March	Volume	48 hours	2,936
2009	February	Volume	48 hours	2,706

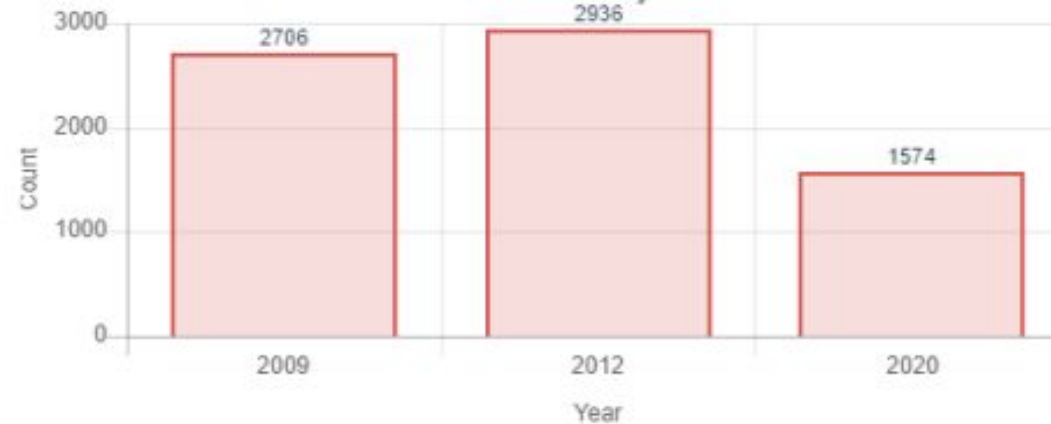
Average Hourly Volume



Annual Statistics

Data Item	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
Statistics type	-	-	Estimated	Estimated	Estimated	Estimated	Estimated	Actual	Estimated	Estimated
AADT	2,600	2,600	2,710	2,780	2,840	2,880	2,940	1,280	1,360	1,400
K-Factor	-	-	-	-	-	-	-	0.105	0.105	0.105
D-Factor	-	-	-	-	-	-	-	0.550	0.550	0.550
Future AADT	-	-	-	3,830	3,980	3,980	4,230	3,850	4,080	1,760

Count History



AADT Trend



Existing 2023 Traffic
(May 2023)

1,513 Daily
142 AM Peak
180 PM Peak

Cumberland Rd



20,360 Daily
1,581 AM Peak
1,945 PM Peak

**Approximate
Site Area**



Monroe Dr

Courtenay Dr

2,371 Daily
164 AM Peak
221 PM Peak

Amsterdam Ave

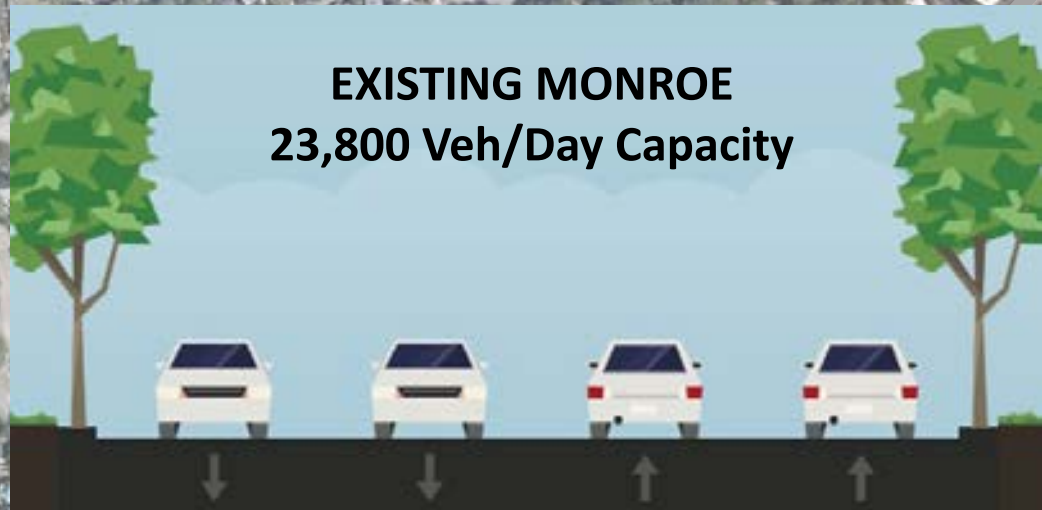
North Highland Ave

Park Dr

4,013 Daily*
407 AM Peak
502 PM Peak

* Estimated Daily based on Peak Hour counts

Roadway Capacity



8,700
Veh/Day

Cumberland Rd

23,800
Veh/Day

Monroe Dr



Courtenay Dr

23,800
Veh/Day

8,700
Veh/Day

Amsterdam Ave

Park Dr

8,700
Veh/Day

North Highland Ave



Anticipated DRI Traffic

Approx. 2-3 new cars every minute during AM/PM Peak Periods

Approx. 1 new car every 3-5 minutes during AM/PM Peak Periods

Approximate Site Area



1,839 Daily
126 AM Peak
149 PM Peak

1,699 Daily
118 AM Peak
146 PM Peak

181 Daily
13 AM Peak
16 PM Peak

246 Daily
15 AM Peak
22 PM Peak

210 Daily
14 AM Peak
19 PM Peak

Cumberland Rd

Courtenay Dr

Amsterdam Ave

Park Dr

Monroe Dr

North Highland Ave



Percent Change in Existing Traffic from DRI

12% Daily
9.2% AM Peak
8.9% PM Peak

Cumberland Rd



9.0% Daily
8.0% AM Peak
7.7% PM Peak

Piedmont Ave

Monroe Dr

Approximate Site Area



8.3% Daily
7.5% AM Peak
7.5% PM Peak

Courtenay Dr

10% Daily
9.1% AM Peak
10% PM Peak

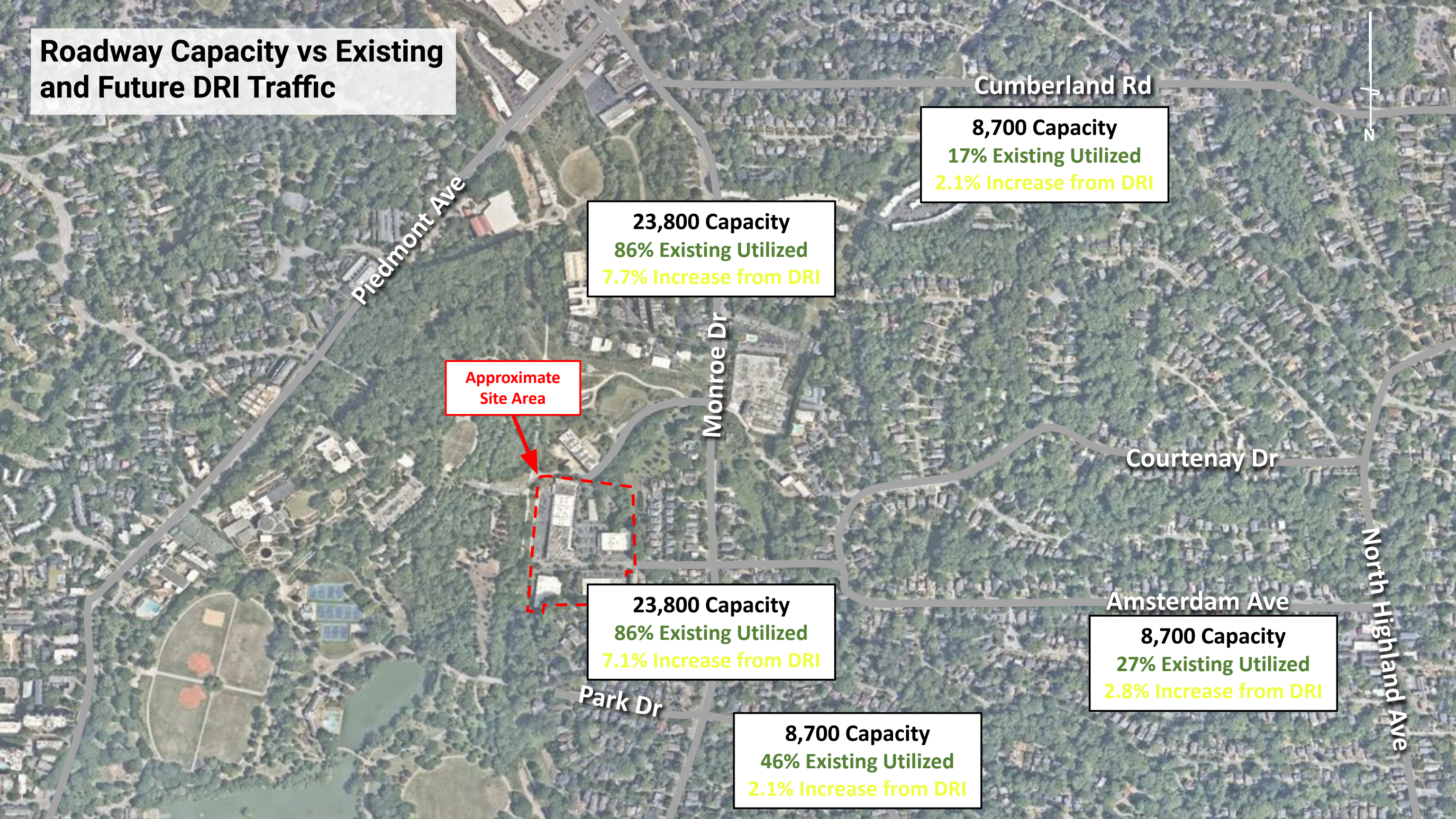
Amsterdam Ave

North Highland Ave

Park Dr

4.6% Daily
3.2% AM Peak
3.2% PM Peak

Roadway Capacity vs Existing and Future DRI Traffic



8,700 Capacity
17% Existing Utilized
2.1% Increase from DRI

23,800 Capacity
86% Existing Utilized
7.7% Increase from DRI

Approximate Site Area

23,800 Capacity
86% Existing Utilized
7.1% Increase from DRI

8,700 Capacity
27% Existing Utilized
2.8% Increase from DRI

8,700 Capacity
46% Existing Utilized
2.1% Increase from DRI

Potential Traffic Mitigation

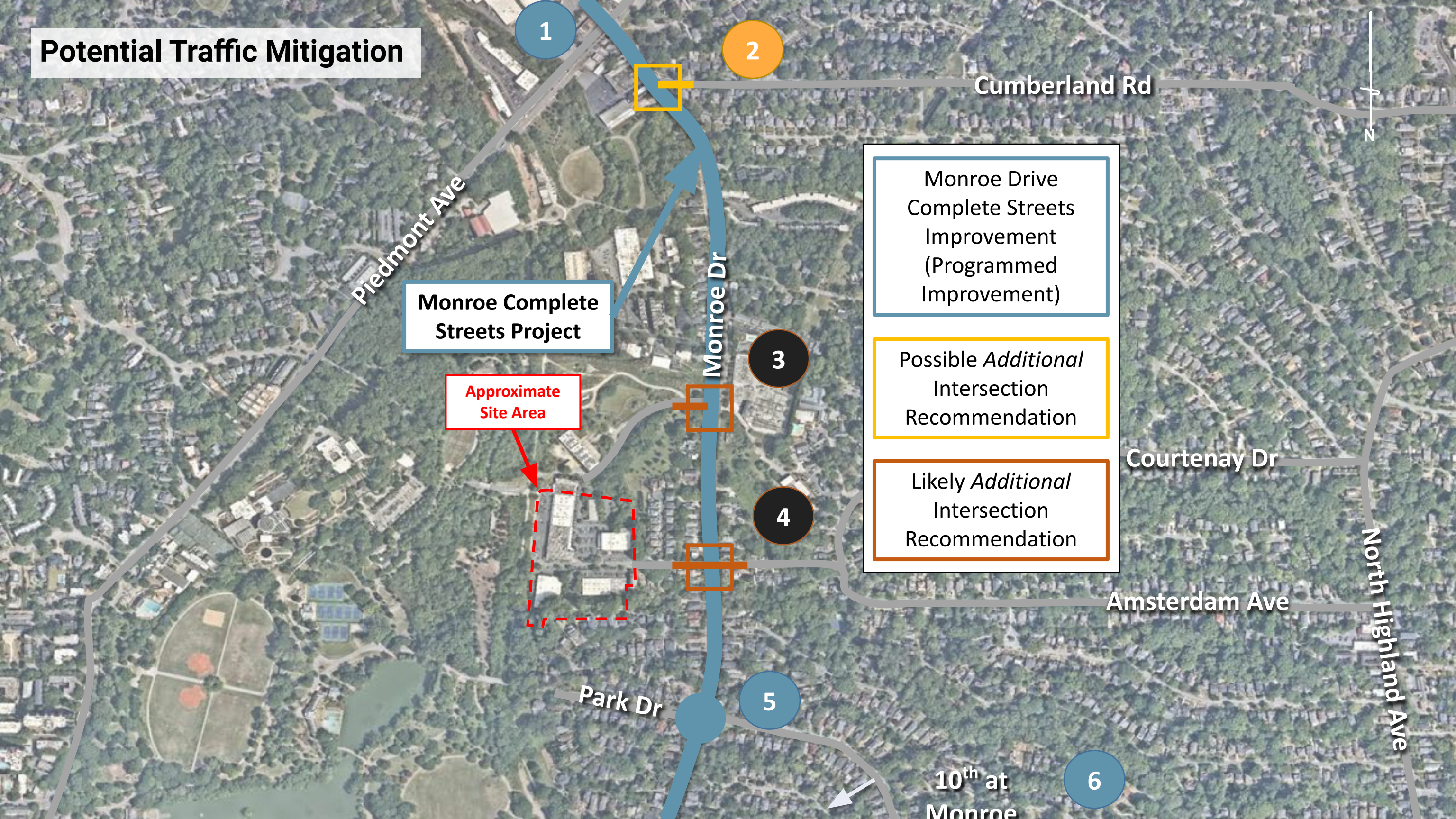
Monroe Complete Streets Project

Approximate Site Area

Monroe Drive Complete Streets Improvement (Programmed Improvement)

Possible *Additional* Intersection Recommendation

Likely *Additional* Intersection Recommendation



1

2

3

4

5

6

Cumberland Rd

Piedmont Ave

Monroe Dr

Courtenay Dr

Amsterdam Ave

Park Dr

10th at Monroe

North Highland Ave

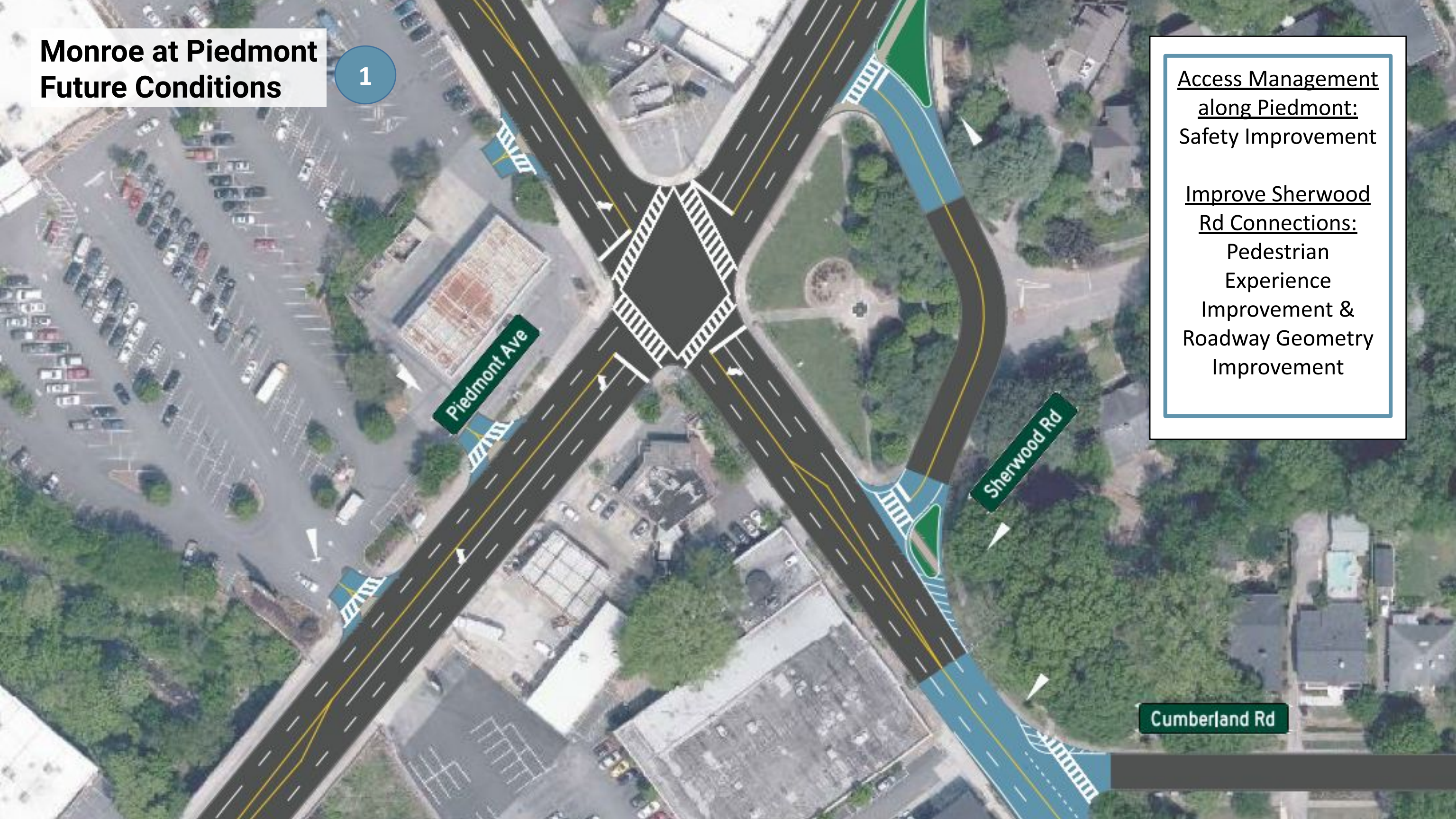
Monroe at Piedmont Existing Conditions

1



Monroe at Piedmont Future Conditions

1



Access Management
along Piedmont:
Safety Improvement

Improve Sherwood
Rd Connections:
Pedestrian
Experience
Improvement &
Roadway Geometry
Improvement

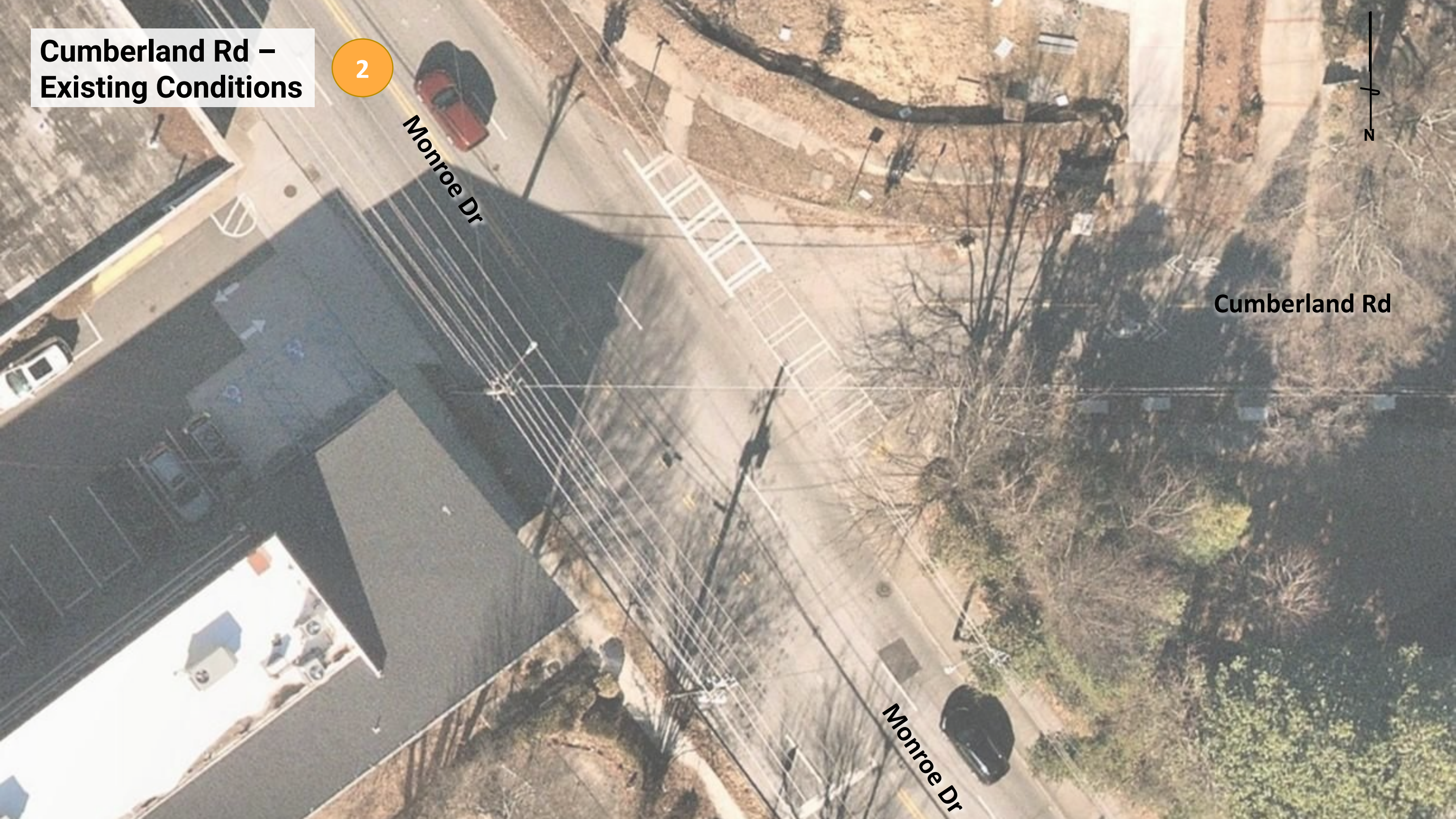
**Cumberland Rd –
Existing Conditions**

2

Monroe Dr

Cumberland Rd

Monroe Dr



**Cumberland Rd –
Future Conditions**

2

**MONROE ROAD DIET
TRANSITION TO 3-LANE**



Road Diet Lane
Transition:
Traffic Calming

Provide a Dedicated
Left-Turn Lane on
Cumberland:
Would reduce delay
for traffic turning
right onto Monroe Dr



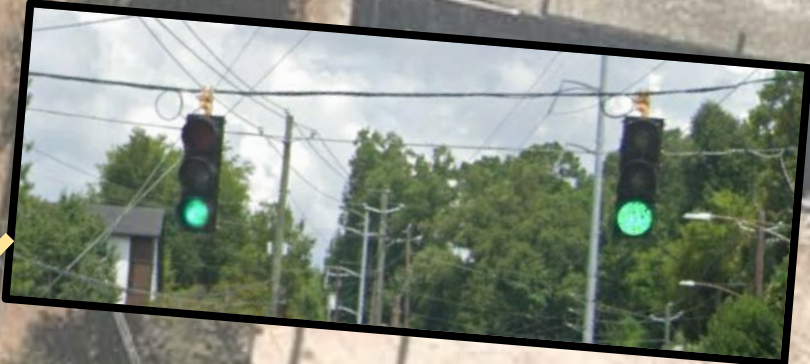
**Evelyn/Worcester
Existing Conditions**

3

Evelyn St/Worcester Dr

Monroe Dr

Monroe Dr



Existing Shared
Left/Through Lane
Creates Delays for
Monroe Progression

Evelyn/Worcester Future Conditions

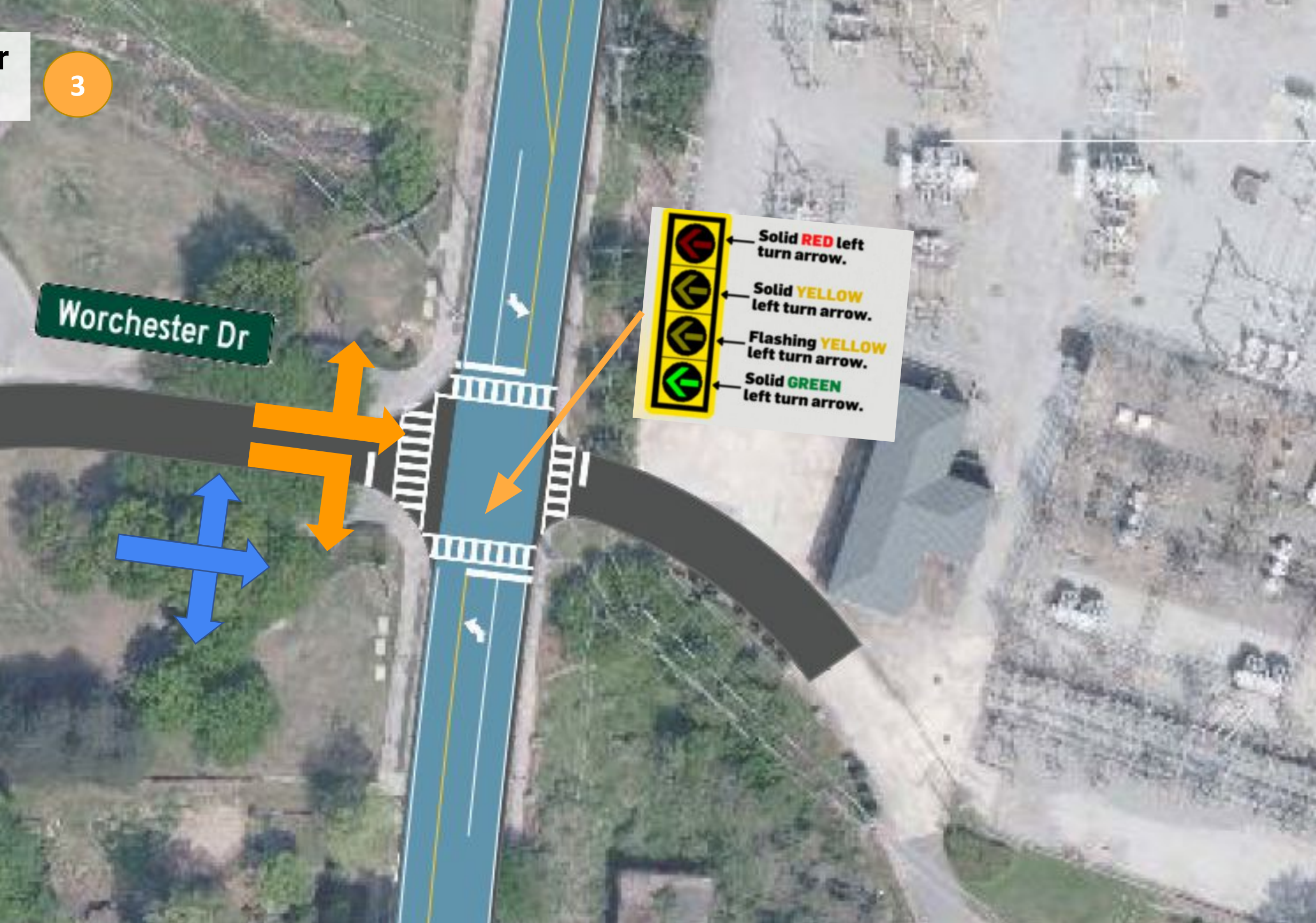
3

Worcester Dr

Road Diet:
Traffic Calming,
Dedicated Left-Turn
Lanes to Improve
Monroe Progression

Provide a Left-Turn
Signal Phase on
Monroe:
Would dedicate time
for vehicles turning
onto Evelyn Street;
safety and
operational
improvement

Provide a Dedicated
Left-Turn Lane on
Evelyn:
Would reduce delay
for traffic turning
right onto Monroe Dr



**Amsterdam Ave –
Existing Conditions**

4

Monroe Dr



Left-Turn Phase Existing

Amsterdam Ave

Amsterdam Ave

Monroe Dr

Existing Shared
Left/Through Lane
Creates Delays for
Monroe Progression

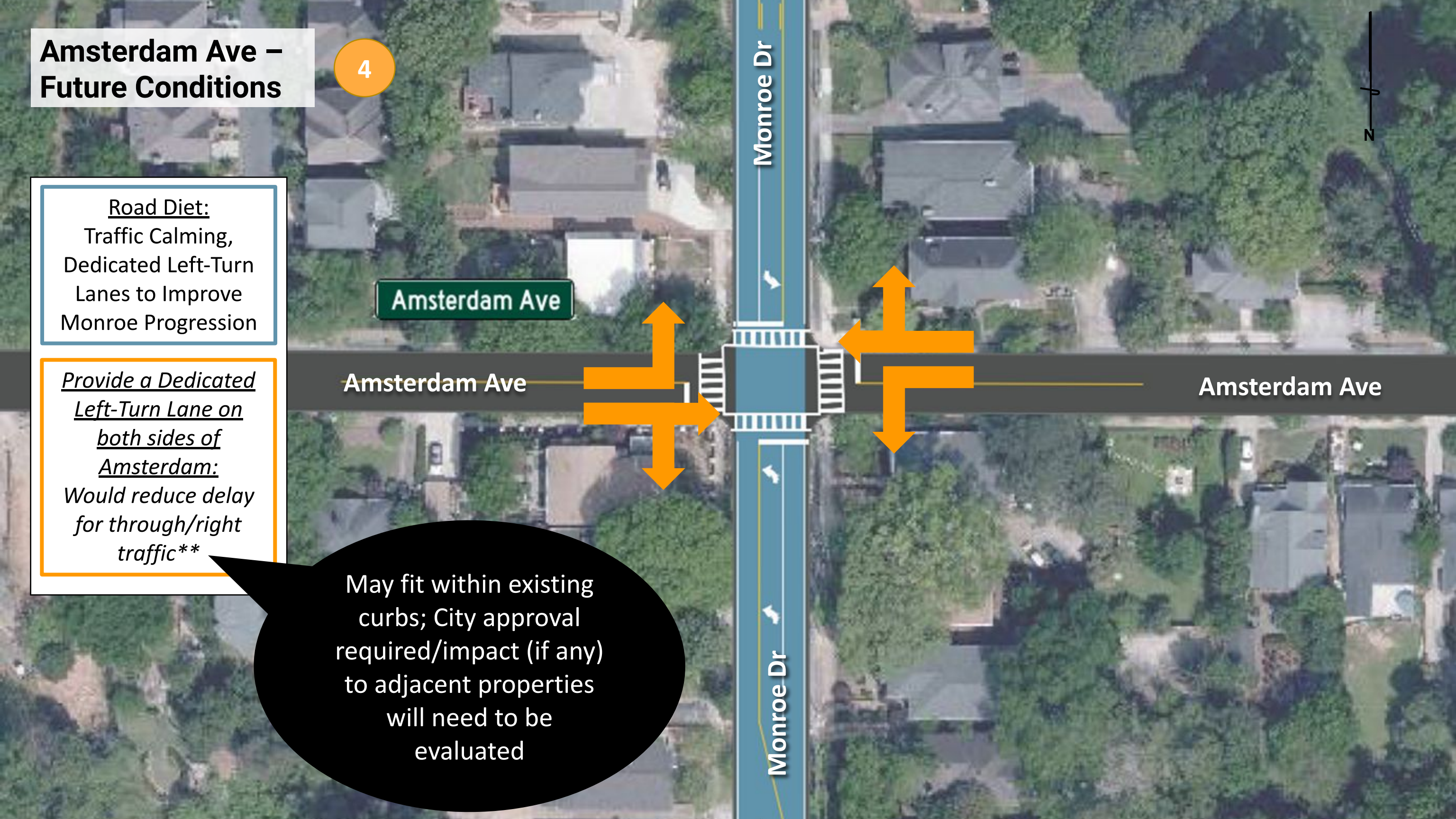
Amsterdam Ave – Future Conditions

4

Road Diet:
Traffic Calming,
Dedicated Left-Turn
Lanes to Improve
Monroe Progression

Provide a Dedicated
Left-Turn Lane on
both sides of
Amsterdam:
Would reduce delay
for through/right
traffic**

May fit within existing curbs; City approval required/impact (if any) to adjacent properties will need to be evaluated



**Park Dr –
Existing Conditions**

5



Park Dr

Monroe Dr

Park Dr

Monroe Dr

N

Park Dr – Future Conditions

5

Single-Lane Roundabout:

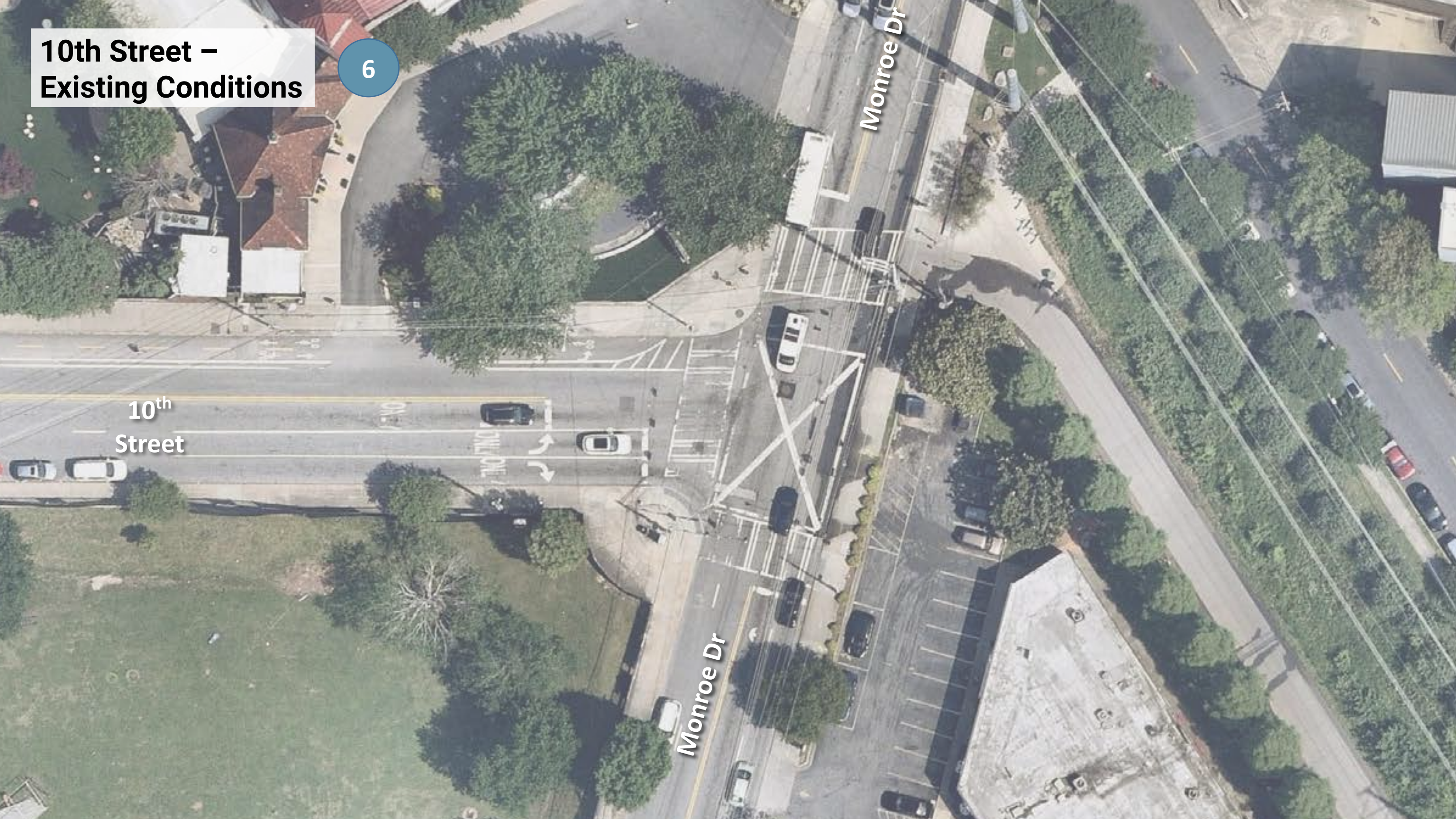
- Improved intersection safety from lower speeds and fewer conflict points
- Improved operations from constant flow

PARK DRIVE
SINGLE-LANE
ROUNDABOUT



**10th Street –
Existing Conditions**

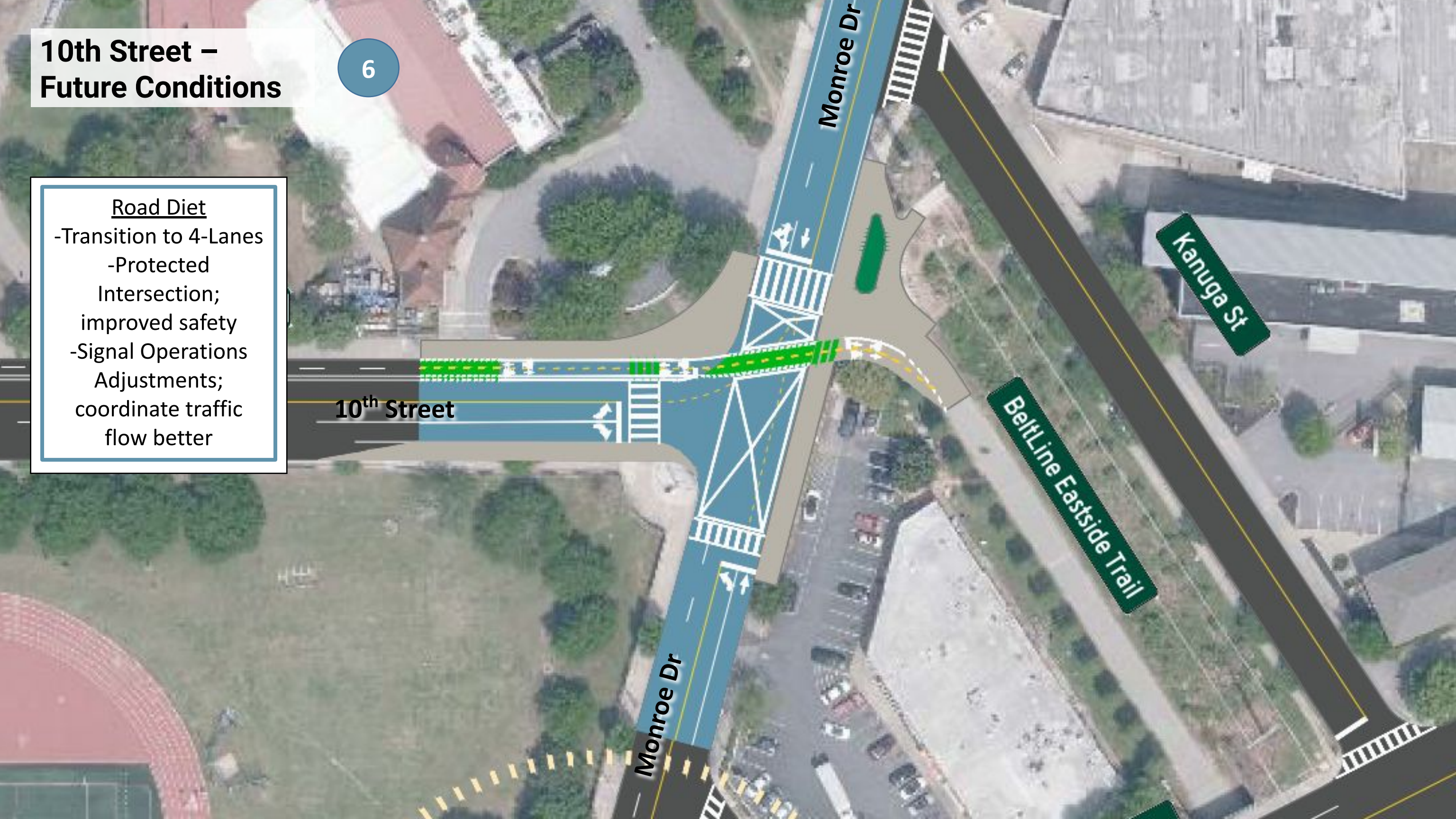
6



10th Street – Future Conditions

6

- Road Diet
- Transition to 4-Lanes
- Protected Intersection; improved safety
- Signal Operations Adjustments; coordinate traffic flow better



PORTMAN HOLDINGS

SOM

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