



**NOTICE OF DECISION**

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**To:** Anna Roach, ARC  
**(via electronic mail)** Bob Voyles, GRTA  
Dick Anderson, GRTA  
Kathryn Zickert, GRTA  
Sharon Mason, GRTA  
Sonny Deriso, GRTA

**To:** City of Atlanta  
**(via electronic mail and certified mail)** Mike Green, Portman Holdings

**From:** Jannine Miller, GRTA Executive Director

**Copy:** Donald Shockey, ARC  
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Kate Culver, Portman  
Jessica Hill, Troutman  
Natavis E. Harris, MARTA

**Date:** January 9, 2024

## Notice of Decision for Request for Non-Expedited Review of DRI 4065 Amsterdam Walk

The purpose of this notice is to inform Mike Green, Portman Holdings (the Applicant) and the City of Atlanta (the Local Government), the Georgia Regional Transportation Authority (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 Development of Regional Impact (DRI) 4065 Amsterdam Walk (the DRI Plan of Development). GRTA has completed a non-expedited Review for the DRI Plan of Development pursuant to Section 4.2.3 of the *GRTA DRI Review Procedures* and has determined that the DRI Plan of Development meets the GRTA review criteria set forth in Section 4.3. 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 substantial construction of the proposed DRI has been commenced during this ten (year) period.

The notice of decision is based on a review of the applicant's DRI Review Package received by GRTA on November 8, 2023. The review package includes: the site development plan (Site Plan) dated November 7, 2023 titled "Amsterdam Walk" prepared by Kimley Horn, the Transportation Study dated November 2023, prepared by Kimley Horn received by GRTA on November 8, 2023, and the DCA Initial and Additional forms filed on September 8, 2023 and November 9, 2023.

Pursuant to Section 5 of the *GRTA DRI Review Procedures* the Applicant, the GRTA Land Development Committee and the local government have a right to appeal this decision within five (5) Business 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 Section 5 of the *GRTA DRI Review Procedures*. If GRTA staff receives an appeal, you will receive another notice from GRTA and the Land Development Committee will schedule the appeal hearing according to the timeline established in Section 5.1.2 of the *GRTA DRI Review Procedures*.

DocuSigned by:  
  
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Jannine Miller  
Executive Director  
Georgia Regional Transportation Authority

## Attachment A – General Conditions

### General Conditions of Approval to GRTA Notice of Decision:

#### Pedestrian, Bicycle and Transit Facilities

- Provide pedestrian connectivity between all buildings, uses, existing and future pedestrian access points.
- To the maximum extent possible, new driveways and intersection corners where pedestrians and cyclists will cross should be constructed with minimal curb radii to reduce speeds of turning vehicles and decrease crossing distance for pedestrians.
- Coordinate with the City of Atlanta to improve bicycle and pedestrian connectivity along Amsterdam Avenue.
- Coordinate with private property owner (City of Atlanta Watershed) to improve bicycle and pedestrian connectivity along Evelyn Street (private road).
- Coordinate with the Atlanta BeltLine to provide direct connectivity between the site and the BeltLine.
- Coordinate with MARTA to consider improvements and/or relocation of bus stops along Monroe Drive routes.
- Coordinate with MARTA to consider design elements that could support bus route and long-range planned Atlanta Streetcar connectivity in the vicinity of the project site.

### Roadway & Site Access Improvement Conditions to GRTA Notice of Decision:

#### Amsterdam Walk Development

- The proposed development is to provide vehicular access via two (2) access points.

#### Driveway A (Evelyn Street)

- Coordinate with the City of Atlanta Watershed Department to determine the exact geometry, control, and connection between Amsterdam Walk site and Evelyn Street.
- Driveway A is to be full movement and provide access to the entire site.

#### Driveway B (Amsterdam Avenue)

- Amsterdam Avenue is existing and is to remain a full-movement access to continue to provide access to the entire site.

#### Atlanta BeltLine Connectivity

- Coordinate with the Atlanta BeltLine to provide direct connections to the Atlanta BeltLine and Piedmont Park along the west frontage of the site.

#### Atlanta Streetcar Connectivity

- The development is to provide an access point to the long-range future Atlanta Streetcar.

## **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 “Proposed Conditions of Approval to GRTA Notice of Decision” set forth in Attachment A are provided.

## **Attachment C – Required Improvements to Serve the DRI**

As defined by the *GRTA DRI Review Procedures*, a “Required Improvement means a land transportation service or access 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:**

#### **General Conditions of Approval to GRTA Notice of Decision:**

##### Pedestrian, Bicycle and Transit Facilities

- Provide pedestrian connectivity between all buildings, uses, existing and future pedestrian access points.
- Provide, improve, or reconstruct the sidewalk per the site plan, along Amsterdam Avenue, at a width of 5’ – 10’, or as approved by ATLDOT.
- To the maximum extent possible, new driveways and intersection corners where pedestrians and cyclists will cross should be constructed with minimal curb radii to reduce speeds of turning vehicles and decrease crossing distance for pedestrians.
- Coordinate with the City of Atlanta to improve bicycle and pedestrian connectivity along Amsterdam Avenue.
- Coordinate with private property owner (City of Atlanta Watershed) to improve bicycle and pedestrian connectivity along Evelyn Street (private road).
- Coordinate with the Atlanta BeltLine to provide direct connectivity between the site and the BeltLine.
- Coordinate with MARTA to consider improvements and/or relocation of bus stops along Monroe Drive routes.
- Coordinate with MARTA to consider design elements that could support bus route and long-range planned Atlanta Streetcar connectivity in the vicinity of the project site.

#### **Roadway & Site Access Improvement Conditions to GRTA Notice of Decision:**

##### Amsterdam Walk Development

- The proposed development is to provide vehicular access via two (2) access points.

##### Driveway A (Evelyn Street)

- Coordinate with the City of Atlanta Watershed Department to determine the exact geometry, control, and connection between Amsterdam Walk site and Evelyn Street.
- Driveway A is to be full movement and provide access to the entire site.

#### Driveway B (Amsterdam Avenue)

- Amsterdam Avenue exists and is to remain a full-movement access to continue to provide access to the entire site.

#### Atlanta BeltLine Connectivity

- Coordinate with the Atlanta BeltLine to provide direct connections to the Atlanta BeltLine and Piedmont Park along the west frontage of the site.

#### Atlanta Streetcar Connectivity

- The development is to provide an access point to the long-range future Atlanta Streetcar.

### **Section 2:**

#### **Roadway Improvement Conditions to GRTA Notice of Decision:**

##### Monroe Drive and Cumberland Road (Intersection 2)

- Consider widening or restriping the westbound approach along Cumberland Rd to provide a dedicated right-turn lane such that the approach consists of one shared left-turn/through lane and one dedicated right-turn lane.
- Coordinate with the private property owner to consider widening or restriping the eastbound approach of the Private Driveway to provide a dedicated right-turn lane such that the approach consists of one shared left-turn/through lane and one dedicated right-turn lane.

##### Monroe Drive and Yorkshire Road (Intersection 3)

- Consider widening or restriping the westbound approach along Yorkshire Road to provide dedicated left-turn and right-turn lanes.

##### Monroe Drive and Evelyn Street/Worchester Drive (Intersection 4)

- Coordinate with private property owner to widen or restripe the eastbound approach along Evelyn Street to provide a dedicated left-turn lane and a shared through/right-turn lane.
  - Adjust the signal timings, accordingly, consider installing a 4-section flashing yellow left-turn signal head to provide a protected eastbound left-turn phase and phasing flexibility.
  - Note: Evelyn Street is a private road on the City of Atlanta Watershed property. Coordination between the Applicant team and Atlanta Watershed is ongoing to identify a private road improvement to Evelyn Street that would support vehicular, bicycle, and pedestrian access.

##### Monroe Drive and Amsterdam Avenue (Intersection 5)

- Consider widening or restriping both the eastbound and westbound approaches along Amsterdam Avenue to provide a dedicated left-turn lane and a shared through/right-turn lane.
  - Adjust the signal timings accordingly, consider installing a protected and permissive left-turn phase for the eastbound and westbound left-turn movements.

### **SYSTEM CONSIDERATIONS FOR MONROE COMPLETE STREET OR FUTURE IMPROVEMENT**

#### Monroe Drive Bicycle Infrastructure

- The proposed Amsterdam Walk redevelopment would be supportive of bicycle infrastructure along Monroe Drive, either to be included in the current Monroe Drive Complete Street project or future improvement.

Note: The following improvements would be needed to meet GRTA LOS standards. However, any changes along Monroe Drive would require thorough coordination with the City of Atlanta *Monroe Drive Complete Street* project. It should be noted that the improvements identified to meet GRTA's LOS standards at Monroe Dr and Park Dr (Intersection 6) may not support city's goal for the intersection.

Monroe Drive and Piedmont Avenue (Intersection 1)

- Provide an additional southbound left-turn lane along Monroe Drive such that the southbound approach consists of dual left-turn lanes, one dedicated through lane, and one shared through-right-turn lane.
  - Adjust the signal timings accordingly, the southbound left-turn phase should be protected-only to serve the dual left turn lanes.
  - Note: dual left-turn lanes would not fit within existing right-of-way and are not recommended without additional consideration.

Monroe Drive and Park Drive (Intersection 6) - programmed future roundabout per Monroe Drive Complete Street

- Utilize the future 3-lane section along Monroe Drive to provide two (2) southbound roundabout approach and circulation lanes (one shared left-turn/through lane and one shared through/right-turn lane) with two (2) southbound receiving lanes, and one (1) northbound approach, circulating, and receiving lane.
- Reallocate the programmed northbound right-turn lane to become a westbound right-turn lane to serve heavy westbound right-turn traffic volumes.