



DRI REGIONAL REVIEW FINDING

Atlanta Regional Commission • 229 Peachtree Street NE | Suite 100 | Atlanta, Georgia 30303 • ph: 404.463.3100 fax: 404.463.3205 • atlantaregional.org

DATE: January 4, 2024

TO: Mayor Andre Dickens, City of Atlanta
ATTN TO: Keyetta Holmes, Zoning and Development Director, City of Atlanta
FROM: Mike Alexander, COO, Atlanta Regional Commission
RE: Development of Regional Impact (DRI) Review

ARC has completed a regional review of the below DRI. ARC reviewed the DRI's relationship to regional plans, goals and policies – and impacts it may have on the activities, plans, goals and policies of other local jurisdictions as well as state, federal and other agencies. This final report does not address whether the DRI is or is not in the best interest of the host local government.

Name of Proposal: 2023 Amsterdam Walk DRI 4065

Submitting Local Government: City of Atlanta

Date Opened: December 12, 2023

Date Closed: January 4, 2024

Description: Project Description: A DRI review of a proposal to construct a mixed-use project with 900 residential units, 400,000 SF of office space, and 90,000 SF of ground floor retail space on the 11.4 site of the current Amsterdam Walk development on Amsterdam Avenue fronting the Beltline Northeast Trail in the City of Atlanta.

Comments:

Key Comments

The project strongly aligns with applicable Maturing Neighborhoods policy recommendations which note: "infill development, redevelopment, and adaptive reuse of existing buildings in this area needs to be balanced with the preservation of existing single-family neighborhoods, as well as the need for additional usable parks and greenspace close to residents, including amenities such as trails and sidewalks."

The project's mix of residential, retail, and office uses and provision of several landscaped public plazas is supportive of regional placemaking and walkability policies.

The project's treatment of the extensive Beltline frontage will need to be carefully coordinated with the City of Atlanta and the Beltline organization.

The project is expected to generate a total of 3,994 daily new car trips. Associated roadway improvements to mitigate this traffic impact are proposed.

The proposed expanded sidewalk on the north side of Amsterdam Avenue will be critical to ensuring easy and inviting pedestrian access from the surrounding neighborhood to the east and the MARTA stops on Monroe Drive.

Pedestrian, bicycle and vehicular access to the project from Monroe Drive should be carefully coordinated with the City of Atlanta's pending plans for the Monroe Drive Complete Streets project.

Final project design should be carefully coordinated with the surrounding neighborhood residents to limit impacts.

General Comments

According to the ARC Unified Growth Policy Map (UGPM), part of The Atlanta Region's Plan, the site of this DRI is designated as Maturing Neighborhoods. The Plan's Regional Development Guide (RDG) provides general information and policy recommendations for Maturing Neighborhoods as described at the end of these comments.

The project's mix of residential, retail, and office uses is strongly supportive of regional placemaking and walkability policies. The project utilizes previously developed land for a more intensive mixed-use development that is accessible by a range of transportation modes. Close coordination with the surrounding single-family residents on final project design to limit the project's impact on the neighborhood is strongly recommended.

Transportation and Mobility Comments

ARC's Transportation and Mobility comments are attached.

The project is expected to generate a total of 3,994 daily new car trips. Associated roadway improvements to mitigate this traffic impact are proposed.

The proposed expanded sidewalk on the north side of Amsterdam Avenue will be critical to ensuring easy and inviting pedestrian access from the surrounding neighborhood to the east and the MARTA stops on Monroe Drive.

Pedestrian, bicycle and vehicular access to the project from Monroe Drive should be carefully coordinated with the City of Atlanta's pending plans for the Monroe Drive Complete Streets project.

Care should be taken to ensure that the constructed development provides an interconnected, functional, clearly marked and comfortable pedestrian experience on all driveways, paths, entrances, and parking areas. To the maximum extent possible, new driveways and intersection corners where pedestrians will

cross should be constructed with minimal curb radii to reduce speeds of turning vehicles and decrease crossing distances for pedestrians.

Natural Resources Comments

ARC's Natural Resources Comments are attached.

Environmental Comments

The project can support The Atlanta Region's Plan by incorporating aspects of regional environmental policy, including green infrastructure, low-impact design, e.g., pervious pavers, rain gardens, vegetated swales, etc., in parking areas and site driveways, and as part of any improvements to site frontages.

Unified Growth Policy Considerations: Maturing Neighborhoods

This DRI site falls under the UGPM Maturing Neighborhoods category which are older neighborhoods that include both single- and multi-family development, as well as commercial and office uses at connected key locations, that were mostly built out before 1980. They represent the largest part of the region that is facing infill and redevelopment pressures. In many cases, infrastructure is in place to handle additional growth, but in some areas, infrastructure is built out with limited capacity for expansion. This may constrain the amount of additional growth possible in certain areas. Many arterial streets in this area are congested due to their use as regional routes for commuters. Limited premium transit service is available in these areas.

The demand for infill development, redevelopment, and adaptive reuse of existing buildings in this area needs to be balanced with the preservation of existing single-family neighborhoods, as well as the need for additional usable parks and greenspace close to residents, including amenities such as trails and sidewalks. The proposed project generally aligns with The Atlanta Region's Plan's recommendations for Maturing Neighborhoods. The project utilizes previously developed land for a new higher density, mixed-used project that is accessible by a range of transportation modes. Close coordination with the surrounding single-family residents on final project design to limit the project's impact on the neighborhood is strongly recommended. City of Atlanta leadership and staff, along with the applicant team, should collaborate closely to ensure optimal sensitivity to the needs of nearby local governments, neighborhoods, and natural systems.

THE FOLLOWING LOCAL GOVERNMENTS AND AGENCIES RECEIVED NOTICE OF THIS REVIEW:

ATLANTA REGIONAL COMMISSION
GEORGIA DEPARTMENT OF TRANSPORTATION
GEORGIA ENVIRONMENTAL FINANCE AUTHORITY

GEORGIA DEPARTMENT OF NATURAL RESOURCE
GEORGIA REGIONAL TRANSPORTATION AUTHORITY
GEORGIA CONSERVANCY

GEORGIA DEPARTMENT OF COMMUNITY AFFAIRS
GEORGIA SOIL AND WATER CONSERVATION COMMISSION
CITY OF DECATUR

For questions, please contact Donald Shockey at (470) 378-1531 or dshockey@atlantaregional.org. This finding will be published to the ARC review website located at <http://atlantaregional.org/plan-reviews>.



CONCEPT GRAPHIC FROM ATLANTA BELTLINE NORTHEAST TRAIL - PROPOSED ALIGNMENT



SITE NOTES:

DRI NUMBER	#4065
CURRENT ZONING	C-1 BELTLINE OVERLAY
PROPOSED ZONING	POMU
OVERALL SITE AREA	10.92 AC
TOTAL FLOOR AREA	855,590 SF
PROPOSED DENSITY RATIOS	
RESIDENTIAL:	82.42 UNITS / ACRE
NON-RESIDENTIAL FAR:	1.03
PARKING:	
MINIMUM REQUIRED:	1,810 SPACES
MAXIMUM ALLOWED:	2,789 SPACES
PROVIDED:	1,435 SPACES

UNDERGROUND PARKING WILL BE PROVIDED THROUGHOUT THE SITE. ANTICIPATED ACCESS POINTS TO THE UNDERGROUND PARKING ARE NOTED ON THIS PLAN. SHARED PARKING AMONG THE OFFICE, RESIDENTIAL, AND COMMERCIAL USES IS ANTICIPATED THROUGHOUT THE UNDERGROUND PARKING FACILITY.

BICYCLE, CAR / VANPOOL, AND EV PARKING WILL BE PROVIDED TO MEET OR EXCEED CITY OF ATLANTA CODE REQUIREMENTS.

**EXISTING / TO BE REMOVED
(5 EXISTING 1-2 STORY BUILDINGS)**

DAY CARE CENTER	12,577 SQ FT
GENERAL RETAIL	99,019 SQ FT
MEDICAL-DENTAL OFFICE	2,483 SQ FT
VACANT SPACE	22,845 SQ FT

PROPOSED LAND USE USES & DENSITIES

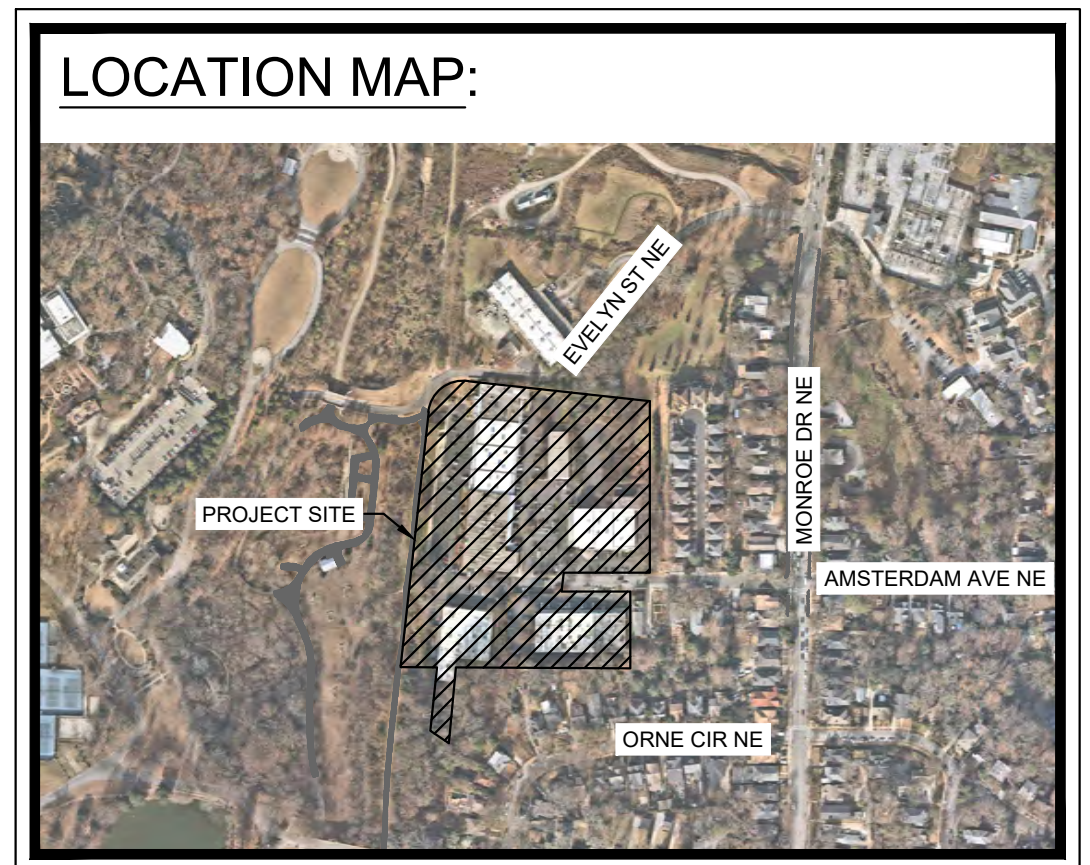
LAND USE	DENSITY
RESIDENTIAL	900 UNITS
OFFICE	400,000 GSF
COMMERCIAL	90,000 GSF

PROJECT CONTACTS:

APPLICANT: PORTMAN HOLDINGS, LLC.
303 PEACHTREE CENTER AVE NE
SUITE 575
ATLANTA, GA 30303
CONTACT: MIKE GREENE
PHONE: 404.614.5252

TRAFFIC CONSULTANT: KIMLEY-HORN & ASSOCIATES
1200 PEACHTREE STREET NE
SUITE 800
ATLANTA, GA 30309
CONTACT: ANA EISENMAN, P.E.
PHONE: 404.201.6155

CIVIL ENGINEER: KIMLEY-HORN & ASSOCIATES
1200 PEACHTREE STREET NE
SUITE 800
ATLANTA, GA 30309
CONTACT: CHARLES ZAKEM, P.E.
PHONE: 404.419.8700



AMSTERDAM WALK
900 AMSTERDAM AVE NE, ATLANTA, GA 30306
DRI #4065

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Online Professional Center, Inc.
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GRAPHIC SCALE IN FEET
0 25 50 100

DATE: 11/20/2023
PROJECT NO: 019292043
TITLE: DRI SITE PLAN
SHEET NUMBER: C0-20

Kimley-Horn
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1200 PEACHTREE STREET, NE SUITE 800
ATLANTA, GA 30309
PHONE: (404) 419-8700
WWW.KIMLEY-HORN.COM

PORTMAN HOLDINGS
303 PEACHTREE CENTER AVE NE
SUITE 575
ATLANTA, GA 30303

NO.	REVISION DESCRIPTIONS	DATE	BY
1	DRI SITE PLAN REVISION 1	11/17/2023	BAC
1	DRI SITE PLAN	11/07/2023	BAC

AMSTERDAM WALK
900 AMSTERDAM AVE NE, ATLANTA, GA 30306
DRI #4065

REGISTERED PROFESSIONAL ENGINEER
No. PE043044
CHARLES A. ZAKEM

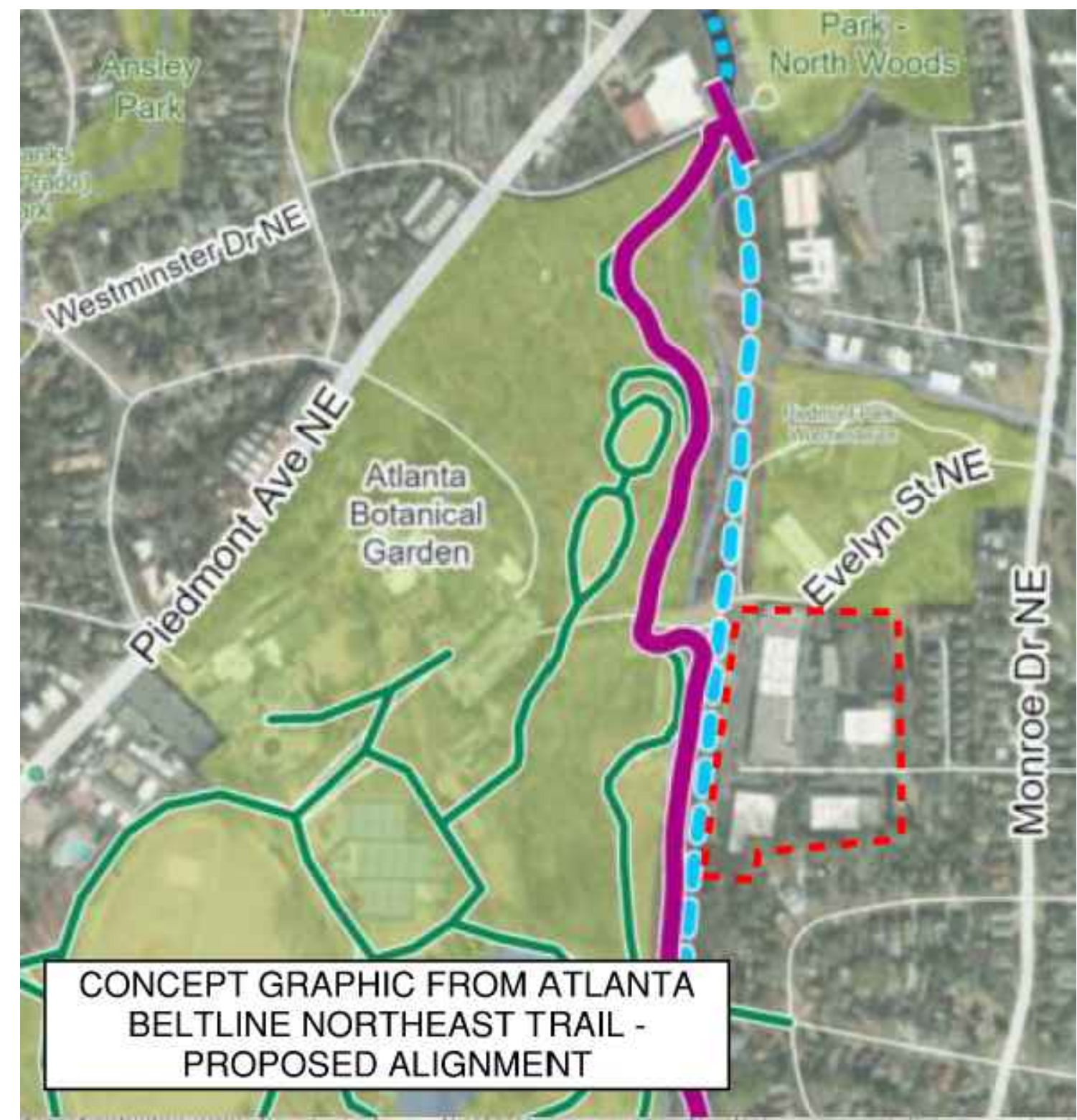
GSVCC CERT. (LEVEL III) 0000076499
DRAWN BY: BAC
DESIGNED BY: BAC
REVIEWED BY: CAZ
DATE: 11/20/2023
PROJECT NO: 019292043
TITLE: DRI SITE PLAN
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PRELIMINARY - NOT FOR CONSTRUCTION

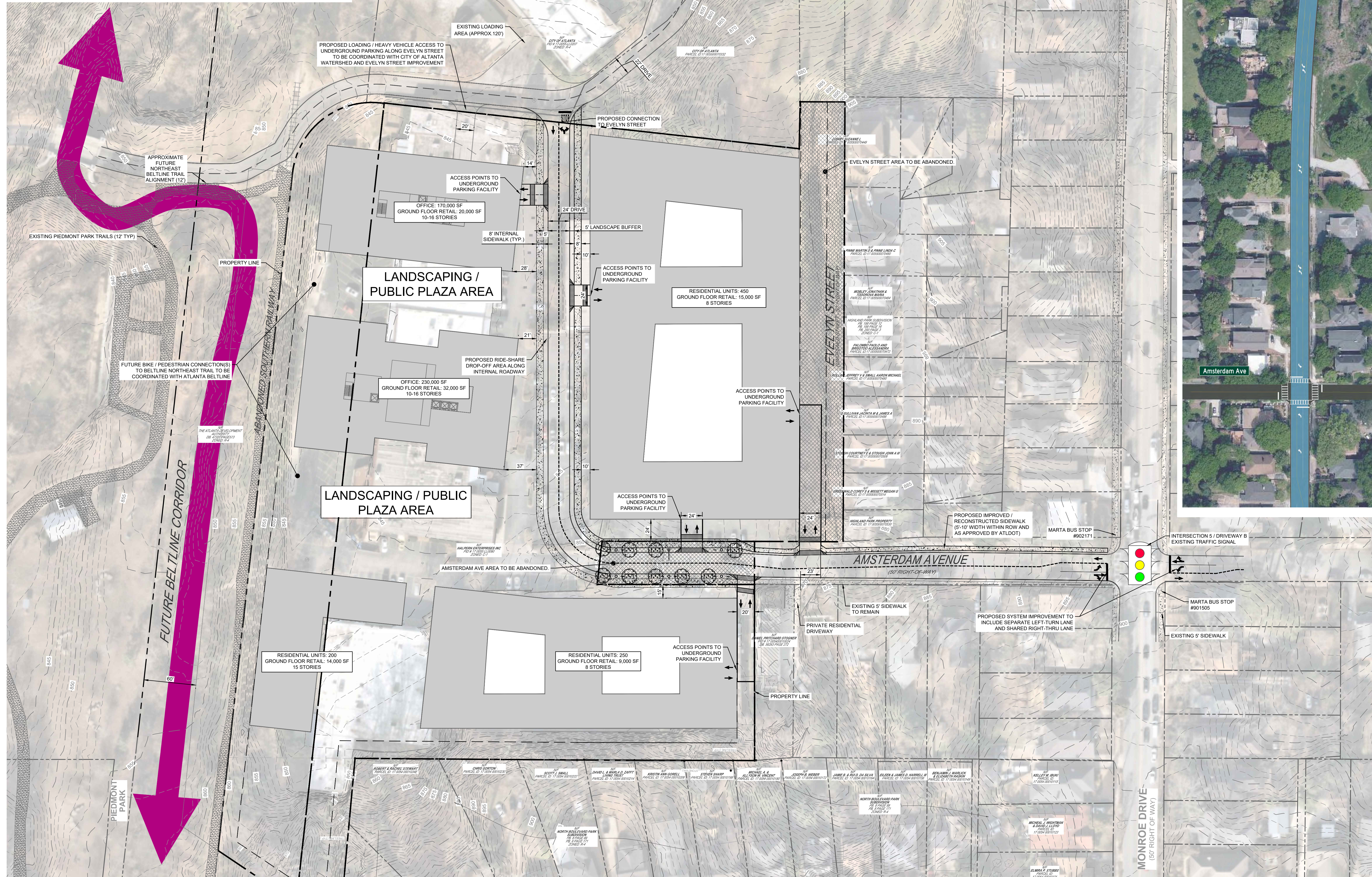
Drawing name: K:\AMT_CIVIL\019292043_Amsterdam Walk\CAD\Plan\sheet\03-20 - DRI SITE PLAN.dwg CD-20 DRI SITE PLAN Nov 20, 2023 8:58am by: Benji Curran

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Drawing name: K:\AMT_Civil\19192924\Amsterdam Walk\CAD\Plan\Sheet\CD-20 DRI SITE PLAN.dwg CD-20 DRI SITE PLAN Nov 20, 2023 8:21am by: Benji Curran



CONCEPT GRAPHIC FROM ATLANTA BELTLINE NORTHEAST TRAIL - PROPOSED ALIGNMENT



CONCEPT GRAPHIC FROM MONROE DRIVE COPMLETE STREETS PROJECT (CONCEPT ONLY/NOT FOR CONSTRUCTION)

SITE NOTES:

DRI NUMBER	#4065
CURRENT ZONING	C-1 BELTLINE OVERLAY
PROPOSED ZONING	POMU
OVERALL SITE AREA	10.92 AC
TOTAL FLOOR AREA	855,590 SF
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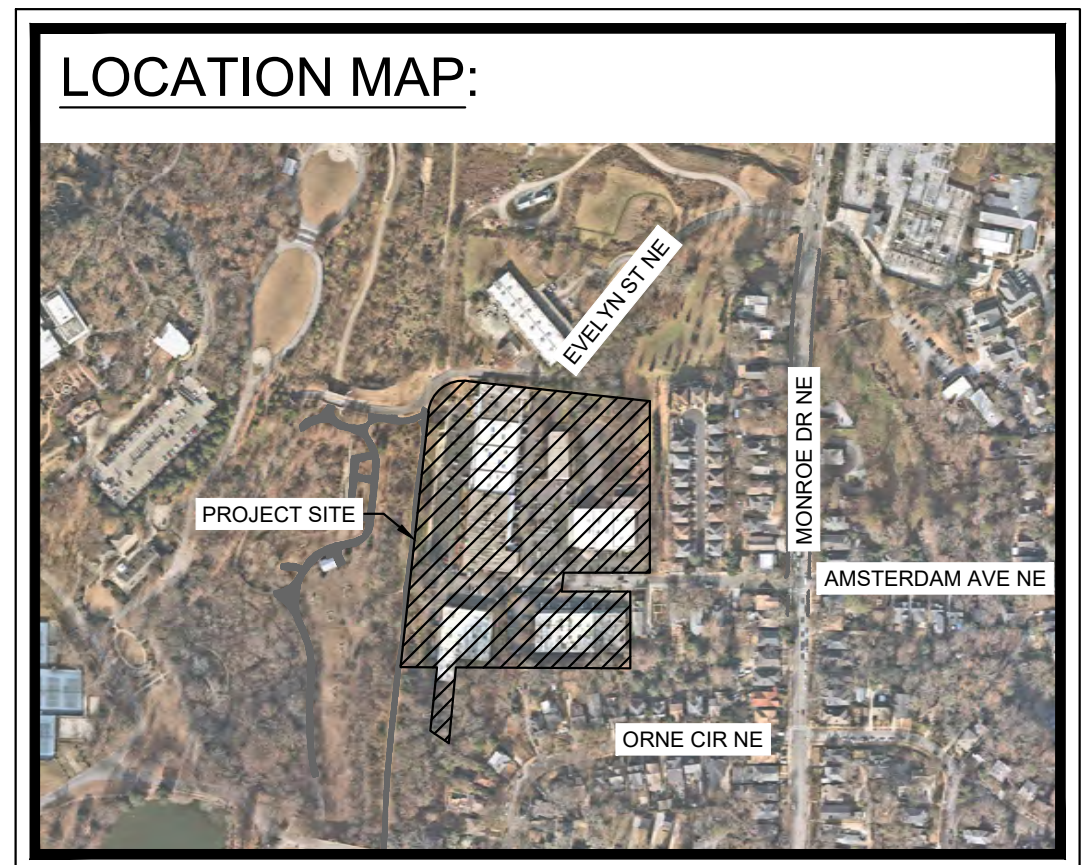
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AMSTERDAM WALK
900 AMSTERDAM AVE NE, ATLANTA, GA 30306
DRI #4065

PROJECT

REGISTERED PROFESSIONAL ENGINEER
No. PE043044
CHARLES A. ZAKEM

GSWCC CERT. (LEVEL III) 0000076499
DRAWN BY BAC
DESIGNED BY BAC
REVIEWED BY CAZ
DATE 11/20/2023
PROJECT NO. 019292043
TITLE

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DRI SITE PLAN
SHEET NUMBER
C0-20

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DRI #4065

DEVELOPMENT OF REGIONAL IMPACT Initial DRI Information

This form is to be completed by the city or county government to provide basic project information that will allow the RDC to determine if the project appears to meet or exceed applicable DRI thresholds. Refer to both the [Rules for the DRI Process](#) and the [DRI Tiers and Thresholds](#) for more information.

Local Government Information

Submitting Local Government: Atlanta

Individual completing form: Monique Forte

Telephone: 470-279-1545

E-mail: mbforte@atlantaga.gov

*Note: The local government representative completing this form is responsible for the accuracy of the information contained herein. If a project is to be located in more than one jurisdiction and, in total, the project meets or exceeds a DRI threshold, the local government in which the largest portion of the project is to be located is responsible for initiating the DRI review process.

Proposed Project Information

Name of Proposed Project: Amsterdam Walk

Location (Street Address, GPS Coordinates, or Legal Land Lot Description): 33.7885478, -84.3704099

Brief Description of Project: The program for the proposed mixed-use redevelopment of the existing Amsterdam Walk site located along Amsterdam Ave west of Monroe Dr, bounded by Piedmont Park and Evelyn St in the City of Atlanta includes approx 900 multifamily units, 400k SF office, and 90k SF restaurant/retail space.

Development Type:

- | | | |
|--|---|---|
| <input type="radio"/> (not selected) | <input type="radio"/> Hotels | <input type="radio"/> Wastewater Treatment Facilities |
| <input type="radio"/> Office | <input checked="" type="radio"/> Mixed Use | <input type="radio"/> Petroleum Storage Facilities |
| <input type="radio"/> Commercial | <input type="radio"/> Airports | <input type="radio"/> Water Supply Intakes/Reservoirs |
| <input type="radio"/> Wholesale & Distribution | <input type="radio"/> Attractions & Recreational Facilities | <input type="radio"/> Intermodal Terminals |
| <input type="radio"/> Hospitals and Health Care Facilities | <input type="radio"/> Post-Secondary Schools | <input type="radio"/> Truck Stops |
| <input type="radio"/> Housing | <input type="radio"/> Waste Handling Facilities | <input type="radio"/> Any other development types |
| <input type="radio"/> Industrial | <input type="radio"/> Quarries, Asphalt & Cement Plants | |

If other development type, describe:

Project Size (# of units, floor area, etc.): approx 400,000 SF office, 900 multifamily units, 90,000 SF retail/restaurant

Developer: Portman Holdings

Mailing Address: 303 Peachtree Center Ave NE Suite #575

Address 2:

City: Atlanta State: GA Zip: 30303

Telephone: 404-614-5252

Email: mgreene@portmanholdings.com

Is property owner different from developer/applicant? (not selected) Yes No

If yes, property owner: Halpern Enterprises, Inc.

Is the proposed project entirely located within your (not selected) Yes No

local government's jurisdiction?
If no, in what additional jurisdictions is the project located?
Is the current proposal a continuation or expansion of a previous DRI? (not selected) Yes No

If yes, provide the following information: Project Name:
Project ID:

The initial action being requested of the local government for this project:
 Rezoning
 Variance
 Sewer
 Water
 Permit
 Other

Is this project a phase or part of a larger overall project? (not selected) Yes No

If yes, what percent of the overall project does this project/phase represent?

Estimated Project Completion Dates: This project/phase: 2028
Overall project: 2028

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Developments of Regional Impact

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DRI #4065

DEVELOPMENT OF REGIONAL IMPACT Additional DRI Information

This form is to be completed by the city or county government to provide information needed by the RDC for its review of the proposed DRI. Refer to both the [Rules for the DRI Process](#) and the [DRI Tiers and Thresholds](#) for more information.

Local Government Information

Submitting Local Government: Atlanta
 Individual completing form: Monique Forte
 Telephone: 470-279-1545
 Email: mbforte@atlantaga.gov

Project Information

Name of Proposed Project: Amsterdam Walk
 DRI ID Number: 4065
 Developer/Applicant: Portman Holdings
 Telephone: 404-614-5252
 Email(s): mgreene@portmanholdings.com

Additional Information Requested

Has the RDC identified any additional information required in order to proceed with the official regional review process? (If no, proceed to Economic Impacts.)
 (not selected) Yes No

If yes, has that additional information been provided to your RDC and, if applicable, GRTA?
 (not selected) Yes No

If no, the official review process can not start until this additional information is provided.

Economic Development

Estimated Value at Build-Out: \$1B

Estimated annual local tax revenues (i.e., property tax, sales tax) likely to be generated by the proposed development: \$6.8M

Is the regional work force sufficient to fill the demand created by the proposed project?
 (not selected) Yes No

Will this development displace any existing uses?
 (not selected) Yes No

If yes, please describe (including number of units, square feet, etc): Shopping Plaza 99,019 SF, Day Care Center 12,577 SF, Medical-Dental Office 2,483 SF; vacant retail space: 22,845 SF

Water Supply

Name of water supply provider for this site: City of Atlanta Department of Watershed Management

What is the estimated water supply demand to be generated by the project, measured in Millions of Gallons Per Day (MGD)? 0.35 MGD

Is sufficient water supply capacity available to serve the proposed project? (not selected) Yes No

If no, describe any plans to expand the existing water supply capacity:

Is a water line extension required to serve this project? (not selected) Yes No

If yes, how much additional line (in miles) will be required?

Wastewater Disposal

Name of wastewater treatment provider for this site: City of Atlanta Department of Watershed Management

What is the estimated sewage flow to be generated by the project, measured in Millions of Gallons Per Day (MGD)? 0.30 MGD

Is sufficient wastewater treatment capacity available to serve this proposed project? (not selected) Yes No

If no, describe any plans to expand existing wastewater treatment capacity:

Is a sewer line extension required to serve this project? (not selected) Yes No

If yes, how much additional line (in miles) will be required?

Land Transportation

How much traffic volume is expected to be generated by the proposed development, in peak hour vehicle trips per day? (If only an alternative measure of volume is available, please provide.) Weekday Net New Daily: 3,994 | AM: 534 | PM: 484

Has a traffic study been performed to determine whether or not transportation or access improvements will be needed to serve this project? (not selected) Yes No

Are transportation improvements needed to serve this project? (not selected) Yes No

If yes, please describe below: See DRI Traffic Study prepared by Kimley-Horn

Solid Waste Disposal

How much solid waste is the project expected to generate annually (in tons)? 6,150 tons

Is sufficient landfill capacity available to serve this proposed project? (not selected) Yes No

If no, describe any plans to expand existing landfill capacity:

Will any hazardous waste be generated by the development? (not selected) Yes No

If yes, please explain:

Stormwater Management

What percentage of the site is projected to be 90%

impervious surface once the proposed development has been constructed?

Describe any measures proposed (such as buffers, detention or retention ponds, pervious parking areas) to mitigate the project's impacts on stormwater management: The project will be designed to comply with all City of Atlanta stormwater management requirements to reduce stormwater flows for the 1-25 year storm events by at least 40% compared to the predeveloped condition. In addition, the site will meet runoff reduction requirements by capturing and permanently retaining a volume equal to the first 1.0" of runoff generated by the site, preventing this "first flush" of stormwater from entering the city's storm sewer system entirely.

Environmental Quality

Is the development located within, or likely to affect any of the following:

- 1. Water supply watersheds? (not selected) Yes No
- 2. Significant groundwater recharge areas? (not selected) Yes No
- 3. Wetlands? (not selected) Yes No
- 4. Protected mountains? (not selected) Yes No
- 5. Protected river corridors? (not selected) Yes No
- 6. Floodplains? (not selected) Yes No
- 7. Historic resources? (not selected) Yes No
- 8. Other environmentally sensitive resources? (not selected) Yes No

If you answered yes to any question above, describe how the identified resource(s) may be affected:

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AMSTERDAM WALK DRI
City of Atlanta
Natural Resources Department Review Comments
December 13, 2023

While ARC and the Metropolitan North Georgia Water Planning District have no regulatory or review authority over this project, the Natural Resources Group has identified City and State regulations that could apply to this property. Other regulations may also apply that we have not identified.

Watershed Protection

The project property is located in the Peachtree Creek Watershed, which in turn is within the Chattahoochee River Watershed. Peachtree Creek's confluence with the Chattahoochee River is downstream of the existing public water supply intakes on the Chattahoochee. However, proposed intakes in South Fulton and Coweta County would include this portion of the Chattahoochee River watershed as a large water supply watershed (over 100 square miles), as defined under the Part 5 Criteria of the 1989 Georgia Planning Act. For large water supply watersheds without a water supply reservoir, the only applicable Part 5 requirements are restrictions on hazardous waste handling, storage and disposal within seven miles upstream of a public water supply intake. This property is more than seven miles upstream of the nearest proposed public water supply intake on the Chattahoochee.

Stream Buffers

Both the USGS coverage for the project area and the project site plan show no streams on the project property. Any unmapped streams on the property may be subject to the requirements of the City stream buffer protection ordinance and the State 25-foot Sediment and Erosion Control buffer, and any unmapped State waters identified on the property may be subject to the State 25-foot Sediment and Erosion Control buffer.

Stormwater/Water Quality

The project should adequately address the impacts of the proposed development on stormwater runoff and downstream water quality.

During the planning phase, the stormwater management system (system) should meet the requirements of the local jurisdiction's post-construction (or post-development) stormwater management ordinance. The system should be designed to prevent increased flood damage, streambank channel erosion, habitat degradation and water quality degradation, and enhance and promote the public health, safety and general welfare. The system design should also be in accordance with the applicable sections of the Georgia Stormwater Management Manual (www.georgiastormwater.com) such as design standards, calculations, formulas, and methods. Where possible, the project should use stormwater better site design practices included in the Georgia Stormwater Management Manual, Volume 2, Section 2.3.

During construction, the project should conform to the relevant state and federal erosion and sedimentation control requirements.

Development of Regional Impact Assessment of Consistency with the Regional Transportation Plan

DRI INFORMATION

DRI Number #4065
DRI Title Amsterdam Walk
County Fulton County
City (if applicable) Atlanta
Address / Location Located along Amsterdam Avenue west of Monroe Drive, bounded by Piedmont Park and Evelyn Street.

Proposed Development Type:

A DRI review of a proposal to construct 800 residential units, 375,000 SF of office space, and 80,000 SF of ground floor retail space on the site of the current Amsterdam Walk development on Amsterdam Avenue fronting the Beltline Northeast Trail in the City of Atlanta.

Build Out: 2028

Review Process EXPEDITED
 NON-EXPEDITED

REVIEW INFORMATION

Prepared by ARC Transportation Access and Mobility Division
Staff Lead Reginald James
Copied Jean Hee Barrett
Date January 4, 2024

TRAFFIC STUDY

Prepared by Kimley-Horn
Date November 1, 2023

REGIONAL TRANSPORTATION PLAN PROJECTS

01. Did the traffic analysis incorporate all projects contained in the current version of the fiscally constrained RTP which are within the study area or along major transportation corridors connecting the study area with adjacent jurisdictions?

YES (*provide the regional plan referenced and the page number of the traffic study where relevant projects are identified*)

Planned and programmed improvements are mentioned beginning on pages 18-19.

NO (*provide comments below*)

[Click here to provide comments.](#)

REGIONAL NETWORKS

02. Will the development site be directly served by any roadways identified as Regional Thoroughfares?

A Regional Thoroughfare is a major transportation corridor that serves multiple ways of traveling, including walking, bicycling, driving, and riding transit. It connects people and goods to important places in metropolitan Atlanta. A Regional Thoroughfare's operations should be managed through application of special traffic control strategies and suitable land development guidelines in order to maintain travel efficiency, reliability, and safety for all users. In light of the special function that Regional Thoroughfares serve in supporting cross-regional and interjurisdictional mobility and access, the network receives priority consideration for infrastructure investment in the Metro Atlanta region. Any access points between the development and a Regional Thoroughfare, combined with the development's on-site circulation patterns, must be designed with the goal of preserving the highest possible level of capacity and safety for all users of the roadway.

NO

YES (*identify the roadways and existing/proposed access points*)

No such roadways serve as access points for this project.

03. Will the development site be directly served by any roadways identified as Regional Truck Routes?

A Regional Truck Route is a freeway, state route or other roadway which serves as a critical link for the movement of goods to, from and within the Region by connecting airports, intermodal/multimodal facilities, distribution and warehousing centers and manufacturing clusters with the rest of the state and nation. These facilities often serve a key mobility and access function for other users as well, including drivers, bicyclists, pedestrians and transit users. A Regional Truck Route's operations should be managed through application of special traffic control strategies and suitable land development guidelines in order to maintain travel efficiency, reliability, and safety for all users. In light of the special function that Regional Truck Routes serve in supporting cross-regional and interjurisdictional mobility and access, the network receives priority consideration for infrastructure investment in the Metro Atlanta region. Any access points between the development and a Regional Truck Route, combined with the development's on-site circulation patterns, must be designed with the goal of preserving the highest possible level of capacity and safety for all users of the roadway.

- NO
- YES (*identify the roadways and existing/proposed access points*)
No such roadways serve as access points for this project.

04. If the development site is within one mile of an existing rail service, provide information on accessibility conditions.

Access between major developments and transit services provide options for people who cannot or prefer not to drive, expand economic opportunities by better connecting people and jobs, and can help reduce congestion. If a transit service is available nearby, but walking or bicycling between the development site and the nearest station is a challenge, the applicable local government(s) is encouraged to make the route a funding priority for future walking and bicycling infrastructure improvements.

- NOT APPLICABLE (*nearest station more than one mile away*)
- RAIL SERVICE WITHIN ONE MILE (*provide additional information below*)

Operator / Rail Line

Nearest Station [Click here to enter name of operator and rail line](#)

- Distance*
- Within or adjacent to the development site (0.10 mile or less)
 - 0.10 to 0.50 mile
 - 0.50 to 1.00 mile

Walking Access* Sidewalks and crosswalks provide sufficient connectivity

- Sidewalk and crosswalk network is incomplete
- Not applicable (*accessing the site by walking is not consistent with the type of development proposed*)

Click here to provide comments.

Bicycling Access*

- Dedicated paths, lanes or cycle tracks provide sufficient connectivity
- Low volume and/or low speed streets provide connectivity
- Route follows high volume and/or high speed streets
- Not applicable (*accessing the site by bicycling is not consistent with the type of development proposed*)

Transit Connectivity

- Fixed route transit agency bus service available to rail station
- Private shuttle or circulator available to rail station
- No services available to rail station
- Not applicable (*accessing the site by transit is not consistent with the type of development proposed*)

[Click here to provide comments.](#)

* *Following the most direct feasible walking or bicycling route to the nearest point on the development site*

05. If there is currently no rail transit service within one mile of the development site, is nearby rail service planned in the fiscally constrained RTP?

Access between major developments and transit services provide options for people who cannot or prefer not to drive, expand economic opportunities by better connecting people and jobs, and can help reduce traffic congestion. If a transit agency operates within the jurisdiction and expansion plans are being considered in the general vicinity of the development site, the agency should give consideration to how the site can be best served during the evaluation of alignments and station locations. Proactive negotiations with the development team and local government(s) are encouraged to determine whether right-of-way within the site should be identified and protected for potential future service. If direct service to the site is not feasible or cost effective, the transit agency and local government(s) are encouraged to ensure good walking and bicycling access accessibility is provided between the development and the future rail line. These improvements should be considered fundamental components of the overall transit expansion project, with improvements completed concurrent with or prior to the transit service being brought online.

- NOT APPLICABLE (rail service already exists)
- NOT APPLICABLE (accessing the site by transit is not consistent with the type of development proposed)
- NO (no plans exist to provide rail service in the general vicinity)
- YES (provide additional information on the timeframe of the expansion project below)
 - CST planned within TIP period
 - CST planned within first portion of long range period
 - CST planned near end of plan horizon

[Click here to provide comments.](#)

06. If the development site is within one mile of fixed route bus services (including any privately operated shuttles or circulators open to the general public), provide information on walking and bicycling accessibility conditions.

Access between major developments and transit services provide options for people who cannot or prefer not to drive, expand economic opportunities by better connecting people and jobs, and can help reduce congestion. If a transit service is available nearby, but walking or bicycling between the development site and the nearest station is a challenge, the applicable local government(s) is encouraged to make the connection a funding priority for future walking and bicycling infrastructure improvements.

NOT APPLICABLE (nearest bus, shuttle or circulator stop more than one mile away)

SERVICE WITHIN ONE MILE (provide additional information below)

Operator(s) MARTA

Bus Route(s) 809, 27

Distance* Within or adjacent to the development site (0.10 mile or less)

0.10 to 0.50 mile

0.50 to 1.00 mile

Walking Access* Sidewalks and crosswalks provide sufficient connectivity

Sidewalk and crosswalk network is incomplete

Not applicable (accessing the site by walking is not consistent with the type of development proposed)

[Click here to provide comments.](#)

Bicycling Access* Dedicated paths, lanes or cycle tracks provide sufficient connectivity

Low volume and/or low speed streets provide sufficient connectivity

Route uses high volume and/or high speed streets

Not applicable (accessing the site by bicycling is not consistent with the type of development proposed)

* Following the most direct feasible walking or bicycling route to the nearest point on the development site

07. Does a transit agency which provides rail and/or fixed route bus service operate anywhere within the jurisdiction in which the development site is located?

Access between major developments and transit services provide options for people who cannot or prefer not to drive, expand economic opportunities by better connecting people and jobs, and can help reduce traffic congestion. If a transit agency operates within the jurisdiction and a comprehensive operations plan update is undertaken, the agency should give consideration to serving the site during the evaluation of future routes, bus stops and transfer facilities. If the nature of the development is amenable to access by transit, walking or bicycling, but direct service to the site is not feasible or cost effective, the transit agency and local government(s) should ensure good walking and bicycling access accessibility is provided between the development and any routes within a one mile radius. The applicable local government(s) is encouraged to make these connections a funding priority for future walking and bicycling infrastructure improvements.

- NO
 YES
MARTA

08. If the development site is within one mile of an existing multi-use path or trail, provide information on accessibility conditions.

Access between major developments and walking/bicycling facilities provide options for people who cannot or prefer not to drive, expand economic opportunities by better connecting people and jobs, and can help reduce traffic congestion. If connectivity with a regionally significant path or trail is available nearby, but walking or bicycling between the development site and those facilities is a challenge, the applicable local government(s) is encouraged to make the route a funding priority for future walking and bicycling infrastructure improvements.

- NOT APPLICABLE (nearest path or trail more than one mile away)
 YES (provide additional information below)

Name of facility	Beltline Northeast Trail
Distance	<input checked="" type="checkbox"/> Within or adjacent to development site (0.10 mile or less) <input type="checkbox"/> 0.15 to 0.50 mile <input type="checkbox"/> 0.50 to 1.00 mile
Walking Access*	<input type="checkbox"/> Sidewalks and crosswalks provide connectivity <input type="checkbox"/> Sidewalk and crosswalk network is incomplete <input checked="" type="checkbox"/> Not applicable (accessing the site by walking is not consistent with the type of development proposed)
Bicycling Access*	<input type="checkbox"/> Dedicated lanes or cycle tracks provide connectivity <input type="checkbox"/> Low volume and/or low speed streets provide connectivity <input type="checkbox"/> Route uses high volume and/or high speed streets

Not applicable (accessing the site by bicycling is not consistent with the type of development proposed)

* Following the most direct feasible walking or bicycling route to the nearest point on the development site

Note: Proposed bike/pedestrian bike connections shown on westside of site plan to be coordinated with the Atlanta Beltline.

OTHER TRANSPORTATION DESIGN CONSIDERATIONS

09. Does the site plan provide for the construction of publicly accessible local road or drive aisle connections with adjacent parcels?

The ability for drivers and bus routes to move between developments without using the adjacent arterial or collector roadway networks can save time and reduce congestion. Such opportunities should be considered and proactively incorporated into development site plans whenever possible.

- YES (connections to adjacent parcels are planned as part of the development)
- YES (stub outs will make future connections possible when adjacent parcels redevelop)
- NO (the site plan precludes future connections with adjacent parcels when they redevelop)
- OTHER (Please explain)

10. Does the site plan enable pedestrians and bicyclists to move between destinations within the development site safely and conveniently?

The ability for walkers and bicyclists to move within the site safely and conveniently reduces reliance on vehicular trips, which has congestion reduction and health benefits. Development site plans should incorporate well designed and direct sidewalk connections between all key destinations. To the extent practical, bicycle lanes or multiuse paths are encouraged for large acreage sites and where high volumes of bicyclists and pedestrians are possible.

- YES (sidewalks provided on all key walking routes and both sides of roads whenever practical and bicyclists should have no major issues navigating the street network)
- PARTIAL (some walking and bicycling facilities are provided, but connections are not comprehensive and/or direct)
- NO (walking and bicycling facilities within the site are limited or nonexistent)
- NOT APPLICABLE (the nature of the development does not lend itself to internal walking and bicycling trips)
- OTHER (Please explain)

11. Does the site plan provide the ability to construct publicly accessible bicycling and walking connections with adjacent parcels which may be redeveloped in the future?

The ability for walkers and bicyclists to move between developments safely and conveniently reduces reliance on vehicular trips, which has congestion reduction and health benefits. Such opportunities should be considered and proactively incorporated into development site plans whenever possible.

- YES (connections to adjacent parcels are planned as part of the development)
- YES (stub outs will make future connections possible when adjacent parcels redevelop)
- NO (the development site plan does not enable walking or bicycling to/from adjacent parcels)
- NO (the site plan precludes future connections with adjacent parcels when they redevelop)
- NOT APPLICABLE (adjacent parcels are not likely to develop or redevelop in the near future)
- NOT APPLICABLE (the nature of the development or adjacent parcels does not lend itself to interparcel walking and bicycling trips)

12. Does the site plan effectively manage truck movements and separate them, to the extent possible, from the flow of pedestrians, bicyclists and motorists both within the site and on the surrounding road network?

The ability for delivery and service vehicles to efficiently enter and exit major developments is often key to their economic success. So is the ability of visitors and customers being able to move around safely and pleasantly within the site. To the extent practical, truck movements should be segregated by minimizing the number of conflict points with publicly accessible internal roadways, sidewalks, paths and other facilities.

- YES (truck routes to serve destinations within the site are clearly delineated, provide ample space for queuing and turning around, and are separated from other users to the extent practical)
- PARTIAL (while one or more truck routes are also used by motorists and/or interface with primary walking and bicycling routes, the site plan mitigates the potential for conflict adequately)
- NO (one or more truck routes serving the site conflict directly with routes likely to be used heavily by pedestrians, bicyclists and/or motorists)
- NOT APPLICABLE (the nature of the development will not generate a wide variety of users and/or very low truck volumes, so the potential for conflict is negligible)

RECOMMENDATIONS

13. Do the transportation network recommendations outlined in the traffic study appear to be feasible from a constructability standpoint?

- UNKNOWN (additional study is necessary)

YES *(based on information made available through the review process; does not represent a thorough engineering / financial analysis)*

NO *(see comments below)*

Click here to enter text.

14. Is ARC aware of any issues with the development proposal which may result in it being opposed by one or more local governments, agencies or stakeholder groups?

NO *(based on information shared with ARC staff prior to or during the review process; does not reflect the outcome of an extensive stakeholder engagement process)*

YES *(see comments below)*

Click here to enter text.

15. ARC offers the following additional comments for consideration by the development team and/or the applicable local government(s):

Not at this time.