



# Regional Review Finding Development of Regional Impact

**DATE:** October 17, 2025

**TO:** Mayor Andre Dickens, City of Atlanta

**ATTN TO:** Steven Aceto, *Planner*, 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 project's relationship to regional plans, goals and policies as well as impacts the project may have on the activities, plans, goals and policies of other local jurisdictions and 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:** 1611 Ellsworth DRI 4506  
**Submitting Local Government:** City of Atlanta  
**Date Opened:** October 3, 2025      **Date Closed:** October 17, 2025

**Description:** *A DRI review of a proposal to construct a mixed-use development with 250 hotel rooms, approximately 425 multifamily residential units and approximately 500,000 SF of industrial (data center) use on an approximately 17.1-acre partially previously developed and partially forested site at 1611 Ellsworth Industrial Blvd. in the City of Atlanta in Fulton County.*

**Comments:**

**Key Comments**

*The project is somewhat aligned 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 could be better aligned with Maturing Neighborhood policy recommendations by including retail or other uses that could reduce trips, adding greenspace, and providing better pedestrian connectivity.*

*The projects reuse of a previously developed site is supportive of regional land use policies.*

*The project is expected to generate a total of 4,230 daily new automobile trips; a range of roadway improvements are proposed to mitigate the impact of these trips.*

*The effort to create a multi-story data center - as an alternative to larger single-story greenfield sites - that can fit into smaller infill sites is laudable. However, it will be important to minimize the visual, aural, and air quality impacts of the power and cooling operations of the data center element.*

*The proposed crosswalk across Ellsworth is critical to providing a minimal level of pedestrian connectivity to the site given that there is no sidewalk along the east side of Ellsworth from the project south to the now open Beltline entrance at Elaine Street.*

*The final project design should be carefully coordinated with the final design of the immediately adjacent Huber West Midtown DRI 4363 project to the east which does not have pedestrian access to Ellsworth and the two MARTA stops located there or to the Beltline to the south. Ideally this project would provide some kind of pedestrian passage on the north side of the building connecting Ellsworth to Huber Street which would greatly facilitate multi-modal access to both projects.*

*The southern part of the site where the hotel/residential is proposed is heavily wooded and provides significant cooling and stormwater benefits. Every effort should be made to retain as many of the trees in this area as possible and to replant as many trees as possible elsewhere on the site.*

### **General Comments**

According to the ARC Unified Growth Policy Map (UGPM), part of The Atlanta Region's Plan, the project site 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.

### **Transportation and Mobility Comments**

ARC Transportation and Mobility comments are attached. Data centers in the core urban parts of Atlanta are not generally seen as the best use of space and do not support multimodal transportation objectives. The proposal is largely consistent with ARC's MTP. The project is located near several planned multiuse trails and along a MARTA bus line. The residential uses will support transit ridership, but the data center industrial use does not support transit ridership. The multiuse path along Ellsworth serves as a great connection to other transportation access points. The minimum amount of parking is provided, but EV charging should be considered. The sidewalk crossing at Ellsworth should be implemented to improve safety and access. This crossing should be well marked and have additional safety features. Bike considerations should be made throughout the site and surrounding areas.

The final project design should be carefully coordinated with the final design of the immediately adjacent Huber West Midtown DRI 4363 project to the east which does not have pedestrian access to Ellsworth and the two MARTA stops located there or to the Beltline to the south. Ideally this project would provide some kind of pedestrian passage on the north side of the building connecting Ellsworth to Huber Street which would greatly facilitate multi-modal access to both projects.

The project is expected to generate a total of 4,230 daily new automobile trips; a range of roadway improvements are proposed to mitigate the impact of these trips.

The constructed development should provide 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. ARC recognizes that energy demands will be very high for this project and that related water needs for cooling purposes could create a large peak demand from the local water service provider. The DRI application lists the City of Atlanta Watershed Department as both the local water and sewer service provider but only provides estimated water supply demand and estimated sewer flow for the hotel and residential portions of the project, which are 0.152 MGD for water demand and 0.127 MGD for

estimated sewage flow respectively. The application notes that the project design team is currently envisioning a closed-loop system and will work with the Atlanta Watershed Department to establish an achievable demand. Given that daily maximum flow requirements for cooling purposes often occur during the hottest days of the year, the demand for water has a higher likelihood of occurring during times of water stress in the water supply watershed.

The water resources of the metro Atlanta region are critically important to the region's economic vitality and quality of life. The region lies in the headwaters of six major river basins, where natural surface water sources are small relative to other major metropolitan areas and in need of a high level of protection. The firm yield of water supply sources available to individual jurisdictions also varies, and some jurisdictions have larger available supplies than others. ARC recommends a careful examination by the local water service provider of its capacity to meet peak-day demands for this project, in addition to other current and projected future peak-day demands. ARC also recommends that the local water service provider require the installation of advanced "waterless" cooling technologies or "near waterless" technology to reduce the burden on the drinking water supplies and increase the resiliency for both the project and the potable water system.

### **Environmental Comments**

The southern part of the site where the hotel/residential is proposed is heavily wooded and provides significant cooling and stormwater benefits. Every effort should be made to retain as many of the trees in this area as possible and to replant as many trees as possible elsewhere on the site. The project can support The Atlanta Region's Plan by incorporating green infrastructure and/or 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.

### **MARTA Comments**

Comments received from MARTA are attached. MARTA requests careful coordination of the final design with the need to provide access to an upgrade the adjacent MARTA bus stops.

### **Unified Growth Policy Considerations: Maturing Neighborhoods**

The project site is designated as Maturing Neighborhoods 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 somewhat aligns with The Atlanta Region's Plan's recommendations for Maturing Neighborhoods. The project utilizes previously developed land and an existing building for new development. The project could be better aligned with Maturing Neighborhood policy recommendations by including retail or other uses that could reduce trips, adding greenspace, and providing better pedestrian connectivity. City of Atlanta leadership and staff, along with the applicant team, should collaborate closely on the final design 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 Affairs	Georgia Department of Natural Resource	Georgia Department of Community Affairs
Georgia Department of Transportation Commission	Georgia Regional Transportation Authority	Georgia Soil and Water Conservation
Georgia Environmental Finance Authority	Georgia Conservancy	Upper West Side CID
MARTA		

*For questions, please contact Donald Shockey at (470) 378-1531 or [dshockey@atlantaregional.org](mailto:dshockey@atlantaregional.org).*

*This finding will be published to the ARC review website located at <http://atlantaregional.org/plan-reviews>.*



### Developments of Regional Impact

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#### DRI #4506

#### 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: Steven Aceto  
 Telephone: 404-205-0638  
 E-mail: [saceto@atlantaga.gov](mailto:saceto@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: 1611 Ellsworth  
 Location (Street Address, GPS Coordinates, or Legal Land Lot Description): 1611 Ellsworth Industrial Blvd, Atlanta, GA  
 Brief Description of Project: The proposed development is proposed include 250 hotel rooms, approximately 425 multifamily residential units and approximately 500,000 SF of industrial (data center) use on an approximately 17.1-acre property.

#### 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.): Approximately 250 hotel rooms, 425 multifamily residential units, and 500,000 SF industrial area, etc. (data ce)

Developer: Youngwoo & Associates, LLC

Mailing Address: 545 West 25th Street

Address 2: 8th Floor

City: New York City State: NY Zip: 10001

Telephone: 212-477-8008

Email: [info1@iyoungwoo.com](mailto:info1@iyoungwoo.com)

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

If yes, property owner:

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:

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**DRI #4506**

#### 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: Allanta

Individual completing form:

Telephone:

Email:

#### Project Information

Name of Proposed Project: 1611 Ellsworth

DRI ID Number: 4506

Developer/Applicant:

Telephone:

Email(s):

#### 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:

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

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):

#### Water Supply

Name of water supply provider for this site:

What is the estimated water supply demand to be generated by the project,

measured in Millions of Gallons Per Day (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:

Water demand for a data center varies widely based on cooling approach. The cooling system is currently envisioned to be a closed-loop system. The design team will work with City of Atlanta Watershed Management and their modeling to establish an achievable demand and adjust the cooling approach as necessary.

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 Watershed Management

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

0.127 MGD for the hotel/residential components

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.)

4,320 Daily | 312 AM | 327 PM

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:

Please see traffic study completed by Kimley-Horn

**Solid Waste Disposal**

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

835 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 impervious surface once the proposed development has been constructed?

70-80%

Describe any measures proposed (such as buffers, detention or retention ponds, pervious parking areas) to mitigate the project's impacts on stormwater management:

Project to utilize surface level infiltration as well as subsurface storage and infiltration (as applicable based on infiltration testing) to meet the city's runoff reduction and flow attenuation criteria.

### 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:

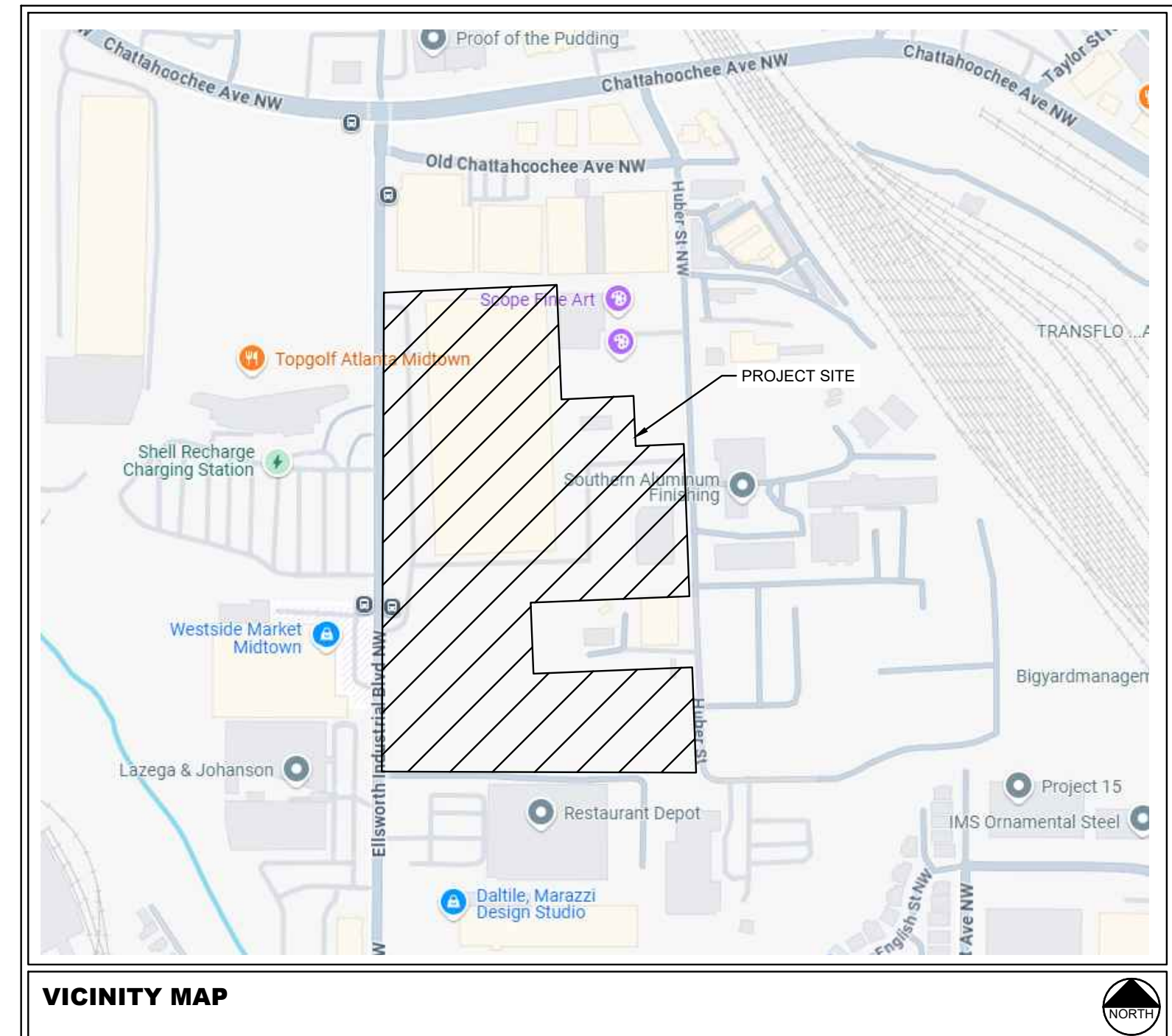
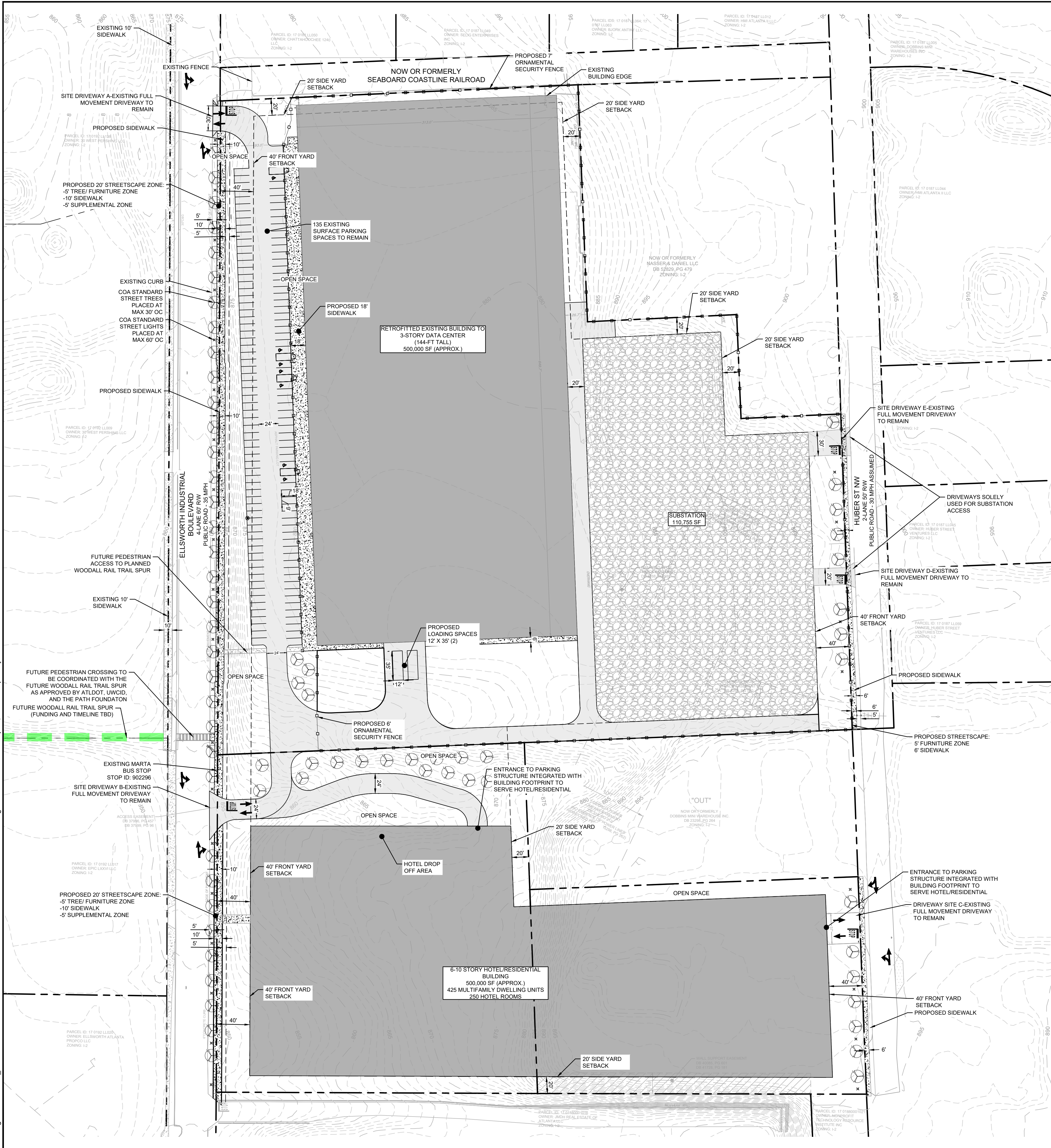
No environmental zones or remediation identified based on phase 1 and phase 2 environmental evaluations completed to date.

**Submit Application**

Save without Submitting

Cancel

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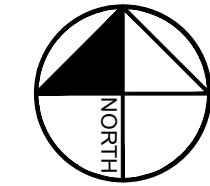
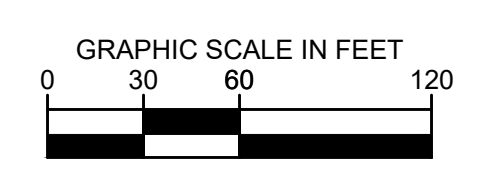
**UTILITY CONTACTS**

<b>APPLICANT:</b>	YOUNGWO AND ASSOCIATES, LLC ADDRESS 545 WEST 24TH STREET NEW YORK, NY 10001 CONTACT BRYAN WOO PHONE 212.477.8008 EMAIL BWOO@YOUNGWO.COM
<b>TRAFFIC CONSULTANT:</b>	KIMLEY-HORN AND ASSOCIATES, INC. ADDRESS 1200 PEACHTREE STREET NE SUITE 800 ATLANTA, GA 30309 CONTACT ANA EISENMAN, P.E. PHONE 404.201.6155 EMAIL ANA.EISENMAN@KIMLEY-HORN.COM
<b>CIVIL ENGINEER:</b>	KIMLEY-HORN AND ASSOCIATES, INC. ADDRESS 1200 PEACHTREE STREET NE SUITE 800 ATLANTA, GA 30309 CONTACT JESSICA HOOVER, P.E. PHONE 404.900.7003 EMAIL JESSICA.HOOVER@KIMLEY-HORN.COM

**SITE DEVELOPMENT SUMMARY**

<b>SITE SUMMARY:</b>	
PARCEL NUMBERS:	17 0187 LL0687, 17 0187 LL0695, 17 0187 LL0760
CURRENT ZONING:	12
TOTAL AREA:	17.08 ACRES
<b>PROPOSED DENSITY:</b>	
TOTAL SITE:	
GROSS FLOOR AREA:	1,000,000 SF
FLOOR AREA RATIO (FAR):	1.36
DATA CENTER:	500,000 SF
HOTEL:	250 UNITS
RESIDENTIAL:	425 UNITS
GROSS UNITS PER ACRE:	40 UNITS/ACRE
OPEN SPACE:	1.72 ACRES (10.2%)
GREEN SPACE:	0.64 ACRES (3.8%)
<b>BUILDING SETBACK:</b>	
FRONT YARD:	40 FT
SIDE YARD:	20 FT
<b>PROPOSED LAND USES &amp; DENSITIES:</b>	
DATA CENTER:	500,000 SF
HOTEL:	250 ROOMS
MULTIFAMILY RESIDENTIAL:	425 UNITS
<b>PARKING SUMMARY:</b>	
MINIMUM REQUIRED:	313 SPACES
MAXIMUM ALLOWED:	3,185 SPACES
<b>PROPOSED:</b> 598 SPACES	
DATA CENTER:	135 SPACES (EXISTING SURFACE PARKING)
HOTEL:	99 SPACES
RESIDENTIAL:	364 SPACES
NOTE: BICYCLE, CAR/VANPOOL, AND EV PARKING WILL BE PROVIDED TO MEET OR EXCEED CITY OF ATLANTA CODE REQUIREMENTS	

- NON-APPLICABLE DRI SITE PLAN CHECKLIST ITEMS:**
- JURISDICTIONAL BOUNDARY
  - WATER FEATURES ON SITE
  - DELINEATION OF PHASES
  - PROPOSED SHARED PARKING
  - TURN LANES FOR PROJECT DRIVEWAYS



**Kimley-Horn**  
1200 PEACHTREE STREET, SUITE 800  
ATLANTA, GEORGIA 30309  
PHONE (404) 419-9700  
WWW.KIMLEY-HORN.COM

**YOUNGWO AND ASSOCIATES, LLC**  
545 WEST 24TH STREET, SUITE/BLDG  
NEW YORK, NY 10001  
PHONE: 212.577.8008

NO.	ISSUANCE AND REVISION DESCRIPTIONS	DATE	BY

**1611 ELLSWORTH**  
1611 ELLSWORTH INDUSTRIAL BOULEVARD  
ATLANTA, GA 30318  
LAND LOT 187, 17TH DISTRICT

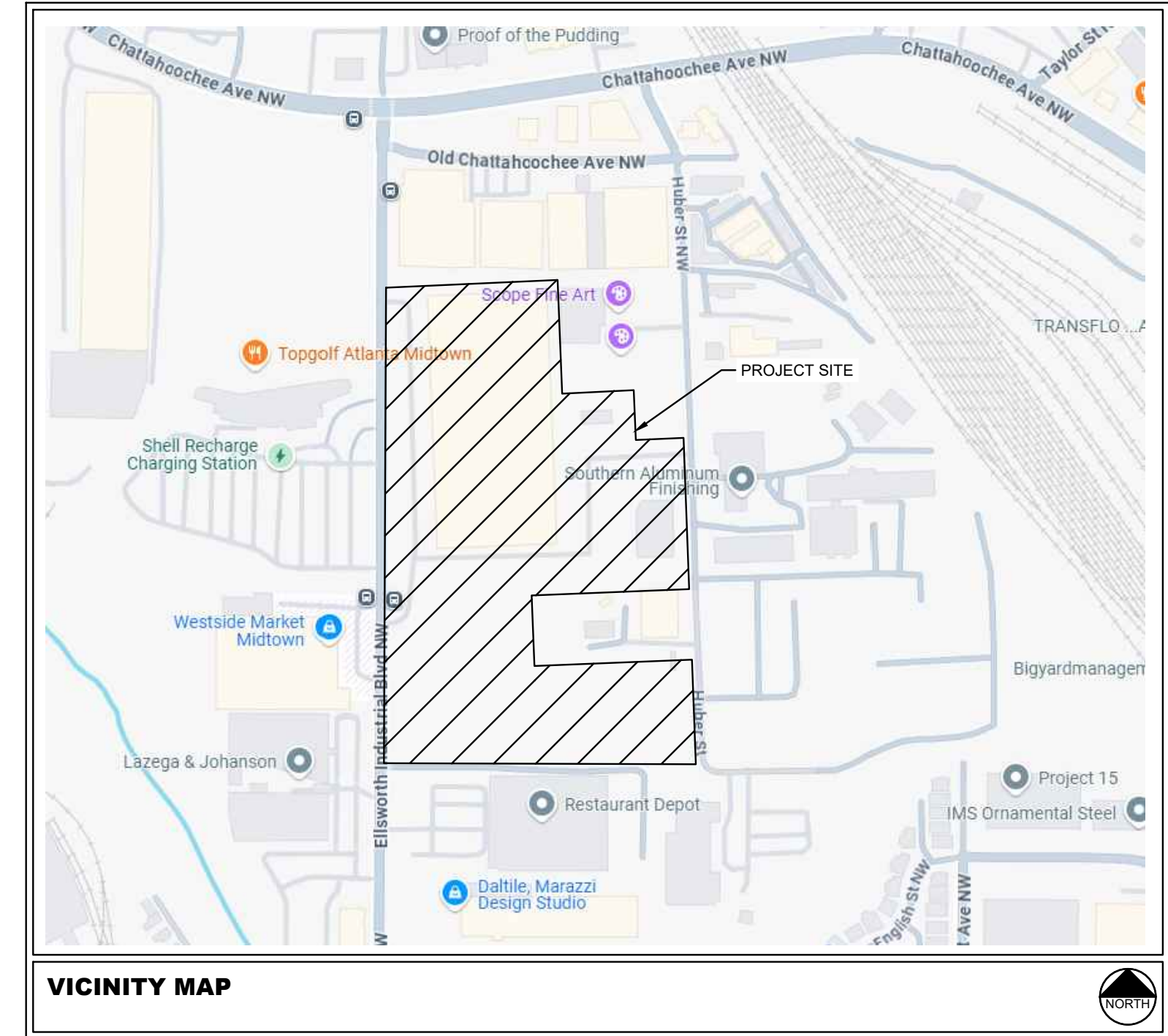
**PRELIMINARY**  
NOT FOR CONSTRUCTION

PROJECT: 013686007

GSWCC NO. (LEVEL II) 0000076497  
DRAWN BY BCD  
DESIGNED BY MTK  
REVIEWED BY JRH  
DATE 9/16/2025  
PROJECT NO. 013686007  
TITLE  
**DRI #4506 SITE PLAN**  
SHEET NUMBER  
**C0.20**

**PRELIMINARY: NOT FOR CONSTRUCTION**

Drawing name: K:\A\T\TPT01013686007\1611 Ellsworth DRI\CAD\Plansheets\C0.20 - DRI SITE PLAN.dwg C2.00 SITE PLAN-AERIAL Sep 16, 2025 2:36pm by: MelKenn



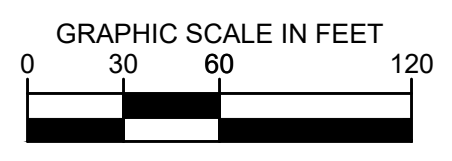
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NO.	ISSUANCE AND REVISION DESCRIPTIONS	DATE	BY

**1611 ELLSWORTH**  
1611 ELLSWORTH INDUSTRIAL BOULEVARD  
ATLANTA, GA 30318  
LAND LOT 187, 17TH DISTRICT



GSWCC NO. (LEVEL II)	0000076497
DRAWN BY	BCD
DESIGNED BY	MTK
REVIEWED BY	JRH
DATE	9/16/2025
PROJECT NO.	013686007
TITLE	DRI #4506 SITE PLAN-AERIAL
SHEET NUMBER	C0.21

**C0.21**

**PRELIMINARY: NOT FOR CONSTRUCTION**

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# Development of Regional Impact

## Assessment of Consistency with the ARC Metropolitan Transportation Plan

Prepared by: Shelby Piccolo, ARC Transportation Access and Mobility Division    October 17, 2025

### DRI INFORMATION

2025 1611 Ellsworth DRI 4506 – Atlanta, Fulton County, GA

### METROPOLITAN TRANSPORTATION PLAN PROJECTS

Did the transportation analysis incorporate all current MTP projects contained in the study area or along major transportation corridors connecting the study area with adjacent jurisdictions?

Yes, the project incorporated all current MTP projects.

### REGIONAL NETWORKS

1. Will the project be directly served by any roadways identified as Regional Thoroughfares? 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
2. Will the development site be directly served by any roadways identified as Regional Truck Routes? 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
3. If the development site is within one mile of an existing or planned rail service, provide information on accessibility conditions and transit supportive uses.  
 NOT APPLICABLE  
 RAIL SERVICE WITHIN ONE MILE
4. If the project is within one mile of existing or planned fixed route bus services (including any privately operated shuttles or circulators open to the general public), provide information on walking and bicycling accessibility conditions.  
 NOT APPLICABLE

YES

MARTA Route 14

Distance\* .1 miles

Walking Access to stops\* *Stops are walkable along Ellsworth Industrial Blvd path. Crosswalks need improvement at driveways and intersections.*

Bicycling Access to stops \* *Stops are bikeable along Ellsworth Industrial Blvd path.*

**BRT TOD Comments** - Data centers do not support transit ridership. The proposed residential uses do support transit ridership.

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

NOT APPLICABLE

YES

Woodall Rail Trail (south of site, 3.2 miles long)

Northwest BeltLine Trail (south of site, near Elaine Ave NW intersection)

Chattahoochee Improvements Project multiuse path (north of site)

Distance *All trails around .1 miles away*

Walking Access\* *Trails are all walkable and bikeable along Ellsworth Industrial Blvd path. Path is only on one side of road, so mid-block crossings or improved crossings would help improve access and safety.*

**OTHER TRANSPORTATION DESIGN CONSIDERATIONS**

**1. Does the site plan provide for the construction of publicly accessible local road or drive aisle connections, or bike/pedestrian connections, with adjacent parcels?**

*The site does provide accessible local road and drive aisle connections with adjacent parcels.*

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

*Pedestrians are able to move between destinations within the site but a sidewalk within the site between Ellsworth and Huber should be considered. Bike improvements within the site should be considered as well.*

**3. 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?**

*Yes, the site plan effectively manages truck movements and separates them from the flow of multimodal users.*

**4. Does the site plan include provisions for electric vehicle charging?**

*No.*

## **RECOMMENDATIONS**

- 1. Do the transportation network recommendations outlined in the transportation study adequately mitigate the project's vehicular impact?**

*Describe and recommend any modifications. Determine if the vehicular capacity improvements degrade the available pedestrian network. Consider if improvements will induce demand outside of the project.*

*The proposal is largely consistent with ARC's MTP. The project is located near several planned multiuse trails and along a MARTA bus line. The residential uses will support transit ridership, but the data center industrial use does not support transit ridership. The multiuse path along Ellsworth serves as a great connection to other transportation access points. The minimum amount of parking is provided, but EV charging should be considered. The sidewalk crossing at Ellsworth should be implemented to improve safety and access. This crossing should be well marked and have additional safety features. Bike considerations should be made throughout the site and surrounding areas.*

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

*Data centers in the core urban parts of Atlanta are not generally seen as the best use of space and do not support multimodal transportation objectives.*

**1611 ELLSWORTH DRI**  
**City of Atlanta**  
**Natural Resources Review Comments**  
**October 6, 2025**

ARC recognizes that energy demands will be very high for this project and that related water needs for cooling purposes could create a large peak demand from the local water service provider. The DRI application lists the City of Atlanta Watershed Department as both the local water and sewer service provider but only provides estimated water supply demand and estimated sewer flow for the hotel and residential portions of the project, which are 0.152 MGD for water demand and 0.127 MGD for estimated sewage flow respectively. The application notes that the project design team is currently envisioning a closed-loop system and will work with the Atlanta Watershed Department to establish an achievable demand. Given that daily maximum flow requirements for cooling purposes often occur during the hottest days of the year, the demand for water has a higher likelihood of occurring during times of water stress in the water supply watershed.

The water resources of the metro Atlanta region are critically important to the region's economic vitality and quality of life. The region lies in the headwaters of six major river basins, where natural surface water sources are small relative to other major metropolitan areas and in need of a high level of protection. The firm yield of water supply sources available to individual jurisdictions also varies, and some jurisdictions have larger available supplies than others. ARC recommends a careful examination by the local water service provider of its capacity to meet peak-day demands for this project, in addition to other current and projected future peak-day demands. ARC also recommends that the local water service provider require the installation of advanced "waterless" cooling technologies or "near waterless" technology to reduce the burden on the drinking water supplies and increase the resiliency for both the project and the potable water system.

**Additional Water Resources Comments**

While ARC and the Metropolitan North Georgia Water Planning District have no regulatory or review authority over this project, the Natural Resources Department 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 is part of 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**

The site plan and USGS coverage for the project area shows no streams on or near the property. Any unmapped streams identified on the property may be subject to the City of Atlanta's stream buffer ordinance. Any unmapped State waters identified on the property will be subject to the State 25-foot Sediment and Erosion Control buffer.

**Floodplain**

The FEMA coverage for the project area shows no 100 -year floodplain (Zone AE) or 500-year floodplain (Zone X) on or near the project property.

**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 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](http://www.georgiastormwater.com)) such as design standards, calculations, formulas, and methods.

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

**From:** [Polhemus, Emma](#)  
**To:** [Donald Shockey](#)  
**Cc:** [cauguin@itsmarta.com](mailto:cauguin@itsmarta.com); [Mehserle, Liston](#); [Kirtz, Zachary](#); [Smoot, Karin](#); [Rosa, Charles](#); [Rush, Brendon](#); [Douse III, Sidney](#)  
**Subject:** RE: 2025 1611 Ellsworth DRI 4506 - Pre-Review/Methodology Meeting  
**Date:** Wednesday, October 8, 2025 3:46:02 PM  
**Attachments:** [image001.png](#)  
[image002.png](#)  
[image003.png](#)  
[image004.png](#)  
[image005.png](#)  
[image006.png](#)  
[image007.png](#)

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Good afternoon Donald, please include “coordination with MARTA” as a condition of approval so that we can collaborate with the developer to ensure the bus stop within the project limits (#902296) ADA-accessible, safe, visible and functional.

Conditions of approval are still part of the process, correct?

Thank you!  
Emma

**Emma Polhemus**

Senior Transit Systems Planner  
Department of Operational & Urban Planning



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**From:** Donald Shockey <DShockey@atlantaregional.org>  
**Sent:** Friday, October 3, 2025 3:16 PM  
**To:** chuck.mueller@dnr.state.ga.us; gaswcc.swcd@gaswcc.ga.gov; hhill@gefa.ga.gov; Jennifer.Welte@dnr.ga.gov; Jon West <jon.west@dca.ga.gov>; kmoore@gaconservancy.org; nongame.review@dnr.ga.gov; slucki@gefa.ga.gov; Zane Grennell - Georgia DCA <zane.grennell@dca.ga.gov>; Amy Goodwin <AGoodwin@atlantaregional.org>; Andrew Smith <ASmith@atlantaregional.org>; Ansley Goddard <AGoddard@atlantaregional.org>; Arin Yost <AYost@atlantaregional.org>; Danny Johnson, PE <DJohnson@atlantaregional.org>; David Haynes <DHaynes@atlantaregional.org>; Jillian Willis <JWillis@atlantaregional.org>; Jim Santo <JSanto@atlantaregional.org>; Jim Skinner <JSkinner@atlantaregional.org>; Jonathan Philipsborn <JPhilipsborn@atlantaregional.org>; Kristin Allin <KAllin@atlantaregional.org>; Lauren Blaszyk <LBlaszyk@atlantaregional.org>; Lauren Wiggins <LWiggins@atlantaregional.org>; Mike Alexander <MAlexander@atlantaregional.org>; Ranata Mattison <RMattison@atlantaregional.org>; Roshani Thakore <RThakore@atlantaregional.org>; Samyukth Shenbaga <SShenbaga@atlantaregional.org>;