Transportation Analysis

1611 Ellsworth DRI #4506

City of Atlanta, Georgia

September 2025

Prepared for:

Youngwoo & Associates LLC

Prepared by:

Kimley-Horn and Associates, Inc.
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Atlanta, GA 30309
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EXECUTIVE SUMMARY

This report presents the analysis of the anticipated traffic impacts of the proposed *1611 Ellsworth* development located in Atlanta, Georgia. The approximate 17.1-acre site is located east of Ellsworth Industrial Boulevard NW and south of Chattahoochee Ave NW and east of the Beltline Trail. The site includes existing warehouse buildings but is currently vacant.

A DRI was triggered by an ongoing review of an SAP application (BL-24-028) filed on August 30, 2024. The *1611 Ellsworth* development is proposed to include 250 hotel rooms, 425 multifamily residential units (mid-rise units) and 500,000 SF of Industrial (Data Center) with two driveways along Ellsworth Industrial Boulevard NW and three driveways along Huber Street.

The proposed development will consist of the following land uses and densities contained in **Table 1**. The project is expected to be completed by 2028 (approximately 3 years).

Table 1: Proposed Land Use and Density

Land Use	Proposed
Hotel	250 rooms
Multifamily Residential (Mid-Rise)	425 dwelling units
Industrial (Data Center)	500,000 SF*

**SAP Application BL-24-028 included 499,999 SF, which has been rounded for the purposes of the DRI analysis.*

The DRI analysis includes an estimation of the overall trips projected to be generated by the development, also known as gross trips. Mixed-use, and pass-by reductions to gross trips are included in the trip generation following ITE methodologies, and alternative mode reductions are included as determined by stakeholders during the Methodology Meeting and outlined in the Georgia Regional Transportation Authority (GRTA) Letter of Understanding (dated August 12, 2025).

Capacity analyses were performed for the study intersections under the Existing 2025 conditions, the 2028 No-Build conditions, and the 2028 Build conditions.

- Existing 2025 conditions represent current traffic volumes collected in April and May of 2025.
- 2028 No-Build conditions represent Existing 2025 traffic volumes grown for three (3) years using a 1.0% per year growth rate plus the addition of project trips that are anticipated to be generated from the nearby Huber West Midtown Development DRI #4362, and programmed transportation infrastructure projects.
- 2028 Build conditions represent the 2028 No-Build conditions plus the addition of the project trips that are anticipated to be generated by the *1611 Ellsworth* development.

A brief summary of system (background/No-Build condition) and development (Build condition) improvements and recommendations are noted below; additional details follow.

2025 Existing Conditions

GRTA LOS standards are satisfied for all but one intersection approach under the 2025 Existing conditions. The stop-controlled westbound approach of the intersection of Elaine Avenue at Marietta Boulevard (Intersection 4) operates at LOS F during the PM peak hour under 2025 Existing conditions. Based on GRTA guidance, since the intersection approach operates at LOS F under existing conditions, the LOS standard for future conditions at the westbound approach is LOS E.

It is notable that the Atlanta Beltline Northwest Trail proposes to signalize Intersection 4 with an anticipated installation prior to the 2028 future year conditions, which will mitigate low levels of service and high delay at the stop-controlled approach of Elaine Avenue under 2028 No-Build and 2028 Build conditions.

2028 NO-BUILD CONDITIONS *(SYSTEM IMPROVEMENTS)*

Prior to the 2028 No-Build conditions, programmed projects will be completed that impact study intersections. The Chattahoochee Improvements Project Phase I will modify the eastbound approach of Huber Street at Chattahoochee Avenue (Intersection 2) to accommodate the multi-use path across the railroad bridge to the east of the intersection. The Atlanta Beltline Northwest Trail will realign Elaine Avenue at Ellsworth Industrial Boulevard (Intersection 3) approximately 100 feet south of its current location, forming a three-legged intersection that will no longer align with the private driveway on the east side. The Northwest Trail project will also install a new traffic signal at Elaine Avenue at Marietta Boulevard (Intersection 4) along with modifications to laneage along Marietta Boulevard.

Under the 2028 No-Build conditions, with the installation of the programmed improvements, GRTA LOS standards are not projected to be satisfied for two (2) study intersections, Ellsworth Industrial Boulevard at Chattahoochee Avenue (Intersection 1) and Huber Street at Chattahoochee Avenue (Intersection 2). In order to meet GRTA LOS standards the following system improvements are recommended in addition to the programmed improvements:

Intersection 1: Ellsworth Industrial Boulevard at Chattahoochee Avenue

- Install a flashing yellow arrow (FYA) northbound left-turn signal head to operate under protected-permissive operations as needed by time of day.
- Install a flashing yellow arrow (FYA) southbound left-turn signal head to operate under protected-permissive operations as needed by time of day.

Intersection 2: Huber Street at Chattahoochee Avenue

- Install a traffic signal.
- Install a flashing yellow arrow (FYA) westbound left-turn signal head to operate under protected-permissive operations.
- *Note*: Intersection 2 is proposed to be signalized as part of the Chattahoochee Improvement Project Phase 1, pending final approval from ATLDOT.

2028 BUILD CONDITIONS (*DEVELOPMENT & SITE ACCESS IMPROVEMENTS*)

Under the 2028 Build conditions, with the installation of the programmed improvements, similar to 2028 No-Build conditions, GRTA LOS standards are not projected to be satisfied for Ellsworth Industrial Boulevard at Chattahoochee Avenue (Intersection 1) and Huber Street at Chattahoochee Avenue (Intersection 2). However, with the identified system improvements noted above, the intersections operate acceptably. No additional improvements are needed for Intersection 1 and Intersection 2.

Additionally, under the 2028 Build conditions, GRTA LOS standards are not satisfied for the intersection of Ellsworth Industrial Boulevard at Elaine Avenue (Intersection 3). In addition to the changes associated with the programmed realignment of Elaine Avenue, the following additional improvements are recommended:

Ellsworth Industrial Boulevard and Elaine Avenue (Intersection 3)

- Restripe the southbound approach to include an exclusive right-turn lane and an exclusive through-lane.

Ellsworth Industrial Boulevard at Driveway A (Intersection 5)

- Improve existing Driveway A to operate as a full-movement driveway with a minimum of one (1) lane entering and one (1) lane exiting and operating under driveway stop control.

Ellsworth Industrial Boulevard at Driveway B (Intersection 6)

- Improve existing Driveway B to operate as a full-movement driveway with a minimum of one (1) lane entering and one (1) lane exiting and operating under driveway stop control.

Huber Street at Driveway C (Intersection 7)

- Improve existing Driveway C to operate as a full-movement driveway with a minimum of one (1) lane entering and one (1) lane exiting and operating under driveway stop control.

Huber Street at Driveways D and E (Not Studied)

- Coordinate with the City of Atlanta and Georgia Power to identify preferred access for limited traffic operations needed to serve the power substation.

Finally, with the redevelopment of the 1611 Ellsworth property, and in anticipation of the planned Woodall Rail Trail spur and existing transit stops, coordination for future multimodal improvements is recommended as follows:

Bicycle, Pedestrian & Transit Facilities:

- Coordinate with the City of Atlanta, Upper Westside CID, and PATH foundation to provide an enhanced pedestrian crossing of Ellsworth Industrial Blvd to align with the future planned Woodall Rail Trail segment approximately 90 ft north of Driveway B.
- Coordinate with MARTA to consider improvements to the transit stop along the site frontage.

Ellsworth Industrial Boulevard at Chattahoochee Avenue (Intersection 1)

The following 2028 No-Build system improvement (background conditions/prior to build-out of the development) is needed to meet GRTA LOS standards for the southbound approach under PM peak hour conditions with minor adjustments to signal timing:

- Install a flashing yellow arrow (FYA) northbound left-turn signal head to operate under protected-permissive operations as needed by time of day.
- Install a flashing yellow arrow (FYA) southbound left-turn signal head to operate under protected-permissive operations as needed by time of day.

It is notable that a new traffic signal is recommended as a system improvement for nearby Huber Street at Chattahoochee Avenue (Intersection 2) as discussed in **Section 5.2** below. With the close proximity of the two signals, coordinated signal timing is recommended for signal operations. Protected-permissive phasing for the northbound and southbound approach are recommended both for the AM and PM peak hours to improve approach level-of service.

With the noted system improvement above, both the 2028 No-Build and 2028 Build conditions operate at or above GRTA LOS standards for the overall intersection and individual approaches.

Overall LOS Standard: D Approach LOS Standard: D			Ellsworth Industrial Blvd Northbound			Ellsworth Industrial Blvd Southbound			Chattahoochee Ave Eastbound			Chattahoochee Ave Westbound		
			L	T	R	L	T	R	L	T	R	L	T	R
2028 No-Build IMPROVED (Signal)	AM	Overall LOS	B (19.7)											
		Approach LOS	D (50.7)			D (52.6)			A (9.6)			B (13.5)		
		Storage	120			250								
		50th Queue	66	114		13	6			164			199	
		95th Queue	114	226		38	26			222			246	
	PM	Overall LOS	C (28.5)											
		Approach LOS	D (52.2)			D (54.1)			B (11.5)			C (25.0)		
		Storage	120			250								
		50th Queue	115	67		71	82			148			325	
		95th Queue	176	181		118	144			203			#737	
2028 BUILD IMPROVED (Signal)	AM	Overall LOS	C (21.4)											
		Approach LOS	D (52.6)			D (52.8)			B (10.0)			B (14.5)		
		Storage	120			250								
		50th Queue	99	143		13	6			171			210	
		95th Queue	151	254		38	25			252			M260	
	PM	Overall LOS	C (30.4)											
		Approach LOS	D (53.9)			D (54.1)			B (11.8)			C (27.7)		
		Storage	120			250								
		50th Queue	143	73		71	82			158			335	
		95th Queue	209	194		117	143			217			M#715	

*Intersection 1 utilized HCM 2000 due to signal phasing limitations of HCM 7th.
~ Volume exceeds capacity, queue is theoretically infinite.
m Volume for 95th percentile queue is metered by upstream signal.

Huber Street at Chattahoochee Avenue (Intersection 2)

There is a programmed project at Intersection 2 associated with the Chattahoochee Improvements Project Phase I multiuse path. The programmed project will reconfigure the eastbound approach to include an exclusive right-turn lane and an exclusive through lane with a single eastbound receiving lane prior to the 2028 No-Build and 2028 Build conditions.

Chattahoochee Improvements Project Phase 1 is currently in concept validation and design, pending City of Atlanta approvals. As of August 2025, the city accepted a Chattahoochee Improvements Project traffic study update that recommended a new traffic signal at Huber Street and Chattahoochee Avenue. Since the new signal was not approved prior to the submittal of the POST MMP, the improvement is not documented as a programmed change but is also recommended as a No-Build/System Improvement to serve background traffic at the intersection.

It is notable that the Huber West Midtown DRI #4362 proposed a No-Build/System improvement to modify Huber Street at Chattahoochee Avenue to operate as right-out only. However, a new traffic signal will provide pedestrian crossing opportunities that are otherwise limited by existing or other unsignalized conditions proposed.

The following 2028 No-Build system improvement (background conditions/prior to build-out of the development) is needed to meet GRTA LOS standards for the northbound approach:

- Install a traffic signal.
- Install a flashing yellow arrow (FYA) westbound left-turn signal head to operate under protected-permissive operations.

With the noted system improvement above, both the 2028 No-Build and 2028 Build conditions operate at or above GRTA LOS standards for the overall intersection and individual approaches.

Overall LOS Standard: D Approach LOS Standard: D			Huber Street			N/A			Chattahoochee Ave NW			Chattahoochee Ave NW		
			Northbound			Southbound			Eastbound			Westbound		
			L	T	R	L	T	R	L	T	R	L	T	R
2028 No-Build IMPROVED (Proposed Signal)	AM	Overall LOS	C (32.7)											
		Approach LOS	C (35.6)						D (48.3)			A (5.1)		
		Storage												
		50th Queue		33						~1011	2		65	
		95th Queue		#126						#1521	m2		100	
	PM	Overall LOS	A (9.7)											
		Approach LOS	C (30.7)						A (8.9)			A (8.2)		
		Storage												
		50th Queue		11						355	4		173	
		95th Queue		57						459	m8		#349	
2028 BUILD IMPROVED (Proposed Signal)	AM	Overall LOS	D (37.5)											
		Approach LOS	D (48.5)						D (54.4)			A (6.0)		
		Storage												
		50th Queue		45						~1103	2		75	
		95th Queue		#162						#1565	m2		118	
	PM	Overall LOS	B (18.2)											
		Approach LOS	C (29.2)						B (10.5)			C (21.6)		
		Storage												
		50th Queue		13						370	5		237	
		95th Queue		60						496	m10		#526	

*Intersection 2 utilized HCM 2000 due to signal phasing limitations of HCM 7th.
~ Volume exceeds capacity, queue is theoretically infinite.
# 95th percentile volume exceeds capacity; queue may be longer.
m Volume for 95th percentile queue is metered by upstream signal.

Ellsworth Industrial Boulevard at Elaine Avenue (Intersection 3)

There is a programmed project at Intersection 3 associated with the programmed Atlanta Beltline Northwest Trail project. The programmed project will realign the intersection approximately 100 feet south of its current location, forming a three-legged intersection that will no longer align with the private driveway on the east side of the existing intersection prior to the 2028 No-Build and 2028 Build conditions.

The following 2028 Build improvement (background conditions plus the addition of the project trips) is needed to meet GRTA LOS standards for the southbound approach:

- Restripe the southbound approach to include an exclusive right-turn lane and an exclusive through-lane.

With the noted build improvement noted above, both the 2028 Build conditions operate at or above GRTA LOS standards for the overall intersection and individual approaches.

Overall LOS Standard: D Approach LOS Standard: D			Ellsworth Industrial Blvd			Ellsworth Industrial Blvd			Elaine Ave			N/A		
			Northbound			Southbound			Eastbound			Westbound		
			L	T	R	L	T	R	L	T	R	L	T	R
2028 BUILD IMPROVED (AWSC)	AM	Overall LOS	B (10.8)											
		Approach LOS	B (11.3)			A (9.9)			B (11.7)					
		Storage												
		50th Queue												
		95th Queue		43			33	20		40				
	PM	Overall LOS	C (17.1)											
		Approach LOS	C (15)			C (16.2)			C (20.3)					
		Storage												
		50th Queue												
		95th Queue		65			110	50		118				

1.0 PROJECT DESCRIPTION

1.1 Introduction

This report presents the analysis of the anticipated traffic impacts of the proposed *1611 Ellsworth* development located in Atlanta, Georgia. The approximate 17.1-acre site is located east of Ellsworth Industrial Boulevard NW and south of Chattahoochee Ave NW and east of the Huber Street. The project site is currently zoned I-2 (Heavy Industrial), Beltline Overlay, Upper Westside Overlay. A DRI application was triggered by an ongoing review of an SAP application (BL-24-028) filed on August 30, 2024. It is important to note that a future rezoning is planned to accommodate the land uses of hotel and residential after the SAP/DRI are approved. **Figure 1** provides a location map of the project site. **Figure 2** provides an aerial view of the project site and surrounding area.

The site includes existing warehouse buildings but is currently vacant. The proposed development will consist of the following land uses and densities contained in **Table 2**. The project is expected to be completed by 2028 (approximately 3 years).

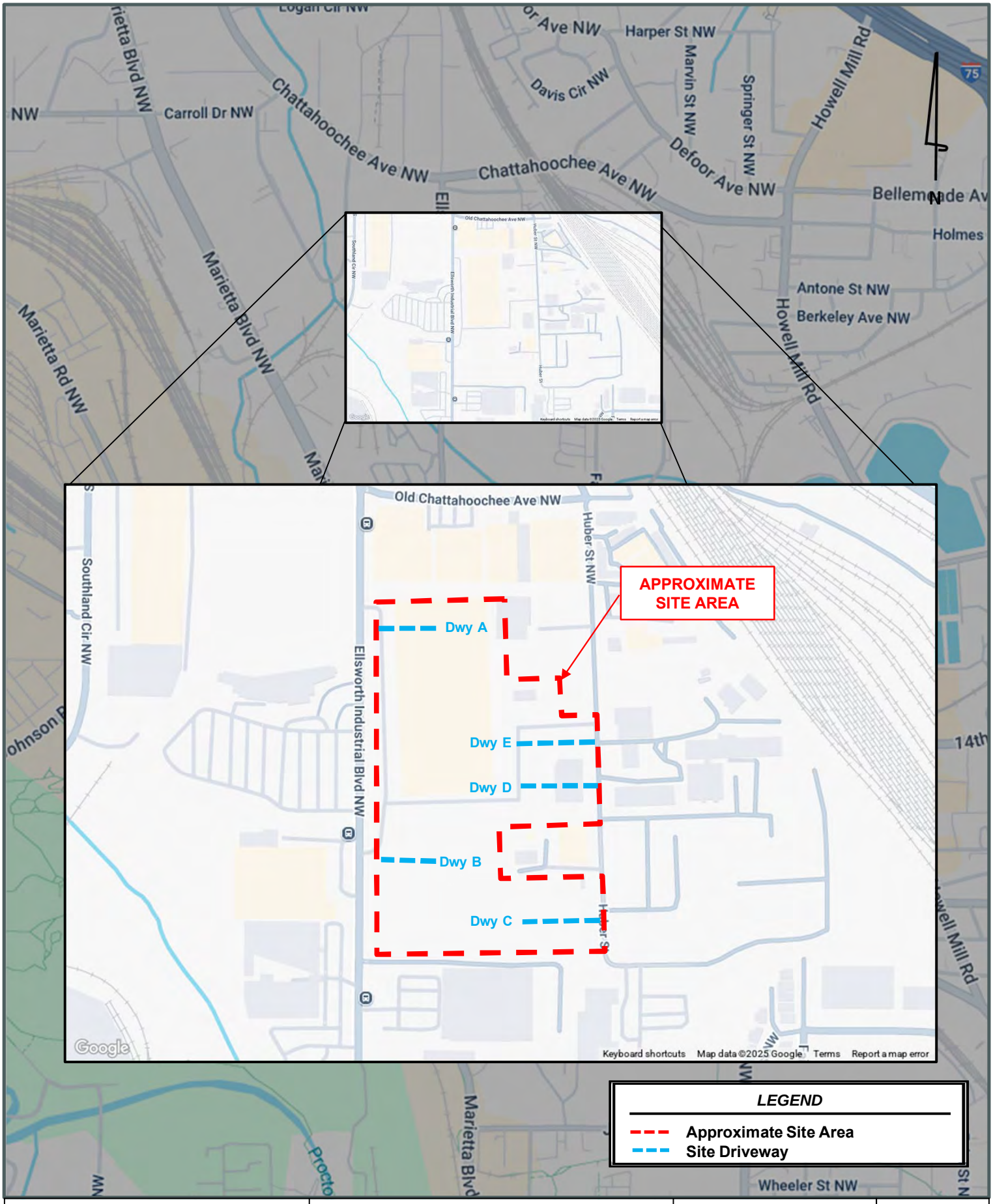
Table 2: Proposed Land Use and Density

Land Use	Proposed
Hotel	250 rooms
Multifamily Residential (Mid-Rise)	425 dwelling units
Industrial (Data Center)	500,000 SF*

**SAP Application BL-24-028 included 499,999 SF, which has been rounded for the purposes of the DRI analysis*

The proposed site plan is provided in **Appendix A**. A full-sized site plan consistent with GRTA's Site Plan Guidelines is also being submitted as part of the DRI review package.

The project is considered a Development of Regional Impact (DRI) and is subject to Georgia Regional Transportation Authority (GRTA) and Atlanta Regional Commission (ARC) review due to the project size exceeding 500,000 SF of Mixed-Use in a Maturing Neighborhoods Area (per UGPM). This Transportation Impact Study (TIS) analysis includes all inputs and methodologies discussed at the DRI Methodology Meeting with GRTA, ARC, and other stakeholders. The inputs and methodologies are outlined in the GRTA Letter of Understanding (LOU) dated August 12, 2025.



Kimley»Horn	*1611 Ellsworth DRI #4506* *Transportation Impact Study*	**Site Location Map**	**Figure 1** **Page 8**

Kimley»Horn	*1611 Ellsworth DRI #4506* *Transportation Impact Study*	**Site Aerial**	**Figure 2** **Page 9**

1.2 Site Access

As currently envisioned, the proposed development will be accessible by tenants and visitors via three (3) primary vehicular access points:

1. **Site Driveway A –** an existing full-movement driveway, located along Ellsworth Industrial Blvd, approximately 475 ft south of Chattahoochee Ave proposed to operate under side-street stop control as secure access for data center only.
2. **Site Driveway B** – an existing full-movement driveway, located along Ellsworth Industrial Blvd**,** approximately 1,300 ft south of Chattahoochee Ave proposed to operate under side-street stop and will provide a shared access for Hotel, Residential, and Data Center land uses.
3. **Site Driveway C** – an existing driveway full-movement driveway, located along Huber Street, approximately 1,650 ft south of Chattahoochee Ave proposed to operate under side-street stop control as a shared access for Hotel and Residential land uses.

A power substation to serve the data center component of the development will be located along Huber St with two (2) secure access points. The utility is not expected to generate daily traffic but requires secure driveway access for power service operations. The following site driveways correspond with existing curb cuts but are not proposed to be studied due to the low trip generating characteristics of the utility.

4. **Site Driveway D** – an existing full-movement driveway along Huber St approximately 1,300 ft south of Chattahoochee Ave proposed to operate under side-street stop control.as a restricted access for the power substation only.
5. **Site Driveway E** – an existing full-movement driveway along Huber St approximately 1,580 ft south of Chattahoochee Ave proposed to operate under side-street stop control, as a restricted access for the power substation only.

1.3 Internal Circulation Analysis

Both the power station and data center are secure areas and are only able to be accessed by employees and visitors via Driveway A, and Driveways D and E are restricted to data center and power utility personnel and visitors only. Driveway B provides shared access for the Hotel, Residential and Data Center uses, while Driveway C will primarily serve parking for the Hotel and Residential component. Hotel and Residential land uses are both integrated into a single building with shared vehicular and pedestrian access.

1.4 Parking

The current required and proposed estimated number of site parking spaces to be provided are listed below in **Table 3**. Code requirements applicable to the site include City of Atlanta I-2 Zoning and Beltline Overlay minimum and maximum parking requirements. Proposed parking is an estimate and may change based on market demand. Proposed parking will be within the allowable minimum and maximum limits established by code.

Table 3: Required and Proposed Vehicle Parking			
Land Use	**Min**	**Max**	**Proposed**
	I-2	**Beltline Overlay**	
Residential	N/A	709* *1 space per 1BR,* *2 spaces per 2BR* *(assumed 33% 1BR/67% 2BR)*	**598*** Parking numbers are approximate based on current information and are subject to change pending final development plans.
Hotel	313 *1 per Unit + ½ per Employee* *(1 employee per 2 units assumed)*	392 *Greater of Min+10 or Min*1.25 for underlying zoning minimum*	
Industrial	N/A[1]	2,084 *Greater of Min+10 or Min*1.25;* *1 per 300 SF assumed as base minimum, if underlying min is N/A*	
TOTAL	Min: 313	Max: 3,185	

[1]Parking minimum indicated as N/A per SAP Application BL-24-028.

**Parking space values in the above table are estimates based on current conditions; final parking space counts will meet City Code after the project's detailed design is finalized.*

Vehicle parking provided will be shared, where possible. Pedestrian facilities will be provided internal to the site as well as walkways connecting sidewalks to the Hotel/Residential building from Huber Street and Ellsworth Industrial Boulevard will be constructed.

Additional parking details are provided on the proposed site plan in **Appendix A**.

1.5 Alternative Transportation Facilities

There is existing and programmed trail connectivity near the site. The includes the existing Woodall Rail Trail connection located approximately 650 ft south of the site, Beltline Northwest trail under construction approximately ¼-mile south of the site, and the programmed Chattahoochee Improvements Project multiuse path located approximately 500 ft north of the site. Additionally, there is a programmed sidewalk installation along the west side of Ellsworth Industrial Boulevard between Elaine Avenue and Huff Road.

Sidewalks exist on the west side of Ellsworth Industrial Boulevard until just south of Elaine Avenue, connecting with the Woodall Rail Trail, which extends northwest. On the east side, sidewalks run from Elaine Avenue to Huff Road. North of the site, Chattahoochee Avenue has sidewalks on both sides.

MARTA Bus Route 14 has stops both adjacent and near the project site on Ellsworth Industrial Boulevard. It is important to note that with the MARTA NextGen Bus Network, Route 14 will continue to service Ellsworth Industrial Boulevard. The update to Route 14 includes its extension from HE Holmes Station to Midtown.

1.6 Dense Urban Environments Enhanced Focus Area

Per Section 3.2.4.2 of the GRTA Development of Regional Impact Review Procedures, the *1611 Ellsworth* development is not located in dense urban environment. A Dense Urban Environment Area is defined as areas within the Midtown Community Improvement District (CID), the Central Atlanta Progress CID, or the Buckhead CID, or additional area meeting the criteria as determined by the Regional Commission or Local Government.

1.7 Heavy Vehicle Enhanced Focus Area

Per Section 3.2.4.1 of the GRTA Development of Regional Impact Review Procedures, industrial projects with significant truck traffic should be considered for a Heavy Vehicle Enhanced Focus Area evaluation. As discussed in the Methodology Meeting, while there is an industrial component of the *1611 Ellsworth* development, the target tenants for this development are not anticipated to generate significant heavy vehicles, and therefore an Enhanced Focus Area for Heavy Vehicles is not required for this DRI review.

1.8 Power Substation Access

Coordination with the Georgia Power Company (GPC) is ongoing for the power substation shown on the site plan along Huber Street. As discussed in the Methodology Meeting and shown on the SAP and DRI Site Plans, two (2) existing curb cuts are proposed to be reconstructed to serve the power substation area.

The two curb cuts are a requirement of GPC as stated in their design responsibilities for non-company power delivery projects as follows:

- Customer provides two (2) substation ingress-egress points at locations approved by GPC.
- Customer provides access from a public road to the substation. Access is based on a WB-65 tractor-trailer. Vertical curves at crest must pass for a low boy trailer.

Additional coordination and design details are part of the GPC process expected during the land disturbance permit (LDP). The LDP will commence after the DRI and SAP are approved. To the degree possible, the Applicant will work with GPC to limit impacts to pedestrian circulation along the substation frontage of Huber Street.

Current site information and truck auto-turn evaluation of site driveways indicates the two driveways are needed for the required WB-65 tractor-trailer. An exhibit is shown in **Appendix E**.

2.0 TRAFFIC ANALYSES, METHODOLOGY AND ASSUMPTIONS

2.1 Study Network Determination

The study area was determined at the methodology meeting with input from GRTA, ARC, and other local agency stakeholders. The study includes the following four (4) off-site intersections described in **Table 4** and shown in **Figure 3**.

Table 4 : Intersection Control Summary			
Intersection	**Jurisdiction**	**Existing Control**	**Future/Programmed Control**
Ellsworth Industrial Blvd at Chattahoochee Ave	City of Atlanta	Signalized	Signalized
Huber St at Chattahoochee Ave*	City of Atlanta	Side-Street Stop Controlled (TWSC)	Signalized*
Ellsworth Industrial Blvd at Elaine Ave	City of Atlanta	All-Way Stop Controlled (AWSC)	All-Way Stop Controlled (AWSC)
Elaine Ave at Marietta Blvd	City of Atlanta	Side-Street Stop Controlled (TWSC)	Signalized

** Huber Street at Chattahoochee Avenue is proposed to be signalized as part of the Chattahoochee Avenue Improvement Project Phase 1, pending final approval from ATLDOT. It has been studied as TWSC under base No-Build and Build conditions but considers a signal under No-Build Improved conditions to match the proposed project.*

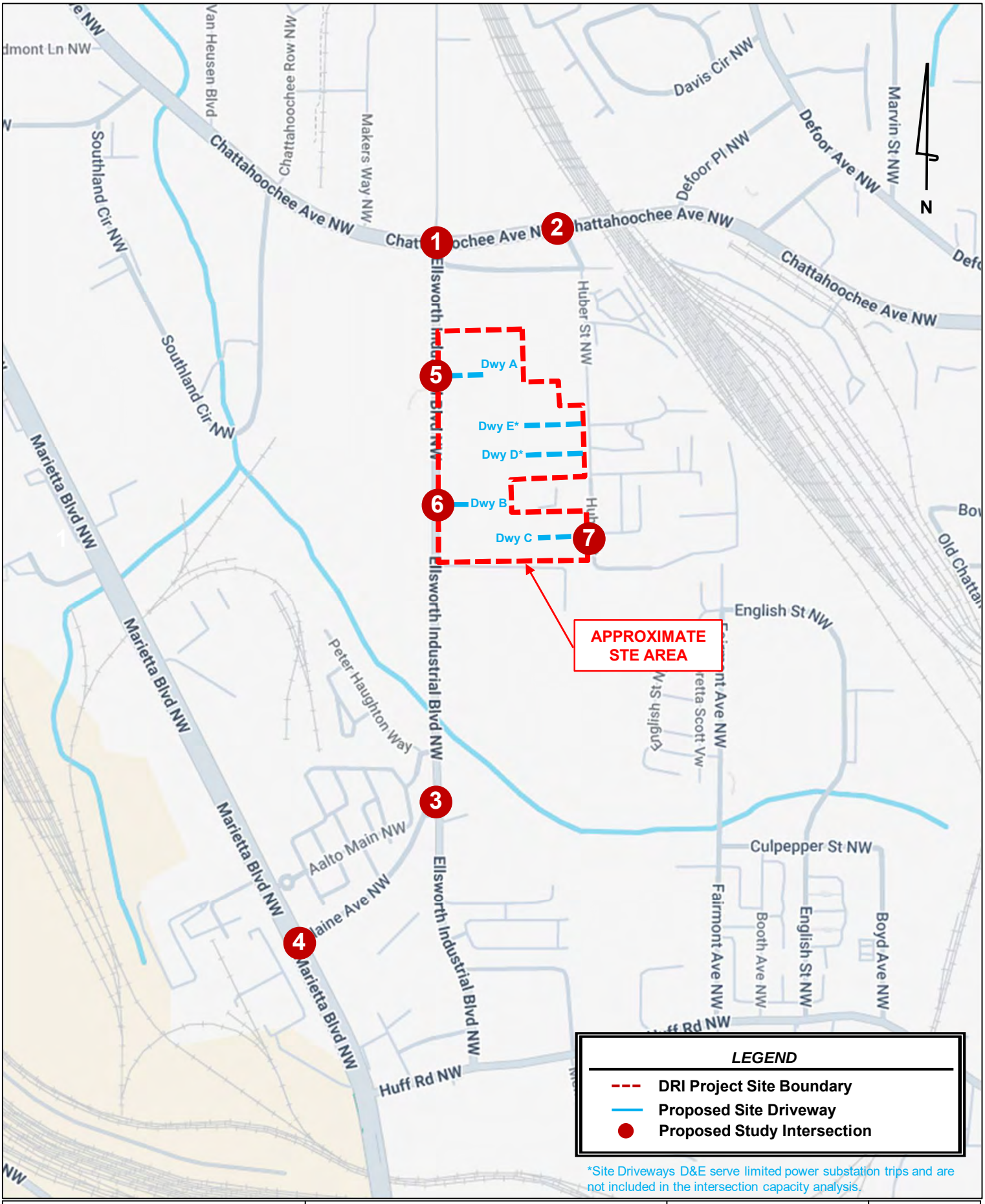
Site driveways, as discussed in Section 1.2, are also included in the analysis.

2.2 Existing Roadway Facilities

Roadway classification descriptions and estimated Annual Average Daily Traffic (AADT) for roadway segments within the study network are provided in **Table 5** (bolded roadways are adjacent to the site).

Table 5: Roadway Classifications				
Roadway	**Lanes**	**Posted Speed Limit**	**AADT (GDOT, 2023)**	**GDOT Functional Classification**
Ellsworth Industrial Boulevard	2	35 MPH	10,200	Major Collector
Elaine Street	2	25 MPH	-	Local Road
Marietta Boulevard	4	35 MPH	13,200	Minor Arterial
Chattahoochee Avenue	4	35 MPH	14,100	Major Collector
Huber Street	2	25 MPH*	-	Local Road

** Speed limit not visibly posted. Assumed to be 25 MPH.*



Kimley»Horn	*1611 Ellsworth DRI #4506* *Transportation Impact Study*	**Study Intersections**	**Figure 3** **Page 14**

2.3 Traffic Data Collection

Traffic counts were collected at the four (4) existing study intersections on Tuesday, April 1, 2025, and Thursday, May 15, 2024, and during the AM and PM peak periods. Traffic count peak hours for all the study intersections are shown in **Table 6**. The raw peak hour turning movement traffic counts are available upon request.

Table 6: Traffic Count Summary

Intersection	Count Date	AM Peak Hour	PM Peak Hour
1. Chattahoochee Ave NW at Ellesworth Industrial Blvd	5/2025	8:00 – 9:00 AM	4:45 – 5:45 PM
2. Chattahoochee Ave NW at Huber St	4/2025	7:45 – 8:45 AM	5:00 – 6:00 PM
3. Ellesworth Industrial Blvd at Elaine Ave NW	5/2025	8:00 – 9:00 AM	5:00 – 6:00 PM
4. Marietta Blvd NW at Elaine Ave NW	5/2025	7:45 – 8:45 AM	4:00 – 5:00 PM

2.4 Background Growth

Background traffic is defined as expected traffic on the roadway network in future year(s) absent the construction and opening of the proposed *1611 Ellsworth* development. Background traffic includes a base growth rate, which is based on historical count data and population growth data. It also includes trips anticipated from nearby or adjacent other projects, in this case the Huber West Midtown DRI #4362.

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Based on methodology outlined in the GRTA Letter of Understanding (LOU), a 1.0 percent per year background traffic growth rate from 2025 to 2028 (3 years) was used for all roadways.

The 2028 No-Build conditions represent the Existing 2025 traffic volumes grown for three (3) years at 1.0% per year throughout the study network. The 2028 Build conditions represent the project trips generated by the *1611 Ellsworth* development (discussed in Section 3.0 and 4.0) added to the 2028 No-Build Conditions.

2.5 Programmed and Planned Projects

Programmed and planned projects near the project site were researched to account for any improvements or modifications within the study network expected to be installed before or by the build-out year of the development. The programmed and planned projects were discussed in the methodology meeting with GRTA, ARC, and other local stakeholders.

The following projects shown in **Table 7** are programmed to occur near the development.

Table 7: Programmed Projects							
Project Name	From/ To Points:	Sponsor	GDOT PI #	ARC ID (TIP)	Design FY	ROW / UTL FY	CST FY
Atlanta Beltline Northwest Trail	Marietta Boulevard to English Street (Segment 5) including new signal at Elaine Ave/Marietta Blvd	ATLDOT, Atlanta Beltline	-	-	-	-	2025
Huff Road Widening	English Street to Trabert Avenue (Segment 4)	ATLDOT, Atlanta Beltline	-	-	-	-	2027
Chattahoochee Improvements Project Phase 1	Southland Circle to Howell Mill Road	UWCID, ATLDOT	-	-	2024	2025	2027
ATLDOT Howell Mill Complete (Safe) Street	Northfleet Road to Marietta Street	ATLDOT	-	-	2016	-	2028
ATLDOT Marietta Boulevard Safe Street	Coronet Way to Donald Lee Hollowell Parkway	ATLDOT	0017803	AT-392	2023	-	2028
Marietta Road Bridge Replacement	South of the bridge to Perry Boulevard/West Marietta Street	GDOT	0019776	-	2024	2026	2028
Ellsworth Industrial Boulevard Sidewalk Installation	On west side of Ellsworth between Elaine Ave and Huff Rd	ATLDOT	-	-	2024	-	2027
Chattahoochee Avenue Sidewalk Installation	Marietta Boulevard to Howell Mill Road	ATLDOT	-	-	2024	-	2027
Huff Road Widening	West of Earnest St to Howell Mill Road	UWCID,ATLDOT	-	-	2026	-	2028
Huff Road Concept Study (Livable Centers Initiative)	Marietta Blvd to Howell Mill Rd (*concept only)	UWCID, ARC	-	-	2025*	N/A	N/A

**Project information was obtained from GeoPI (GDOT), the Atlanta Region's Plan (ARC), and ATLDOT*

The following programmed projects impacted intersection operations and were incorporated in future scenarios:

Atlanta Beltline Northwest Trail:

- Elaine Avenue at Ellsworth Industrial Blvd (Intersection 3)
  - Realign the intersection approximately 100 feet south of its current location, forming a three-legged intersection that will no longer align with the private driveway.
- Elaine Avenue at Marietta Boulevard (Intersection 4)
  - Install a traffic signal.
  - Reconfigure the northbound approach to include one through and one shared through/right-turn lane (previously two through lanes and one exclusive right-turn lane).
  - Reconfigure the southbound approach to include two through lanes and an exclusive left-turn lane (previously one shared through/left-turn lane and one through lane).

Chattahoochee Improvements Project:

- Huber Street at Chattahoochee Avenue (Intersection 2)
    - Reconfigure the eastbound approach to include an exclusive right-turn lane and an exclusive through lane with a single eastbound receiving lane.
    - A new traffic signal is also proposed at the intersection, pending review/approval by ATLDOT.
- *Note*: Chattahoochee Improvements Project Phase 1 is currently in concept validation and design, pending City of Atlanta approvals. As of August 2025, the city accepted a Chattahoochee Improvements Project traffic study update that recommended a new traffic signal at Huber Street and Chattahoochee Avenue. Since the new signal was not approved prior to the submittal of the POST MMP, the improvement is not documented as a programmed change but is also recommended as a No-Build/System Improvement to serve background traffic at the intersection.

Huber Street DRI #4362:
Future project traffic from the DRI is included in Background/No-Build traffic conditions in addition to the background growth rate.

Based on the revised DRI study dated August 13, 2025, the following overlapping study intersections and recommendations have been considered in the *1611 Ellsworth* DRI review:

- Ellsworth Industrial Blvd at Chattahoochee Ave (Intersection 1):
    - No recommendations noted.
- Huber St at Chattahoochee Ave (Intersection 2):
    - Reconfigure Huber Street as right-out only exit onto Chattahoochee Avenue; sight distance should be evaluated for left-turning vehicles.
    - *Note*: the Chattahoochee Improvements Project Phase 1 proposed traffic signal (pending ATLDOT approval) is considered a more relevant improvement for the intersection; the right-out only option is not considered for the *1611 Ellsworth* DRI analysis.

The following projects shown in **Table 8** are planned to occur near the development.

Table 8: Planned Projects

Project Name	From/ To Points:	Potential Sponsor	GDOT PI #	ARC ID (TIP)	Project Timeline	Planning Document
Connect Cobb/Northwest Atlanta High Capacity Premium Transit Service	KSU to midtown Atlanta	Cobb County	-	AR-475	2050	ARC TIP/MTP
Northside Drive Corridor High Capacity Premium Transit Service	I-75 North to Atlanta Metropolitan State College area	MARTA	-	AR-491C	2050	ARC TIP/MTP
Westside Park Multimodal Access	Habershal Drive to Northside Drive	GDOT	-	AT-388	TBD	ARC TIP/MTP
Huff Road Bicycle and Pedestrian Improvements	Marietta Boulevard to Howell Mill Road	City of Atlanta	-	-	TBD	UWCID master Plan
Ellsworth Industrial Boulevard Streetscape and Realigning Elaine Avenue	Chattahoochee Road to Huff Road (will be installed by Beltline NW Trail)	UWCID	-	-	TBD	UWCID Master Plan
Chattahoochee Avenue bicycle and pedestrian improvements	Marietta Boulevard to Northside Drive	UWCID	-	-	TBD	UWCID Master Plan
Huber Street Extension	Huber Street to Ellsworth Industrial Boulevard	UWCID, City of Atlanta	-	-	TBD	UWCID Master Plan
Trails ATL 14th Huff Trail and Waterworks Trail	From Marietta Boulevard to Howell Mill Road and from 14th street to Chattahoochee Avenue along Howell Mill Road	City of Atlanta, PATH Foundation	-	-	TBD	Trails ATL

**Project information was obtained from MARTA and Atlanta Beltline*

Available fact sheets for projects listed in the table above can be found in **Appendix B**.

2.6 Level-of-Service Overview

Level-of-service (LOS) is used to describe the operating characteristics of a road segment or intersection in relation to its capacity. LOS is defined as a qualitative measure that describes operational conditions and motorists' perceptions within a traffic stream. The *Highway Capacity Manual* defines six levels-of-service, LOS A through LOS F, with A being the best and F being the worst. LOS analyses were conducted at all intersections within the study network using *Synchro 12*.

Per GRTA requirements, LOS, delay and queues for signalized intersections are reported for the intersection as a whole and for each individual intersection approach. Similarly, delay and queues for unsignalized intersections are reported for the overall intersection and each approach. LOS for unsignalized intersections is only applicable for the side street approaches that operate under stop control, and for major street left-turn movements. Per GRTA requirements, LOS, delay and queue reporting for unsignalized intersections are provided by approach, as available.

2.7 Level-of-Service Standards

All study intersections are located in the Maturing Neighborhoods area as specified in the Atlanta Regional Commission's Unified Growth Policy Map. Therefore, for the purposes of this traffic analysis, a LOS standard of D was assumed for all intersections per section 3.2.2.1 of the GRTA *Development of Regional Impact Review Procedures,* and as specified in the LOU. However, per GRTA guidance, if an intersection or individual approach is failing (LOS F) under existing conditions, the LOS standard for future conditions becomes LOS E.

GDOT Intersection Control Evaluation (ICE) Stage 1 is required for GDOT-maintaining intersections or approaches that do not meet LOS standards and where the project is increasing trips to the approach by twenty (20) percent or more.

- There are no intersections along state routes that would require GDOT ICE.

3.0 TRIP GENERATION

Gross trips associated with the proposed development were estimated using the *Institute of Transportation Engineers' (ITE) Trip Generation Manual, 11th Edition*, using equations and rates as documented in the Methodology Meeting Packet and discussed in the Methodology Meeting. Reductions to gross trips including mixed-use reductions, alternative transportation mode reductions, and pass-by reductions for retail uses are considered in the analysis based on methodology outlined in the GRTA Letter of Understanding (LOU).

Mixed-use reductions occur when a site has a combination of different land uses that interact with one another. For example, people living in a residential development may walk to the restaurants and retail instead of driving off-site or to the site. This reduces the number of vehicle trips that will be made on the roadway, thus reducing traffic congestion. Mixed-use reductions were taken in this analysis based on the ITE methodologies per the LOU.

Alternative modes reductions are taken when a site can be accessed by modes other than vehicles (walking, bicycling, transit, etc.). A 10% alternative mode reduction was taken in this analysis per the LOU.

Pass-by reductions considered when traffic already traveling along a roadway may choose to visit a retail or restaurant establishment that is along the vehicle's path. These trips were already on the road and would continue to travel the same route regardless of the build-out of the new development. There are no retail or restaurant land uses, therefore no pass-by reduction was applied.

Table 9 summarizes the gross trip generation, reductions and net trip generation for the proposed *1611 Ellsworth DRI* development.

Table 9: Trip Generation

Land Use (LUC)	Density	Daily Traffic			AM Peak Hour			PM Peak Hour		
		Total	Enter	Exit	Total	Enter	Exit	Total	Enter	Exit
Data Center (160)	500,000 SF	496	248	248	55	30	25	45	14	31
Multifamily Housing Mid-Rise (221)	425 Units	1,980	990	990	175	40	135	166	101	65
Hotel (310)	250 Units	2,286	1,143	1,143	118	66	52	157	80	77
Gross Project Trips		**4,762**	**2,381**	**2,381**	**348**	**136**	**212**	**368**	**195**	**173**
Mixed-Use Reductions		*-60*	*-30*	*-30*	*0*	*0*	*0*	*-4*	*-2*	*-2*
Alternative Mode Reductions (10%)		*-472*	*-236*	*-236*	*-36*	*-14*	*-22*	*-37*	*-19*	*-17*
Pass-by Reductions (per ITE)		*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Net New Trips		**4,230**	**2,115**	**2,115**	**312**	**122**	**190**	**327**	**174**	**154**

A more detailed trip generation analysis summary table is provided in **Appendix C**.

4.0 TRIP DISTRIBUTION AND ASSIGNMENT

The distribution of new project trips was based on the project land uses, a review of land use densities and road facilities in the area, engineering judgement, and methodology discussions with GRTA, ARC, GDOT, City of Atlanta, Atlanta Beltline and other local stakeholders.

The anticipated distribution and assignment of the trips throughout the study roadway network for residential land use is shown in **Figure 4.** The anticipated distribution and assignment of the trips throughout the study roadway network for data center land use is shown in **Figure 5**. The anticipated distribution and assignment of the trips throughout the study roadway network for hotel use is shown in **Figure 6**. These trip assignment percentages were applied to the net project trips expected to be generated by the development, and the volumes were assigned to the roadway network. The peak hour project trips are shown by turning movement throughout the study network in **Figure 7**.

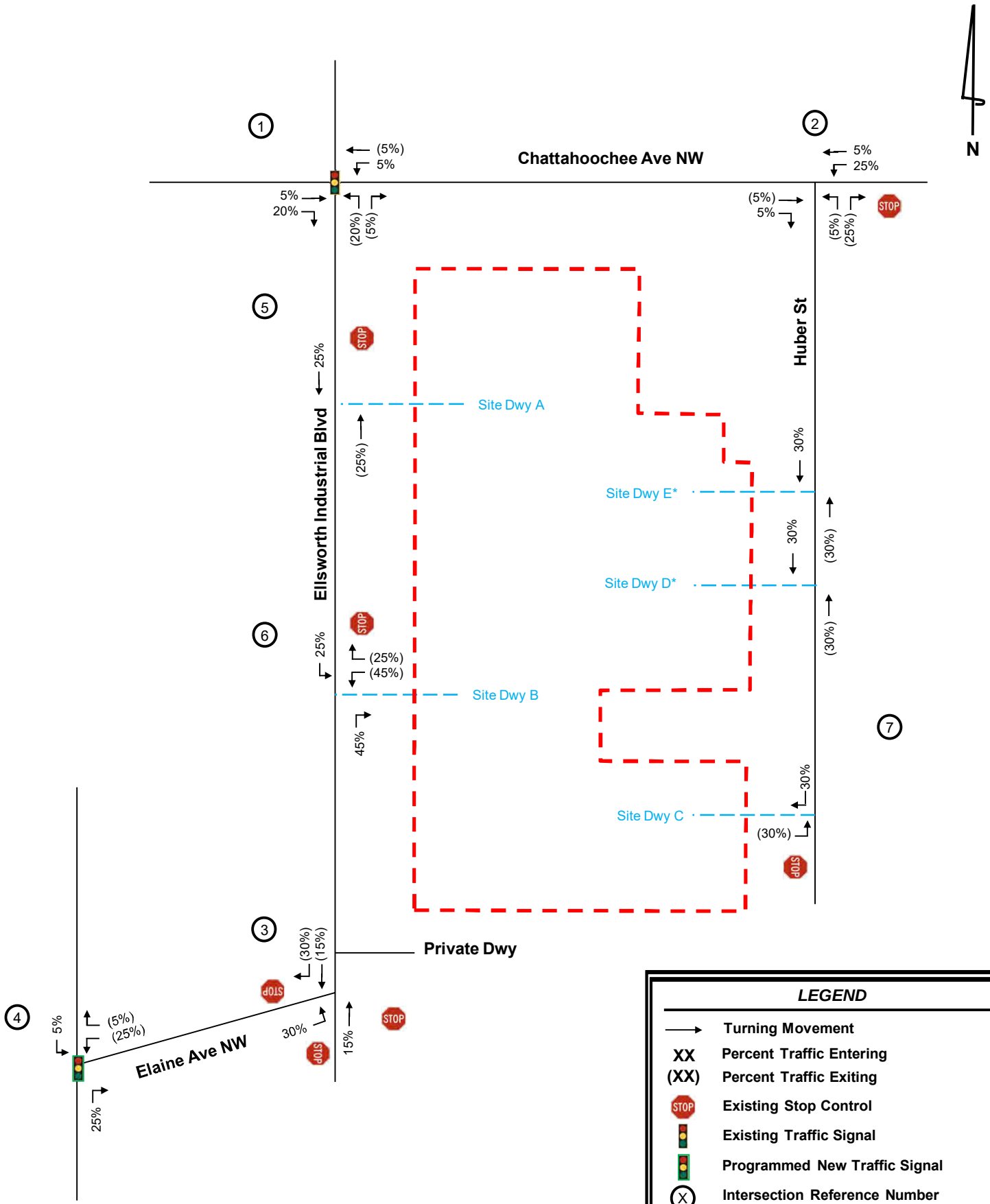
Detailed intersection volume worksheets are provided in **Appendix D**.

5.0 TRAFFIC ANALYSIS

Capacity analyses were performed using *Synchro 12* for the AM and PM peak hours under the Existing 2025 conditions, 2028 No-Build conditions, and 2028 Build conditions. The capacity analyses were performed using methodologies from the *Highway Capacity Manual (HCM), 7th Edition,* unless otherwise noted.

For the No-Build and Build scenarios, the analyses adjusted the roadway laneage to reflect the upgrades from the Atlanta Beltline Northwest Trail. The traffic volumes and roadway laneage used for each scenario are shown in **Figure 8** for Existing 2025 conditions, **Figure 9** for 2028 No-Build conditions, and **Figure 10** for 2028 Build conditions.

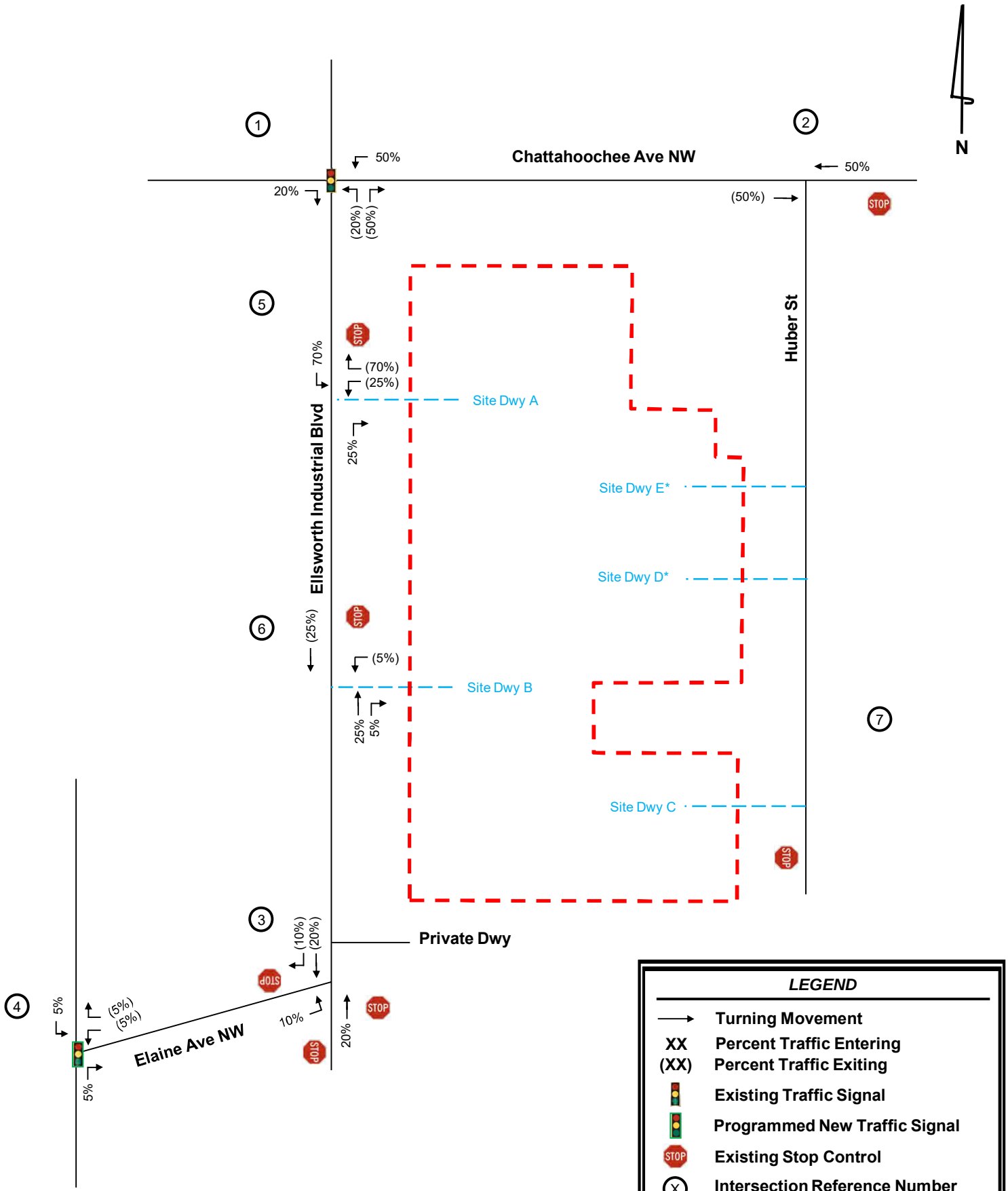
Sections 5.1 – 5.7 provide the results of the capacity analyses are presented for each study intersection and site driveway including projected LOS, delay, and queue lengths.



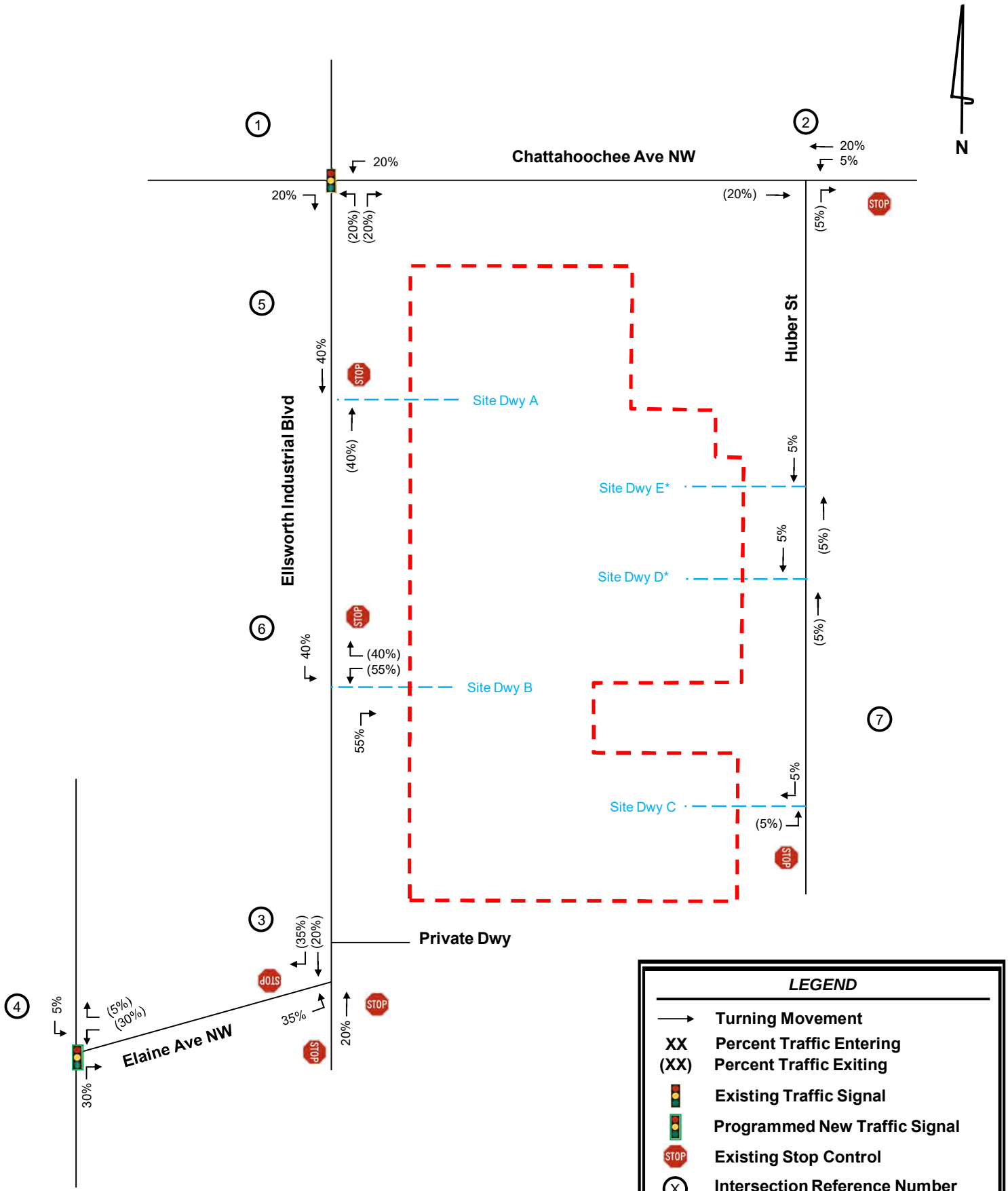
Site Driveways D&E serve limited power substation trips and are not included in the intersection capacity analysis.

LEGEND

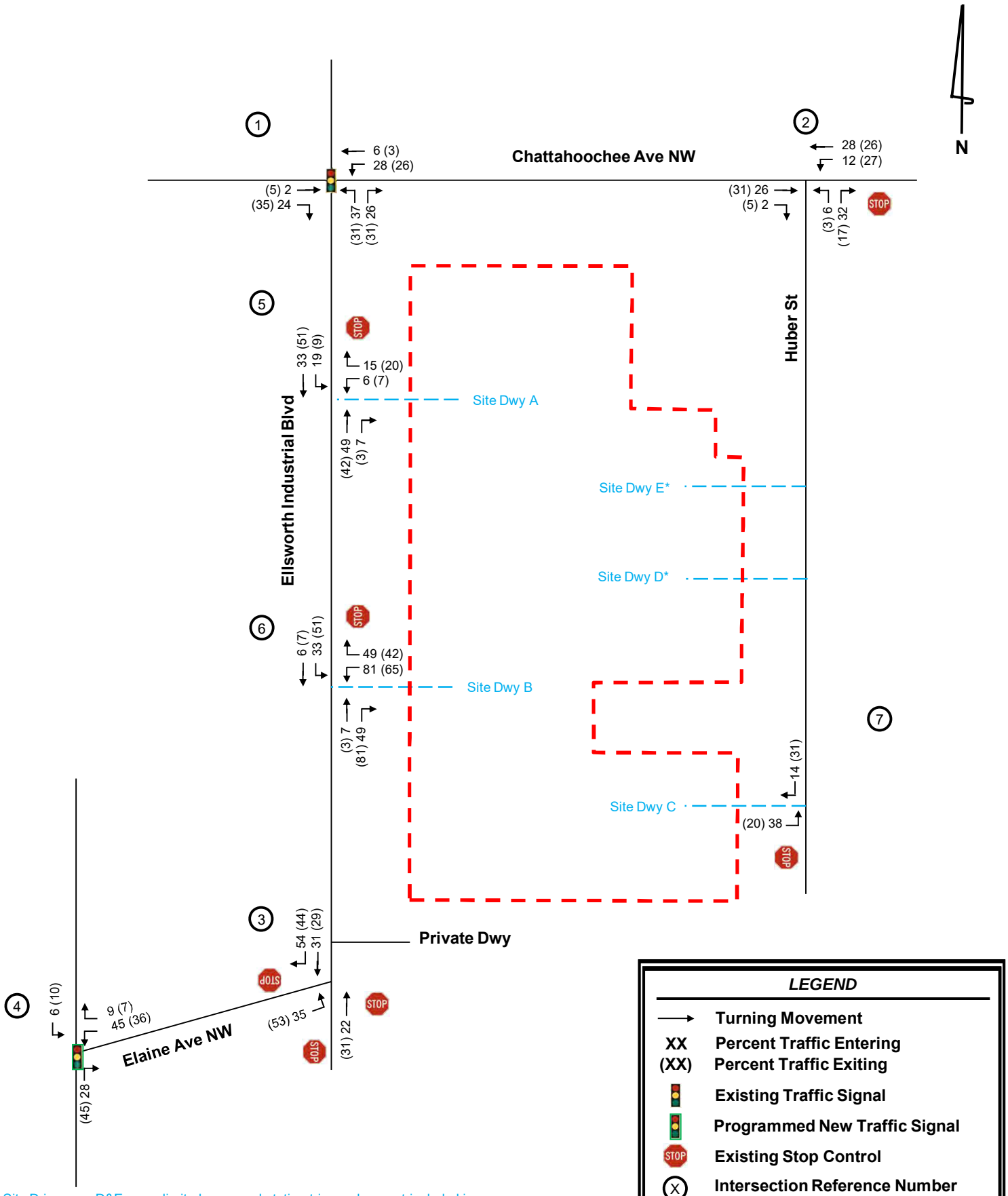
- Turning Movement
- XX — Percent Traffic Entering
- (XX) — Percent Traffic Exiting
- Existing Stop Control
- Existing Traffic Signal
- Programmed New Traffic Signal
- (X) — Intersection Reference Number



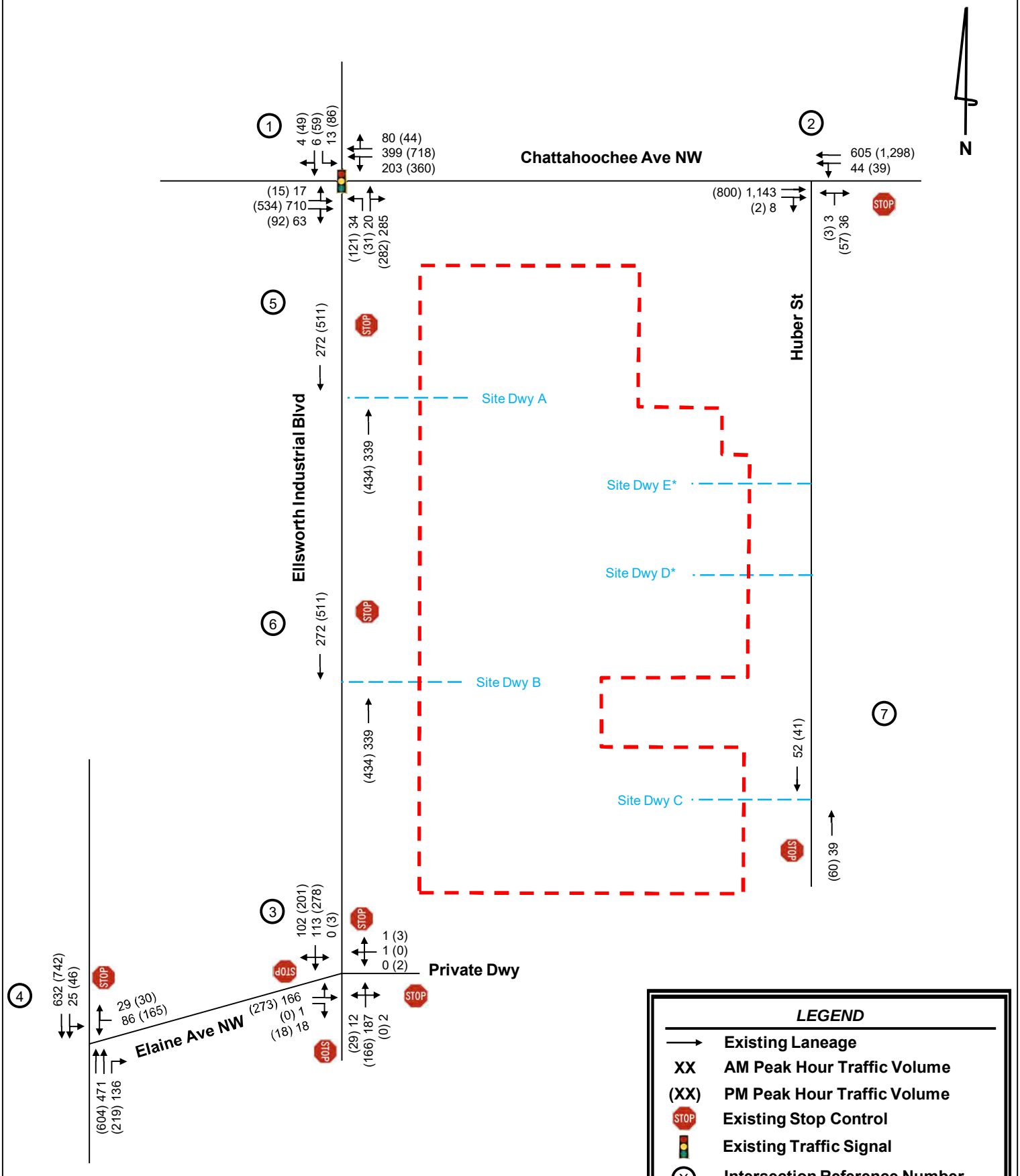
Site Driveways D&E serve limited power substation trips and are not included in the intersection capacity analysis.



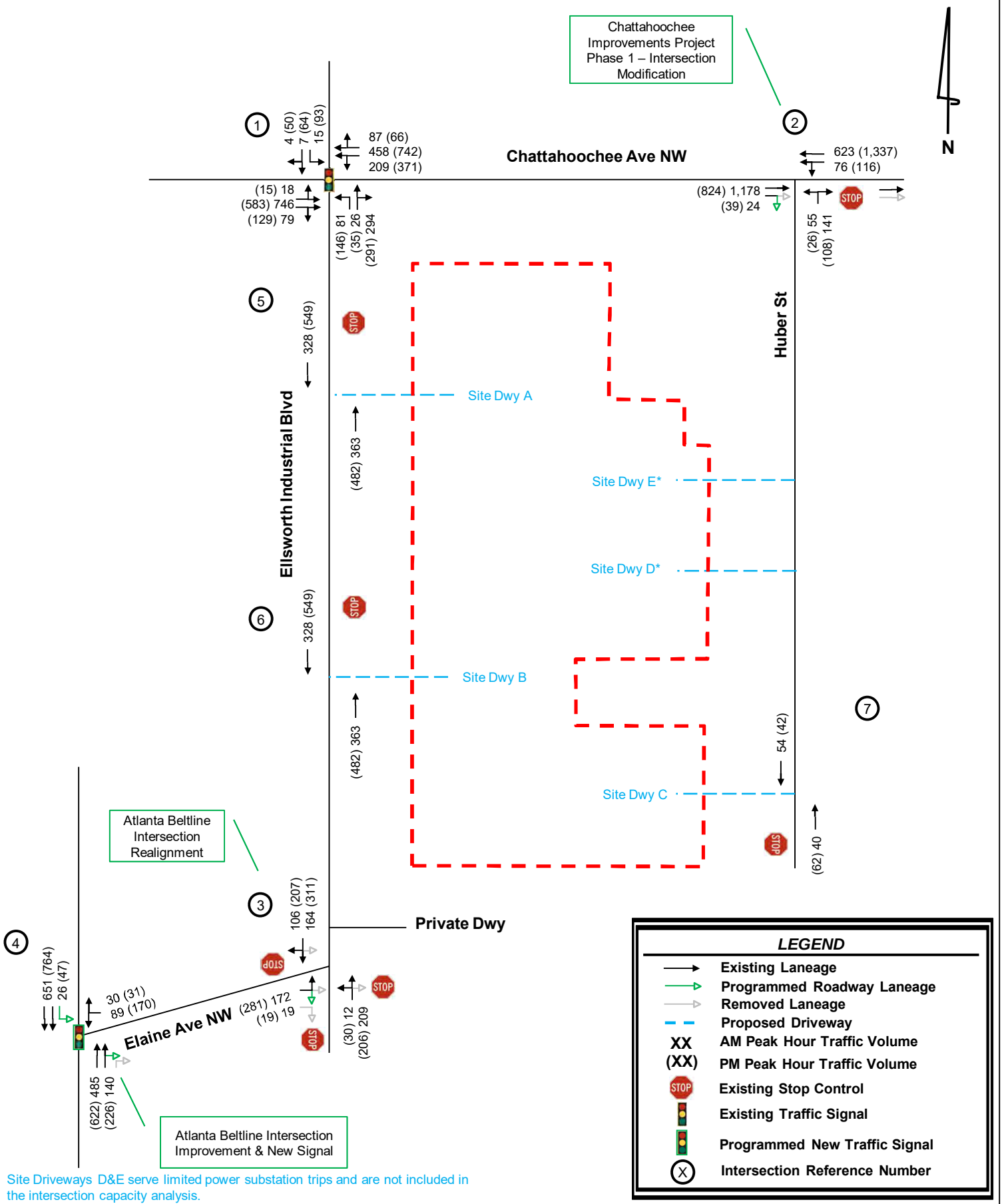
Site Driveways D&E serve limited power substation trips and are not included in the intersection capacity analysis.



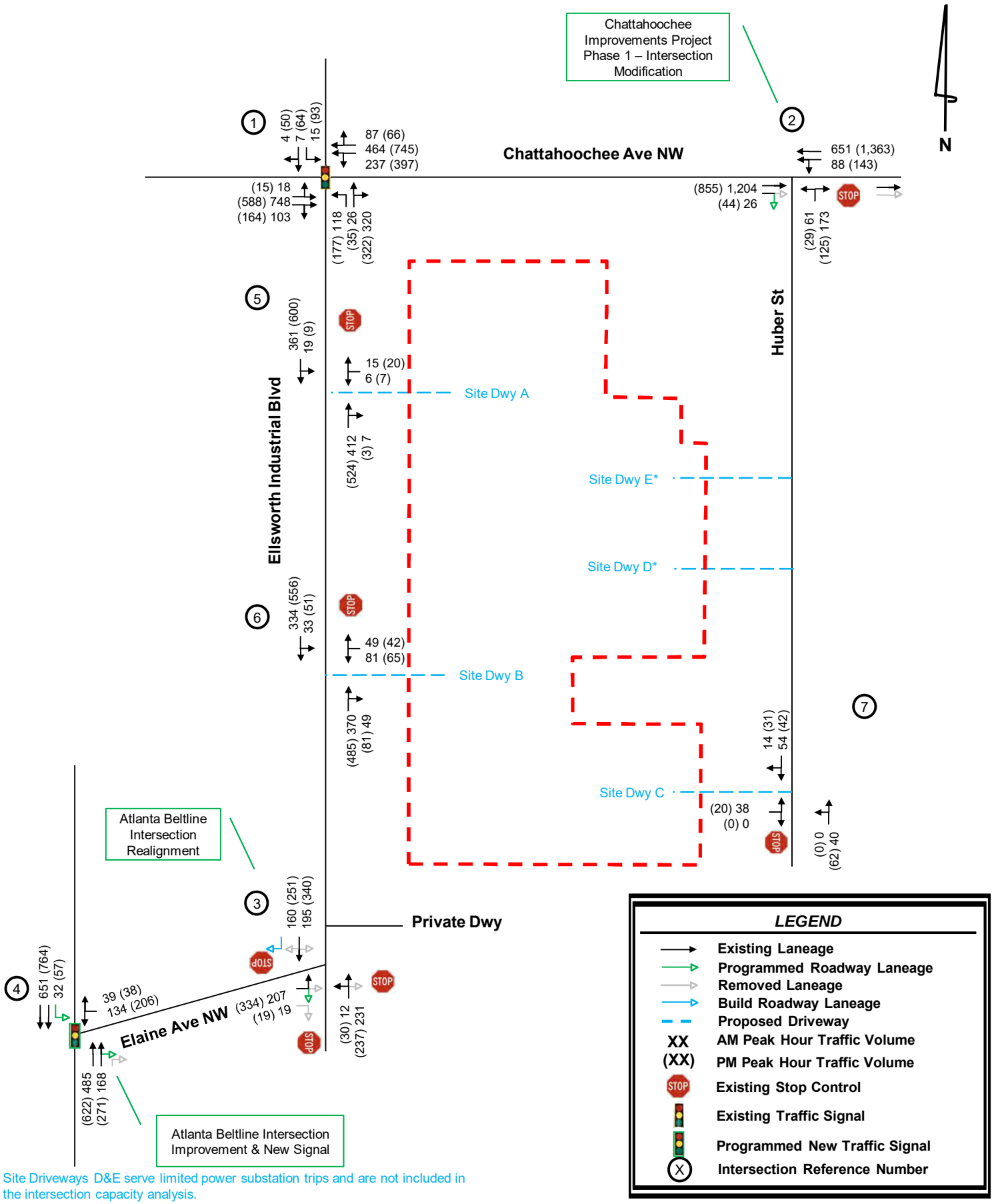
Site Driveways D&E serve limited power substation trips and are not included in the intersection capacity analysis.



Site Driveways D&E serve limited power substation trips and are not included in the intersection capacity analysis.



Site Driveways D&E serve limited power substation trips and are not included in the intersection capacity analysis.



Site Driveways D&E serve limited power substation trips and are not included in the intersection capacity analysis.

5.1 Ellsworth Industrial Boulevard at Chattahoochee Avenue (Intersection 1)

Overall LOS Standard: D Approach LOS Standard: D			Ellsworth Industrial Blvd			Ellsworth Industrial Blvd			Chattahoochee Ave			Chattahoochee Ave		
			Northbound			Southbound			Eastbound			Westbound		
			L	T	R	L	T	R	L	T	R	L	T	R
2025 EXISTING (Signal)	AM	Overall LOS	B (14.1)											
		Approach LOS	C (20.9)			B (19)			B (10.8)			B (14.5)		
		Storage	120			250								
		50th Queue	11	26		4	2			111			110	
		95th Queue	41	119		22	15			164			181	
	PM	Overall LOS	C (22.7)											
		Approach LOS	D (36.2)			D (52.4)			A (8.5)			C (20.5)		
		Storage	120			250								
		50th Queue	87	20		68	54			89			288	
		95th Queue	157	106		#160	112			177			594	
2028 NO-BUILD (Signal)	AM	Overall LOS	B (15.4)											
		Approach LOS	C (24.2)			C (21.8)			B (10.7)			B (15.6)		
		Storage	120			250								
		50th Queue	31	40		6	3			122			132	
		95th Queue	96	167		29	20			196			235	
	PM	Overall LOS	C (30.9)											
		Approach LOS	D (42.7)			F (113)			A (8.7)			C (25.6)		
		Storage	120			250								
		50th Queue	116	30		~100	64			117			385	
		95th Queue	189	119		#207	119			210			#751	
2028 BUILD (Signal)	AM	Overall LOS	B (16.6)											
		Approach LOS	C (26.9)			C (23.8)			B (10.7)			B (16.7)		
		Storage	120			250								
		50th Queue	52	57		6	3			127			146	
		95th Queue	144	213		31	21			222			281	
	PM	Overall LOS	D (38.5)											
		Approach LOS	D (44.6)			F (127.6)			B (10.1)			D (38.6)		
		Storage	120			250								
		50th Queue	146	40		~102	64			154			530	
		95th Queue	230	139		#220	119			223			#801	

*Intersection 1 utilized HCM 2000 due to signal phasing limitations of HCM 7th.

~ Volume exceeds capacity, queue is theoretically infinite.

95th percentile volume exceeds capacity; queue may be longer.

m Volume for 95th percentile queue is metered by upstream signal.

The existing signalized intersection of Chattahoochee Ave at Ellsworth Industrial Boulevard (Intersection 1) is projected to meet GRTA's standards per approach and for the overall LOS under the 2025 Existing conditions. Additionally, Intersection 1 is projected to meet GRTA's standards per approach and for the overall LOS under the 2028 No-Build and 2028 Build AM peak hour conditions. However it is not expected to meet GRTA's standards per approach and for the overall LOS under the 2028 No-Build conditions, and 2028 Build conditions during the PM peak hours.

The following 2028 No-Build system improvement (background conditions/prior to build-out of the development) is needed to meet GRTA LOS standards for the southbound approach under PM peak hour conditions with minor adjustments to signal timing:

- Install a flashing yellow arrow (FYA) northbound left-turn signal head to operate under protected-permissive operations as needed by time of day.
- Install a flashing yellow arrow (FYA) southbound left-turn signal head to operate under protected-permissive operations as needed by time of day.

It is notable that a new traffic signal is recommended as a system improvement for nearby Huber Street at Chattahoochee Avenue (Intersection 2) as discussed in **Section 5.2** below. With the close proximity of the two

signals, coordinated signal timing is recommended for signal operations. Protected-permissive phasing for the northbound approach is recommended both for the AM and PM peak hours and protected-permissive phasing for the southbound approach is recommended for the PM peak hours to improve approach level-of service.

With the noted system improvement above, both the 2028 No-Build and 2028 Build conditions operate at or above GRTA LOS standards for the overall intersection and individual approaches.

Overall LOS Standard: D Approach LOS Standard: D			Ellsworth Industrial Blvd			Ellsworth Industrial Blvd			Chattahoochee Ave			Chattahoochee Ave		
			Northbound			Southbound			Eastbound			Westbound		
			L	T	R	L	T	R	L	T	R	L	T	R
2028 No-Build IMPROVED (Signal)	AM	Overall LOS	B (19.7)											
		Approach LOS	D (50.7)			D (52.6)			A (9.6)			B (13.5)		
		Storage	120			250								
		50th Queue	66	114		13	6			164			199	
		95th Queue	114	226		38	26			222			246	
	PM	Overall LOS	C (28.5)											
		Approach LOS	D (52.2)			D (54.1)			B (11.5)			C (25.0)		
		Storage	120			250								
		50th Queue	115	67		71	82			148			325	
		95th Queue	176	181		118	144			203			#737	
2028 BUILD IMPROVED (Signal)	AM	Overall LOS	C (21.4)											
		Approach LOS	D (52.6)			D (52.8)			B (10.0)			B (14.5)		
		Storage	120			250								
		50th Queue	99	143		13	6			171			210	
		95th Queue	151	254		38	25			252			M260	
	PM	Overall LOS	C (30.4)											
		Approach LOS	D (53.9)			D (54.1)			B (11.8)			C (27.7)		
		Storage	120			250								
		50th Queue	143	73		71	82			158			335	
		95th Queue	209	194		117	143			217			M#715	

*Intersection 1 utilized HCM 2000 due to signal phasing limitations of HCM 7th.
~ Volume exceeds capacity, queue is theoretically infinite.
m Volume for 95th percentile queue is metered by upstream signal.

5.2 Huber Street at Chattahoochee Avenue (Intersection 2)

Overall LOS Standard: D Approach LOS Standard: D			Huber Street			N/A			Chattahoochee Ave NW			Chattahoochee Ave NW		
			Northbound			Southbound			Eastbound			Westbound		
			L	T	R	L	T	R	L	T	R	L	T	R
2025 EXISTING (TWSC)	AM	Overall LOS	(1.4)											
		Approach LOS	C (23.3)							(0)			A (2.5)	
		Storage												
		50th Queue												
		95th Queue		18								10		
	PM	Overall LOS	(1.2)											
		Approach LOS	B (14.3)							(0)			A (1.3)	
		Storage												
		50th Queue												
		95th Queue		13								5		
2028 NO-BUILD (TWSC)	AM	Overall LOS	(53.4)											
		Approach LOS	F (556.6)							(0)			A (4.0)	
		Storage												
		50th Queue												
		95th Queue		465								18		
	PM	Overall LOS	A (6.4)											
		Approach LOS	F (81.3)							(0)			A (3.3)	
		Storage												
		50th Queue												
		95th Queue		140								15		
2028 BUILD (TWSC)	AM	Overall LOS	(88.8)											
		Approach LOS	F (821.1)							(0)			A (4.7)	
		Storage												
		50th Queue												
		95th Queue		615								20		
	PM	Overall LOS	B (12.6)											
		Approach LOS	F (168.1)							(0)			A (4.2)	
		Storage												
		50th Queue												
		95th Queue		223								20		

The existing two-way stop-controlled intersection of Chattahoochee Ave at Huber St (Intersection 2) is projected to meet GRTA's LOS standards for the overall intersection and for individual approaches under the 2025 Existing conditions. However, it is not expected to meet GRTA's standards per approach and for the overall LOS under the 2028 No-Build conditions, and 2028 Build conditions during the AM and PM peak hours.

There is a programmed project at Intersection 2 associated with the Chattahoochee Improvements Project Phase I multiuse path. The programmed project will modify the intersection as follows prior to the 2028 No-Build and 2028 Build conditions:

- Reconfigure the eastbound approach to include an exclusive right-turn lane and an exclusive through lane with a single eastbound receiving lane.

Chattahoochee Improvements Project Phase 1 is currently in concept validation and design, pending City of Atlanta approvals. As of August 2025, the city accepted a Chattahoochee Improvements Project traffic study update that recommended a new traffic signal at Huber Street and Chattahoochee Avenue. Since the new signal was not approved prior to the submittal of the POST MMP, the improvement is not documented as a programmed change but is also recommended as a No-Build/System Improvement to serve background traffic at the intersection.

It is notable that the Huber West Midtown DRI #4362 proposed a No-Build/System improvement to modify Huber Street at Chattahoochee Avenue to operate as right-out only. However, a new traffic signal will provide pedestrian crossing opportunities that are otherwise limited by existing or other unsignalized conditions proposed.

The following 2028 No-Build system improvement; matching the proposed Chattahoochee Improvements Project Phase 1 design, (background conditions/prior to build-out of the development) is needed to meet GRTA LOS standards for the northbound approach:

- Install a traffic signal.
- Install a flashing yellow arrow (FYA) westbound left-turn signal head to operate under protected-permissive operations.
- *Note*: Intersection 2 is proposed to be signalized as part of the Chattahoochee Improvement Project Phase 1, pending final approval from ATLDOT. It has been studied as TWSC under base No-Build and Build conditions but considers a signal under No-Build Improved conditions to match the proposed project.

With the noted system improvement above, both the 2028 No-Build and 2028 Build conditions operate at or above GRTA LOS standards for the overall intersection and individual approaches.

Overall LOS Standard: D Approach LOS Standard: D			Huber Street			N/A			Chattahoochee Ave NW			Chattahoochee Ave NW		
			Northbound			Southbound			Eastbound			Westbound		
			L	T	R	L	T	R	L	T	R	L	T	R
2028 No-Build IMPROVED (Proposed Signal)	AM	Overall LOS	C (32.7)											
		Approach LOS	D (35.6)						D (48.3)			A (5.1)		
		Storage												
		50th Queue		33						~1011	2		65	
		95th Queue		#126						#1521	m2		100	
	PM	Overall LOS	A (9.7)											
		Approach LOS	C (30.7)						A (8.9)			A (8.2)		
		Storage												
		50th Queue		11						355	4		173	
		95th Queue		57						459	m8		#349	
2028 BUILD IMPROVED (Proposed Signal)	AM	Overall LOS	D (37.5)											
		Approach LOS	D (48.5)						D (54.4)			A (6.0)		
		Storage												
		50th Queue		45						~1103	2		75	
		95th Queue		#162						#1565	m2		118	
	PM	Overall LOS	B (18.2)											
		Approach LOS	C (29.2)						B (10.5)			C (21.6)		
		Storage												
		50th Queue		13						370	5		237	
		95th Queue		60						496	m10		#526	

*Intersection 2 utilized HCM 2000 due to signal phasing limitations of HCM 7th.
~ Volume exceeds capacity, queue is theoretically infinite.
# 95th percentile volume exceeds capacity; queue may be longer.
m Volume for 95th percentile queue is metered by upstream signal.

5.3 Ellsworth Industrial Boulevard at Elaine Avenue (Intersection 3)

Overall LOS Standard: D Approach LOS Standard: D			Ellsworth Industrial Blvd			Ellsworth Industrial Blvd			Elaine Ave			Private Driveway		
			Northbound			Southbound			Eastbound			Westbound		
			L	T	R	L	T	R	L	T	R	L	T	R
2025 EXISTING (AWSC)	AM	Overall LOS	B (10)											
		Approach LOS	A (9.8)			A (9.4)			B (11)			A (8.2)		
		Storage												
		50th Queue												
		95th Queue		30			30		30	3			0	
	PM	Overall LOS	C (18.1)											
		Approach LOS	B (11.9)			C (20.9)			C (17.6)			A (9.6)		
		Storage												
		50th Queue												
		95th Queue		38			160		85	3			0	
2028 NO-BUILD (Modified AWSC)	AM	Overall LOS	B (10.3)											
		Approach LOS	B (10.2)			B (10.1)			B (10.6)					
		Storage												
		50th Queue												
		95th Queue		33			40			30				
	PM	Overall LOS	C (19.6)											
		Approach LOS	B (12.8)			C (24.6)			C (16.3)					
		Storage												
		50th Queue												
		95th Queue		50			195			83				
2028 BUILD (Modified AWSC)	AM	Overall LOS	B (11.7)											
		Approach LOS	B (11.2)			B (12.0)			B (11.9)					
		Storage												
		50th Queue												
		95th Queue		43			65			43				
	PM	Overall LOS	E (36.0)											
		Approach LOS	C (15.7)			F (52.9)			C (23.1)					
		Storage												
		50th Queue												
		95th Queue		70			360			133				

The existing all-way stop-controlled intersection of Ellsworth Industrial Boulevard at Elaine Avenue (Intersection 3) is projected to meet GRTA's LOS standards for the overall intersection and for individual approaches under the 2025 Existing conditions.

There is a programmed project at Intersection 3 associated with the programmed Atlanta Beltline Northwest Trail project. The programmed project will modify the intersection as follows prior to the 2028 No-Build and 2028 Build conditions:

- Realign the intersection approximately 100 feet south of its current location, forming a three-legged intersection that will no longer align with the private driveway.

With the planned project at Intersection 3, the overall LOS is expected to operate at LOS E as well as the southbound approach is expected to operate at LOS F during the 2028 Build PM peak hour conditions. It is notable that the LOS threshold for a failing approach (LOS F) under all-way stop control (AWSC) is 50 seconds whereas a signalized approach would operate at LOS F if it exceeds 80 seconds.

The following 2028 Build improvement (background conditions plus the addition of the project trips) is needed to meet GRTA LOS standards for the southbound approach:

- Restripe the southbound approach to include an exclusive right-turn lane and an exclusive through-lane.

With the noted build improvement noted above, both the 2028 Build conditions operate at or above GRTA LOS standards for the overall intersection and individual approaches.

Overall LOS Standard: D Approach LOS Standard: D			Ellsworth Industrial Blvd			Ellsworth Industrial Blvd			Elaine Ave			N/A		
			Northbound			Southbound			Eastbound			Westbound		
			L	T	R	L	T	R	L	T	R	L	T	R
2028 BUILD IMPROVED (AWSC)	AM	Overall LOS	B (10.8)											
		Approach LOS	B (11.3)			A (9.9)			B (11.7)					
		Storage												
		50th Queue												
		95th Queue		43			33	20		40				
	PM	Overall LOS	C (17.1)											
		Approach LOS	B (15)			C (16.2)			C (20.3)					
		Storage												
		50th Queue												
		95th Queue		65			110	50		118				

5.4 *Elaine Avenue at Marietta Boulevard (Intersection 4)*

Overall LOS Standard: D Approach LOS Standard: D/E			Marietta Blvd Northbound			Marietta Blvd Southbound			N/A Eastbound			Elaine Avenue Westbound (*LOS E*)		
			L	T	R	L	T	R	L	T	R	L	T	R
2025 EXISTING (TWSC)	AM	Overall LOS	(2.1)											
		Approach LOS	(0)			A (0.6)						C (21.7)		
		Storage												
		50th Queue												
		95th Queue				3							40	
	PM	Overall LOS	(10.3)											
		Approach LOS	(0)			A (1.2)						F (90.4)		
		Storage												
		50th Queue												
		95th Queue				5							193	
2028 NO-BUILD (Programmed Signal)	AM	Overall LOS	C (25.8)											
		Approach LOS	C (26.2)			C (26.3)						C (20.7)		
		Storage				120								
		50th Queue		196		13	204						50	
		95th Queue		251		34	258						90	
	PM	Overall LOS	C (31.9)											
		Approach LOS	C (32.1)			C (31.5)						C (33.1)		
		Storage				120								
		50th Queue		365		32	313						148	
		95th Queue		430		66	371						214	
2028 BUILD (Programmed Signal)	AM	Overall LOS	C (26.0)											
		Approach LOS	C (26.6)			C (26.5)						C (21.7)		
		Storage				120								
		50th Queue		207		16	204						80	
		95th Queue		264		40	258						130	
	PM	Overall LOS	C (32.7)											
		Approach LOS	C (33)			C (31.9)						C (34.3)		
		Storage				120								
		50th Queue		367		40	313						186	
		95th Queue		434		82	371						262	

The existing two-way stop controlled (TWSC) intersection of Marietta Boulevard at Elaine Ave (Intersection 4) is not projected to meet GRTA's LOS standards for the westbound approach under the 2025 Existing PM peak hour conditions. Based on GRTA guidance, since the intersection approach operates at LOS F under existing conditions, the LOS standard for future conditions at the westbound approach is LOS E.

There is a programmed project to improve Intersection 4. The programmed Atlanta Beltline Northwest Trail project will modify the intersection as follows prior to the 2028 No-Build and 2028 Build conditions:

- Install a traffic signal.
- Reconfigure the northbound approach to include one through and one shared through/right-turn lane (previously two through lanes and one exclusive right-turn lane).
- Reconfigure the southbound approach to include two through lanes and an exclusive left-turn lane (previously one shared through/left-turn lane and one through lane).

With the programmed improvement at Intersection 4, the intersection overall and individual approaches are projected to operate acceptably under 2028 No-Build and 2028 Build conditions.

5.5 *Ellsworth Industrial Boulevard at Driveway A (Intersection 5)*

Overall LOS Standard: D Approach LOS Standard: D			Ellsworth Industrial Blvd			Ellsworth Industrial Blvd			N/A			Site Driveway A		
			Northbound			Southbound			Eastbound			Westbound		
			L	T	R	L	T	R	L	T	R	L	T	R
2028 BUILD (TWSC)	AM	Overall LOS	(0.5)											
		Approach LOS	(0)			(0.4)						B (12.6)		
		Storage												
		50th Queue												
		95th Queue					3						3	
	PM	Overall LOS	(0.4)											
		Approach LOS	(0)			(0.1)						C (15.6)		
		Storage												
		50th Queue												
		95th Queue					0						8	

The existing two-way stop controlled (TWSC) intersection of Ellsworth Industrial Boulevard at Site Driveway A (Intersection 5) is projected to meet GRTA's LOS standards per approach and for the overall LOS under the 2028 Build conditions during the AM and PM peak hours.

5.6 Ellsworth Industrial Boulevard at Driveway B & Pedestrian Crossing (Intersection 6)

Overall LOS Standard: D Approach LOS Standard: D			Ellsworth Industrial Blvd			Ellsworth Industrial Blvd			N/A			Site Driveway B		
			Northbound			Southbound			Eastbound			Westbound		
			L	T	R	L	T	R	L	T	R	L	T	R
2028 BUILD (TWSC)	AM	Overall LOS	(2.9)											
		Approach LOS	(0)			(0.7)						C (18.2)		
		Storage												
		50th Queue												
		95th Queue					3						35	
	PM	Overall LOS	(3.2)											
		Approach LOS	(0)			(0.7)						D (34.0)		
		Storage												
		50th Queue												
		95th Queue					5						60	

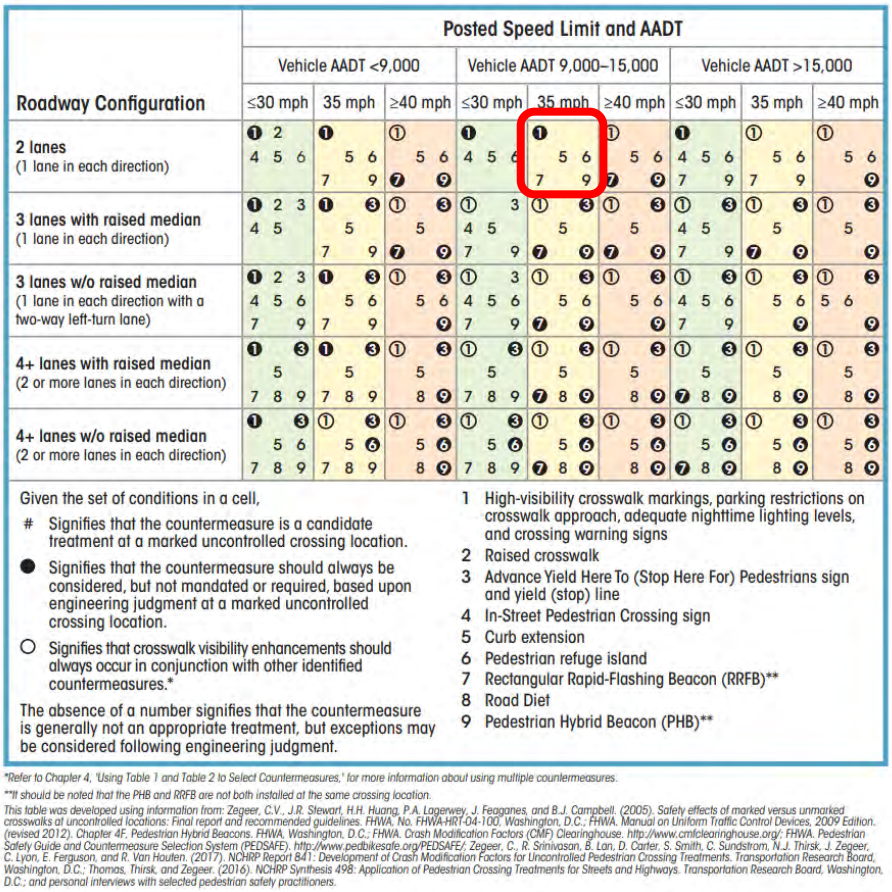
The existing two-way stop controlled (TWSC) intersection of Ellsworth Industrial Boulevard at Site Driveway B (Intersection 6) is projected to meet GRTA's LOS standards per approach and for the overall LOS under the 2028 Build conditions during the AM and PM peak hours.

5.6.1 Pedestrian Crossing Evaluation

The Woodall Rail Trail has a planned future segment, which will connect between the existing Woodall Rail Trail and Ellsworth Industrial Blvd south of the TopGolf property and north of the Westside Market. The future connection point is approximately 90 ft north of site Driveway B. This location also serves MARTA bus Route 14 with stop ID 902296 on the east side and stop ID 901685 on the west side of Ellsworth Industrial Blvd. A new pedestrian crossing at this location may benefit MARTA bus riders, tenants of the *1611 Ellsworth* development and future trail users when the planned segment is funded and installed. The location is approximately 1,200 ft south of Chattahoochee Ave and approximately 1,750 ft north of Elaine Ave, which are the nearest pedestrian crossing locations along the corridor. Sidewalks are continuous along the west side of Ellsworth Industrial Blvd between Chattahoochee Ave and Elaine Ave connecting to the Beltline Northwest Trail. A pedestrian crossing adjacent to Driveway B would provide *1611 Ellsworth* tenants and visitors with improved pedestrian connectivity as compared to the east side where sidewalks are sparse.

The Federal Highway Administration (FHWA)'s *2018 Guide for Improving Pedestrian Safety at Uncontrolled Crossing Locations* provides guidance on applications of pedestrian crash countermeasures, which is based on roadway geometric features, speed limits, and vehicular average annual daily traffic (AADT). **Figure 11** outlines the possible countermeasure options. Each matrix cell indicates possibilities that may be appropriate for designated pedestrian crossings. Not all of the treatments listed in the matrix cell should necessarily be installed at a crossing. The red box indicates the most applicable treatments for the study area. The roadway conditions that exist today include an AADT of 10,200 vehicles per day on a 35-MPH corridor with a two-lane section that consists of one lane northbound and one lane southbound.

Figure 11: FHWA Pedestrian Crash Countermeasures and Crossing Features



Roadway Configuration	Posted Speed Limit and AADT								
	Vehicle AADT <9,000			Vehicle AADT 9,000–15,000			Vehicle AADT >15,000		
	≤30 mph	35 mph	≥40 mph	≤30 mph	35 mph	≥40 mph	≤30 mph	35 mph	≥40 mph
2 lanes (1 lane in each direction)	● 2 4 5 6	● 5 6 7 9	○ 5 6 ● 9	● 4 5 6	● 5 6 7 9	○ 5 6 ● 9	● 4 5 6 7 9	○ 5 6 7 9	○ 5 6 9
3 lanes with raised median (1 lane in each direction)	● 2 3 4 5	● ❸ 5 7 9	○ ❸ 5 ● 9	○ 3 4 5 7 9	○ ❸ 5 ● 9	○ ❸ 5 ● 9	○ ❸ 4 5 7 9	○ ❸ 5 ● 9	○ ❸ 5 9
3 lanes w/o raised median (1 lane in each direction with a two-way left-turn lane)	● 2 3 4 5 6 7 9	● ❸ 5 6 7 9	○ ❸ 5 6 ● 9	○ 3 4 5 6 7 9	○ ❸ 5 6 ● 9	○ ❸ 5 6 ● 9	○ ❸ 4 5 6 7 9	○ ❸ 5 6 ● 9	○ ❸ 5 6 9
4+ lanes with raised median (2 or more lanes in each direction)	● ❸ 5 7 8 9	● ❸ 5 7 8 9	○ ❸ 5 ● 8 9	○ ❸ 5 7 8 9	○ ❸ 5 ● 8 9	○ ❸ 5 ● 8 9	○ ❸ 5 ● 8 9	○ ❸ 5 ● 8 9	○ ❸ 5 8 9
4+ lanes w/o raised median (2 or more lanes in each direction)	● ❸ 5 6 7 8 9	○ ❸ 5 6 7 8 9	○ ❸ 5 6 ● 8 9	○ ❸ 5 6 7 8 9	○ ❸ 5 6 ● 8 9	○ ❸ 5 6 ● 8 9	○ ❸ 5 6 ● 8 9	○ ❸ 5 6 ● 8 9	○ ❸ 5 6 8 9

Given the set of conditions in a cell,

\# Signifies that the countermeasure is a candidate treatment at a marked uncontrolled crossing location.

● Signifies that the countermeasure should always be considered, but not mandated or required, based upon engineering judgment at a marked uncontrolled crossing location.

○ Signifies that crosswalk visibility enhancements should always occur in conjunction with other identified countermeasures.*

The absence of a number signifies that the countermeasure is generally not an appropriate treatment, but exceptions may be considered following engineering judgment.

1 High-visibility crosswalk markings, parking restrictions on crosswalk approach, adequate nighttime lighting levels, and crossing warning signs
2 Raised crosswalk
3 Advance Yield Here To (Stop Here For) Pedestrians sign and yield (stop) line
4 In-Street Pedestrian Crossing sign
5 Curb extension
6 Pedestrian refuge island
7 Rectangular Rapid-Flashing Beacon (RRFB)**
8 Road Diet
9 Pedestrian Hybrid Beacon (PHB)**

*Refer to Chapter 4, 'Using Table 1 and Table 2 to Select Countermeasures,' for more information about using multiple countermeasures.

**It should be noted that the PHB and RRFB are not both installed at the same crossing location.

This table was developed using information from: Zegeer, C.V., J.R. Stewart, H.H. Huang, P.A. Lagerwey, J. Feaganes, and B.J. Campbell. (2005). Safety effects of marked versus unmarked crosswalks at uncontrolled locations: Final report and recommended guidelines. FHWA, No. FHWA-HRT-04-100, Washington, D.C.; FHWA. Manual on Uniform Traffic Control Devices, 2009 Edition. (revised 2012). Chapter 4F. Pedestrian Hybrid Beacons. FHWA, Washington, D.C.; FHWA. Crash Modification Factors (CMF) Clearinghouse. http://www.cmfclearinghouse.org/; FHWA. Pedestrian Safety Guide and Countermeasure Selection System (PEDSAFE). http://www.pedbikesafe.org/PEDSAFE/; Zegeer, C., R. Srinivasan, B. Lan, D. Carter, S. Smith, C. Sundstrom, N.J. Thirsk, J. Zegeer, C. Lyon, E. Ferguson, and R. Van Houten. (2017). NCHRP Report 841: Development of Crash Modification Factors for Uncontrolled Pedestrian Crossing Treatments. Transportation Research Board, Washington, D.C.; Thomas, Thirsk, and Zegeer. (2016). NCHRP Synthesis 498: Application of Pedestrian Crossing Treatments for Streets and Highways. Transportation Research Board, Washington, D.C.; and personal interviews with selected pedestrian safety practitioners.

Based upon FHWA guidance, reducing the crossing distance across the existing approximately 40 ft cross section of Ellsworth Industrial Blvd with a curb extension or pedestrian refuge island is recommended. Additionally, the uncontrolled crossing could be improved by the installation of a Rectangular Rapid-Flashing Beacon (RRFB) or a Pedestrian Hybrid Beacon (PHB). High-visibility crosswalk markings, parking restrictions on crosswalk approach, adequate nighttime lighting levels, and crosswalk warning signs should be installed to enhance and mark this uncontrolled crossing location.

The future planned connection of the Woodall Rail Trail south of the TopGolf property is likely to increase pedestrian activity at this location. However, a PHB is unlikely to be warranted by the *1611 Ellsworth* development and activity at the two nearby MARTA bus stops on either side of Ellsworth Industrial Blvd.

Pending future conditions, the location may be a candidate for a raised pedestrian crossing per the *FHWA Traffic Calming ePrimer*. A raised crosswalk is a variation of a speed hump that is marked and signed as a pedestrian crossing. The intent is to provide more visibility for pedestrians due to height variation, as well as cause vehicular speed to decrease at the crossing. Per the *ePrimer*, a raised pedestrian crossing may be placed midblock on a two-lane collector roadway. ITE *Guidelines for the Design and Application of Speed Humps* recommends installation only along roadways with posted speed limits of 30 MPH or less. However, several jurisdictions through the United States will consider installation along roadways with a 35 MPH speed limit.

Further study and coordination is recommended as the corridor and trail network continue to change. Pedestrian infrastructure and redevelopment activity are likely to change travel patterns in the area, including higher pedestrian counts.

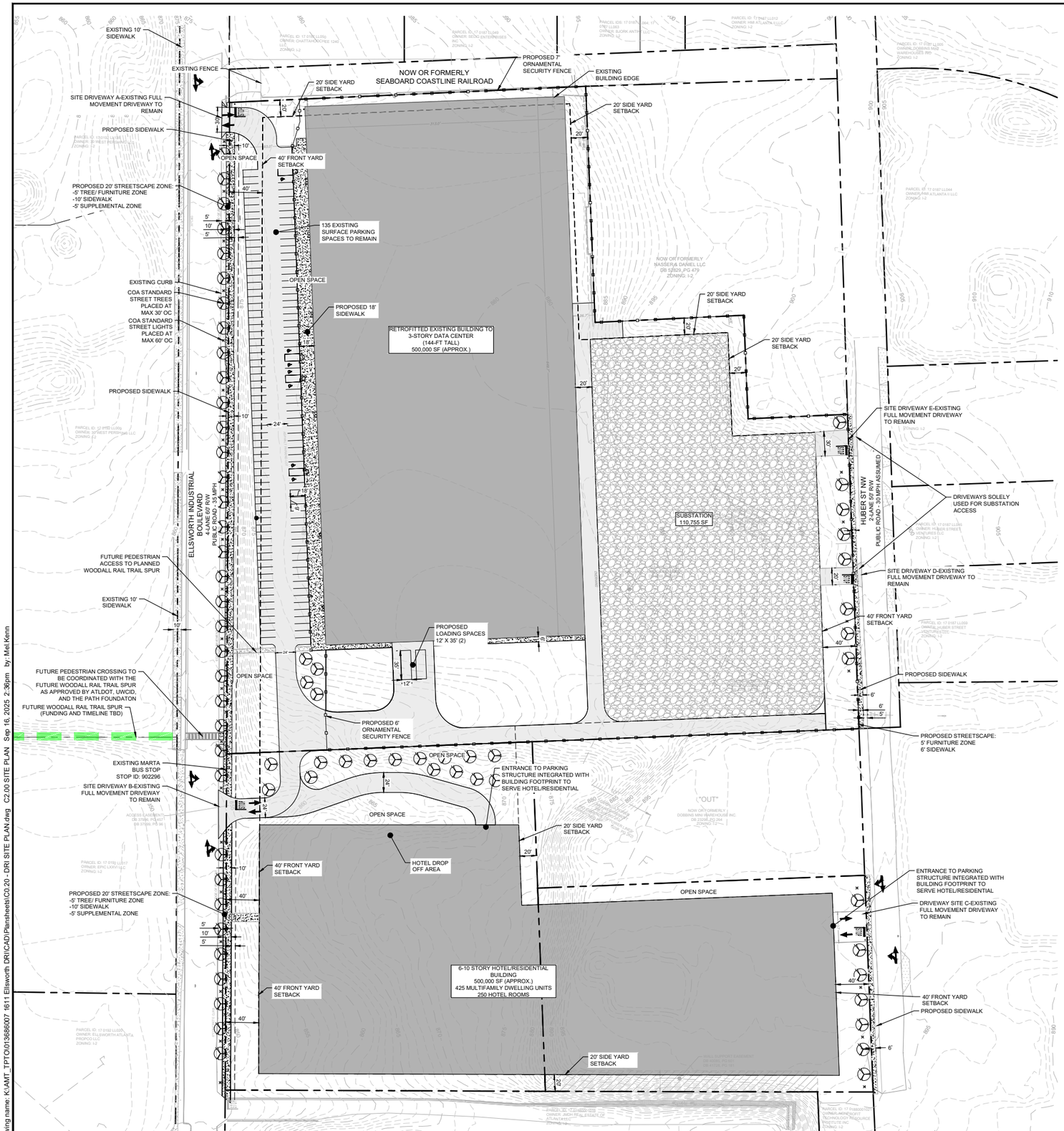
5.7 Huber Street at Driveway C (Intersection 7)

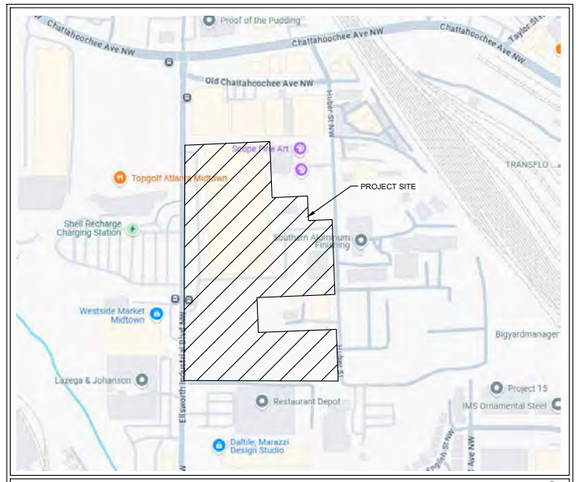
Overall LOS Standard: D Approach LOS Standard: D			Huber St			Huber St			Site Driveway C			N/A		
			Northbound (TWSC)			Southbound			Eastbound			Westbound		
			L	T	R	L	T	R	L	T	R	L	T	R
2028 BUILD (TWSC)	AM	Overall LOS	(2.4)											
		Approach LOS	(0)			(0)			A (9.3)					
		Storage												
		50th Queue												
		95th Queue		0						5				
	PM	Overall LOS	(1.2)											
		Approach LOS	(0)			(0)			A (9.2)					
		Storage												
		50th Queue												
		95th Queue		0						3				

The existing two-way stop controlled (TWSC) intersection of Huber Street at Site Driveway C (Intersection 7) is projected to meet GRTA's LOS standards per approach and for the overall LOS under the 2028 Build conditions during the AM and PM peak hours.

APPENDIX A

Proposed Site Plan





VICINITY MAP

UTILITY CONTACTS

APPLICANT:	YOUNGWOO AND ASSOCIATES, LLC	
	ADDRESS	545 WEST 24TH STREET NEW YORK, NY 10001
	CONTACT	BRYAN WOO
	PHONE	212.477.8008
	EMAIL	BWOO@IYOUNGWOO.COM
TRAFFIC CONSULTANT:	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
CIVIL ENGINEER:	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

SITE SUMMARY:

PARCEL NUMBERS:	17 0187 LL0687, 17 0187 LL0695, 17 0187 LL0760
CURRENT ZONING:	I2
TOTAL AREA:	17.08 ACRES

PROPOSED DENSITY:

TOTAL SITE:

GROSS FLOOR AREA:	1,000,000 SF
FLOOR AREA RATIO (FAR):	1.36
DATA CENTERz:	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%)

BUILDING SETBACK:

FRONT YARD:	40 FT
SIDE YARD:	20 FT

PROPOSED LAND USES & DENSITIES:

DATA CENTER	500,000 SF
HOTEL	250 ROOMS
MULTIFAMILY RESIDENTIAL	425 UNITS

PARKING SUMMARY:

MINIMUM REQUIRED: 313 SPACES
MAXIMUM ALLOWED: 3,185 SPACES

PROPOSED: 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

GRAPHIC SCALE IN FEET
0 30 60 120

NORTH

811 Know what's below. Call before you dig.

PREPARED BY
Kimley»Horn
© 2024 KIMLEY-HORN AND ASSOCIATES, INC.
1200 PEACHTREE STREET, NE, SUITE 800
ATLANTA, GEORGIA 30309
PHONE: 404.898.1200
WWW.KIMLEY-HORN.COM

PREPARED FOR
YOUNGWOO AND ASSOCIATES, LLC
545 WEST 24TH STREET, SUITE/BLDG
NEW YORK, NY 10001
PHONE: 212.577.8008

No.	ISSUANCE AND REVISION DESCRIPTIONS	DATE	BY

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

PRELIMINARY NOT FOR CONSTRUCTION
09/16/2025

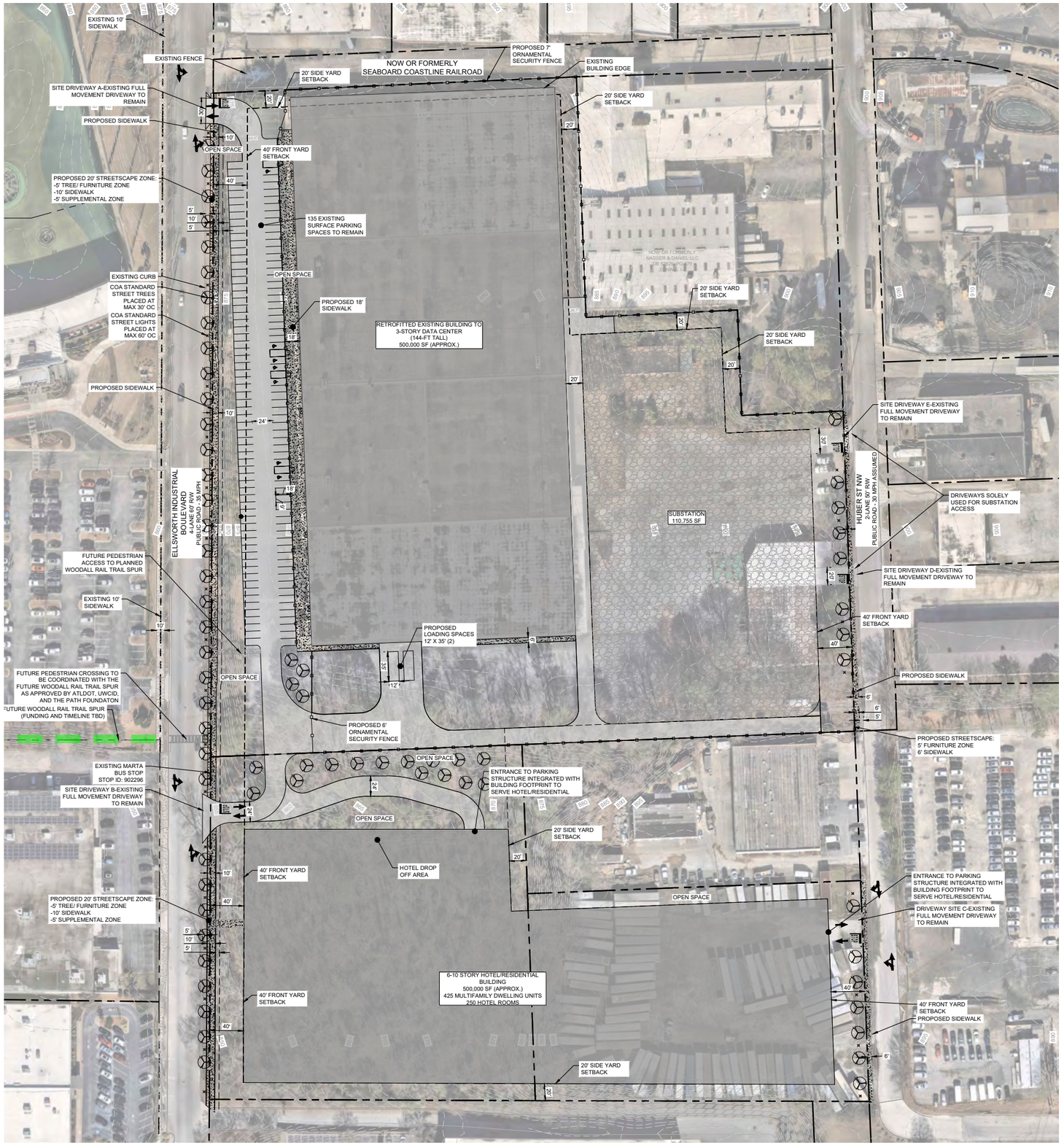
GSWCC NO. (LEVEL II)	0000076497
DRAWN BY	BCD
DESIGNED BY	MTK
REVIEWED BY	JRH
DATE	9/16/2025
PROJECT NO.	013686007

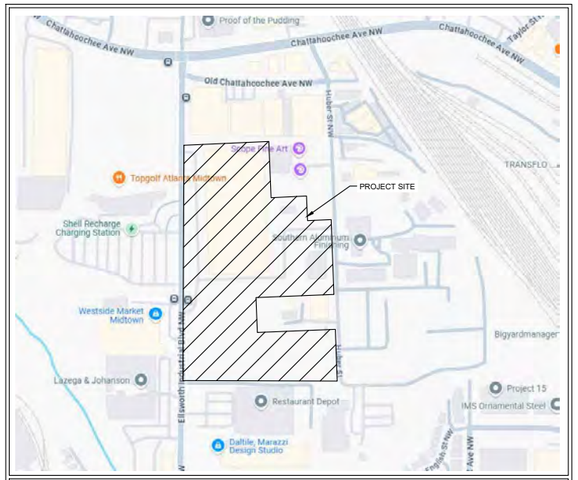
TITLE
DRI #4506 SITE PLAN

SHEET NUMBER
C0.20

PRELIMINARY: NOT FOR CONSTRUCTION

Drawing name: K:\AMT_TPTO\013686007 1611 Ellsworth DRI\CAD\Plansheets\C0.20 - DRI SITE PLAN.dwg C2.00 SITE PLAN Sep 16, 2025 2:36pm by: Mel.Kenn





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GROSS UNITS PER ACRE:	40 UNITS/ACRE
OPEN SPACE:	1.72 ACRES (10.2%)
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SIDE YARD:	20 FT

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HOTEL	250 ROOMS
MULTIFAMILY RESIDENTIAL	425 UNITS

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MAXIMUM ALLOWED: 3,185 SPACES

PROPOSED: 598 SPACES
DATA CENTER: 135 SPACES
(EXISTING SURFACE PARKING)
HOTEL: 99 SPACES
RESIDENTIAL: 364 SPACES

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- WATER FEATURES ON SITE
- DELINEATION OF PHASES
- PROPOSED SHARED PARKING
- TURN LANES FOR PROJECT DRIVEWAYS

GRAPHIC SCALE IN FEET
0 30 60 120

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PREPARED FOR:
YOUNGWOO AND ASSOCIATES, LLC
545 WEST 24TH STREET, SUITE/BLDG
NEW YORK, NY 10001
PHONE: 212.577.8008

No.	ISSUANCE AND REVISION DESCRIPTIONS	DATE	BY

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

PRELIMINARY NOT FOR CONSTRUCTION
09/16/2025

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

PRELIMINARY: NOT FOR CONSTRUCTION

Drawing name: K:\AMT_TPTO\013686007 1611 Ellsworth DRI\CAD\Plansheets\C0.20 - DRI SITE PLAN.dwg C2.00 SITE PLAN-AERIAL Sep 16, 2025 2:36pm by: Mel.Kenn

APPENDIX B

Programmed and Planned Projects Fact Sheets

DESIGN & CONSTRUCTION

Northwest Trail-Segment 5

This trail section begins at the intersection of Marietta Boulevard and Huff Road and travels 0.7 miles to Ellsworth Industrial and English Street. The project will involve building Beltline trail outside of the railroad corridor. The trail corridor follows the east side of Elaine Avenue, NW and crosses over Ellsworth Industrial Avenue, where a greenway trail starts from Ellsworth Industrial to English Street. The intersection of Ellsworth Industrial and Elaine Avenue, NW is proposed to become a three-way stop for vehicular traffic.

This segment is currently closed for construction. Trespassing on active construction sites is prohibited. A section of Ellsworth Industrial Blvd NW is closed from July 7-25, with a detour route provided. A closure of Fairmont Street will begin on Monday, July 14, lasting for approximately 6 days.

Atlanta Beltline, Inc. broke ground on Northwest Trail - Segment 5 in June 2024. (Photo Credit: The Sintoses)

July 2025 Road Closures

A section of Ellsworth Industrial Blvd NW is closed July 7-25 for both the trail crossing work and intersection improvements. See map for detour.

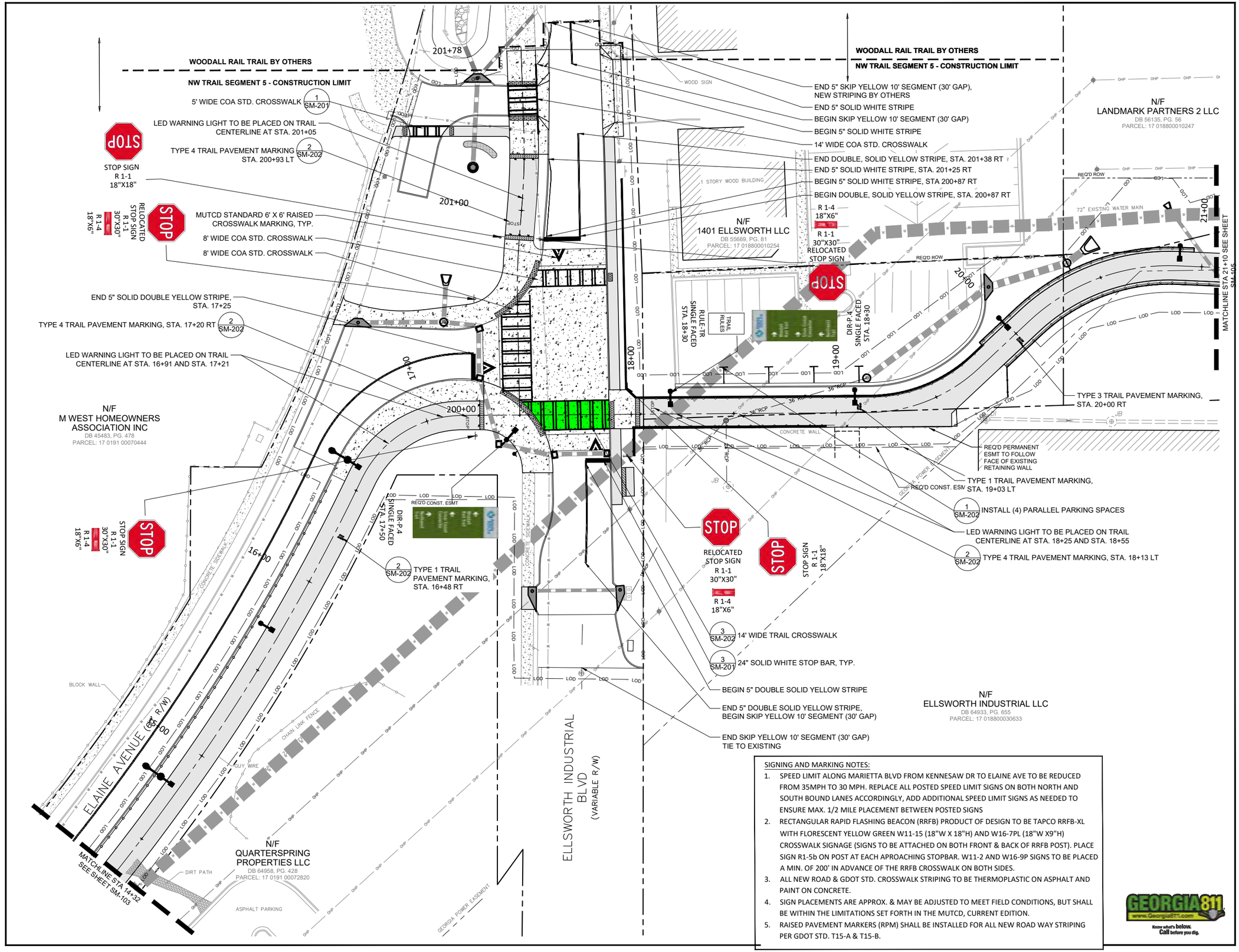
A closure of Fairmont Street will begin on Monday, July 14 and last approximately 6 days. Traffic will be detoured to Culpepper Street to English Street NW.

Project Status

Construction started in May of 2024. Retaining walls and the bridge between Elaine and Fairmont are ongoing. The bridge's concrete surface has been poured. Retaining wall work at Ellsworth into the corridor is starting to take shape. Trail grading at Fairmont and the corridor is ongoing. Most of the trail along Elaine has been poured. Discussions around the Elaine and Ellsworth intersection have started with ATLDOT for a planned road closure in July, for both the trail crossing work and intersection improvements. The retaining wall near English Ave is nearing completion. Marietta Blvd wall construction and demolition work is ongoing with minimal traffic impacts. This project is expected to be complete by October 2025.

Project Timeline

- **February 2024:** Construction Bid Solicitation
- **April 2024:** Construction contract awarded to Astra
- **May 2024:** Notice to Proceed issued
- **June 2024:** Groundbreaking ceremony took place
- **July 2024:** Construction started with clearing and grubbing
- **October 2025:** Construction complete (14-month schedule)



SIGNING AND MARKING NOTES:

1. SPEED LIMIT ALONG MARIETTA BLVD FROM KENNESAW DR TO ELAINE AVE TO BE REDUCED FROM 35MPH TO 30 MPH. REPLACE ALL POSTED SPEED LIMIT SIGNS ON BOTH NORTH AND SOUTH BOUND LANES ACCORDINGLY, ADD ADDITIONAL SPEED LIMIT SIGNS AS NEEDED TO ENSURE MAX. 1/2 MILE PLACEMENT BETWEEN POSTED SIGNS
2. RECTANGULAR RAPID FLASHING BEACON (RRFB) PRODUCT OF DESIGN TO BE TAPCO RRFB-XL WITH FLORESCENT YELLOW GREEN W11-15 (18"W X 18"H) AND W16-7PL (18"W X9"H) CROSSWALK SIGNAGE (SIGNS TO BE ATTACHED ON BOTH FRONT & BACK OF RRFB POST). PLACE SIGN R1-5b ON POST AT EACH APROACHING STOPBAR. W11-2 AND W16-9P SIGNS TO BE PLACED A MIN. OF 200' IN ADVANCE OF THE RRFB CROSSWALK ON BOTH SIDES.
3. ALL NEW ROAD & GDOT STD. CROSSWALK STRIPING TO BE THERMOPLASTIC ON ASPHALT AND PAINT ON CONCRETE.
4. SIGN PLACEMENTS ARE APPROX. & MAY BE ADJUSTED TO MEET FIELD CONDITIONS, BUT SHALL BE WITHIN THE LIMITATIONS SET FORTH IN THE MUTCD, CURRENT EDITION.
5. RAISED PAVEMENT MARKERS (RPM) SHALL BE INSTALLED FOR ALL NEW ROAD WAY STRIPING PER GDOT STD. T15-A & T15-B.

GEORGIA811 www.Georgia811.com Know what's below. Call before you dig.

Atlanta BeltLine

Atlanta BeltLine, Inc.
100 Peachtree treet, NW, Suite 2300
Atlanta, GA 30303
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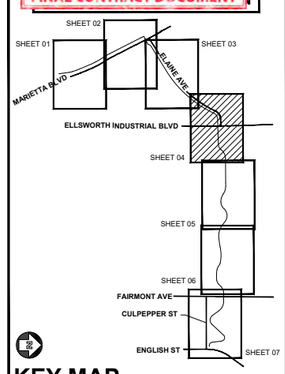
PATH Foundation, PO Box 14327, Atlanta, GA
Pete Pellegrini
GA GSWCC LEVEL 1 CERTIFICATION # 0000029813
12/21/2025
office (404) 875-7284x2
cell (404) 277-5392

KAIZENCOLLABORATIVE
2390 MAIN STREET | TUCKER, GEORGIA 30084 | 404.239.2521

FINAL CONTRACT DOCUMENT



KEY MAP

	DATE	DESCRIPTION
	10/18/2022	30% DESIGN REVIEW
	12/19/2022	60% DESIGN REVIEW
	2/27/2023	90% DESIGN REVIEW
	5/30/2023	100% DESIGN REVIEW
1	06/14/2023	REVISION 1
	7/14/2023	ISSUED FOR BID - ARCHIVED
	2/9/2024	ISSUED FOR BID

PROJECT #	2022-253-5
PROJECT MANAGER	CMA

ATLANTA BELTLINE NORTHWEST TRAILS SEGMENT 5

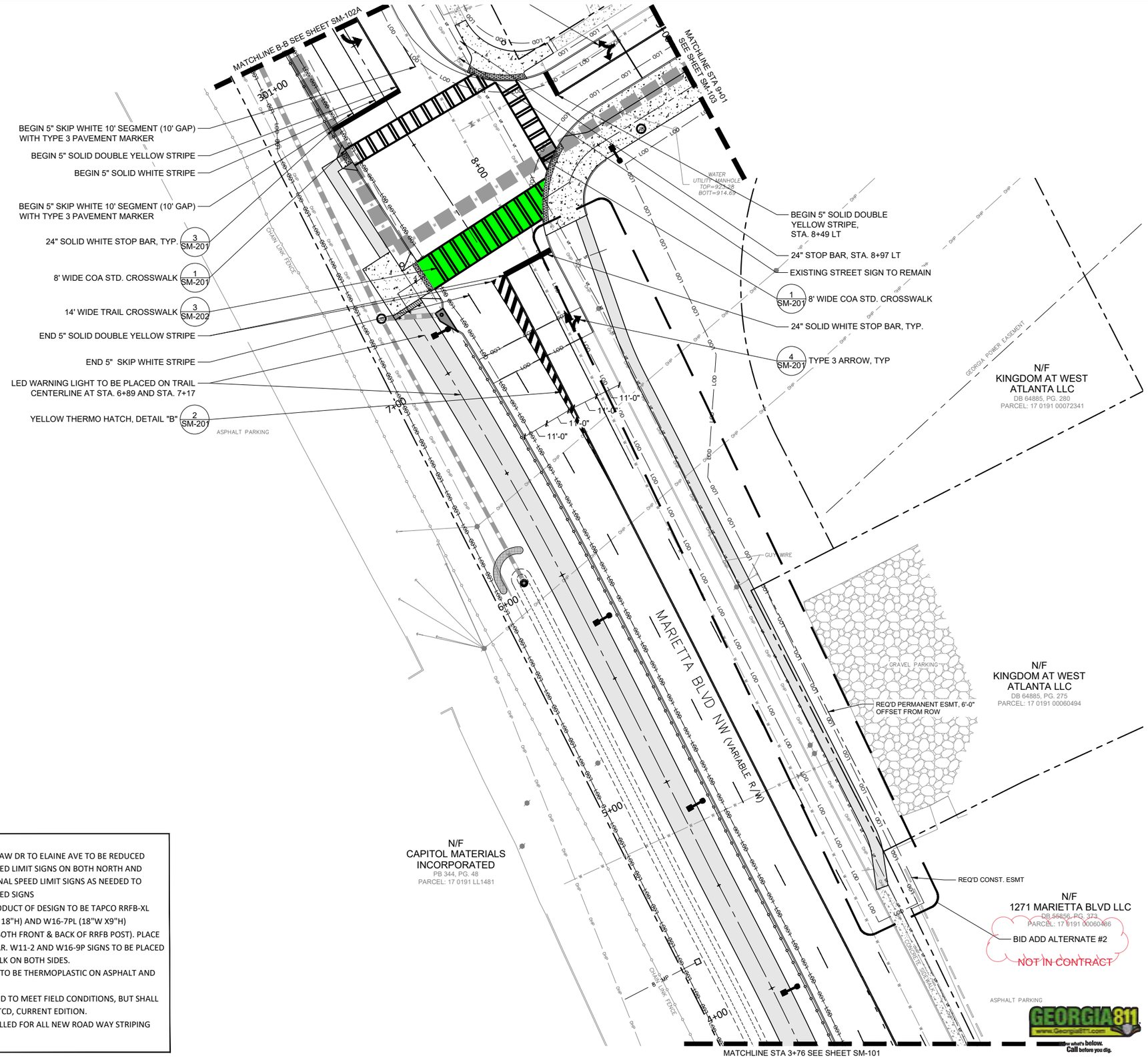
CITY OF ATLANTA, GA

GEORGIA REGISTERED No. 31674 PROFESSIONAL ENGINEER CHARLES M. ABBOTT 2/9/24

20 0 10 20 40
(IN FEET)
1 inch = 20 feet

SIGNING & MARKING PLAN

SCALE	1" = 20'-0"
DATE	FEBRUARY 6, 2024
SHEET #	SM-104



MARIETTA BLVD SPEED LIMIT: 35 MPH
LANE SHIFT CALCULATION:
225 LF = 11' X (35^2) / 60

SIGNING AND MARKING NOTES:

1. SPEED LIMIT ALONG MARIETTA BLVD FROM KENNESAW DR TO ELAINE AVE TO BE REDUCED FROM 35MPH TO 30 MPH. REPLACE ALL POSTED SPEED LIMIT SIGNS ON BOTH NORTH AND SOUTH BOUND LANES ACCORDINGLY, ADD ADDITIONAL SPEED LIMIT SIGNS AS NEEDED TO ENSURE MAX. 1/2 MILE PLACEMENT BETWEEN POSTED SIGNS
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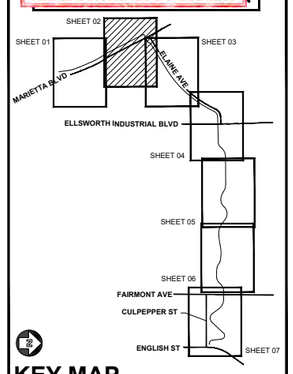
2390 MAIN STREET | TUCKER, GEORGIA 30084 | 404.239.2521

FINAL CONTRACT DOCUMENT



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	7/14/2023	ISSUED FOR BID - ARCHIVED
	2/9/2024	ISSUED FOR BID

PROJECT #	2022-253-5
PROJECT MANAGER	CMA

ATLANTA BELTLINE NORTHWEST TRAILS SEGMENT 5

CITY OF ATLANTA, GA

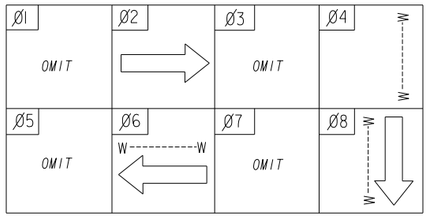
GEORGIA REGISTERED No. 31674 PROFESSIONAL ENGINEER CHARLES M. ABBOTT
2/9/24

20 0 10 20 40
(IN FEET)
1 inch = 20 feet

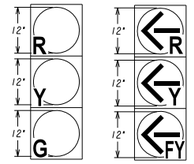
SIGNING & MARKING PLAN

SCALE	1" = 20'-0"
DATE	FEBRUARY 6, 2024
SHEET #	SM-102

PHASING DIAGRAM



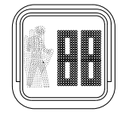
LED SIGNAL HEADS W/ RETROREFLECTIVE BACKPLATES



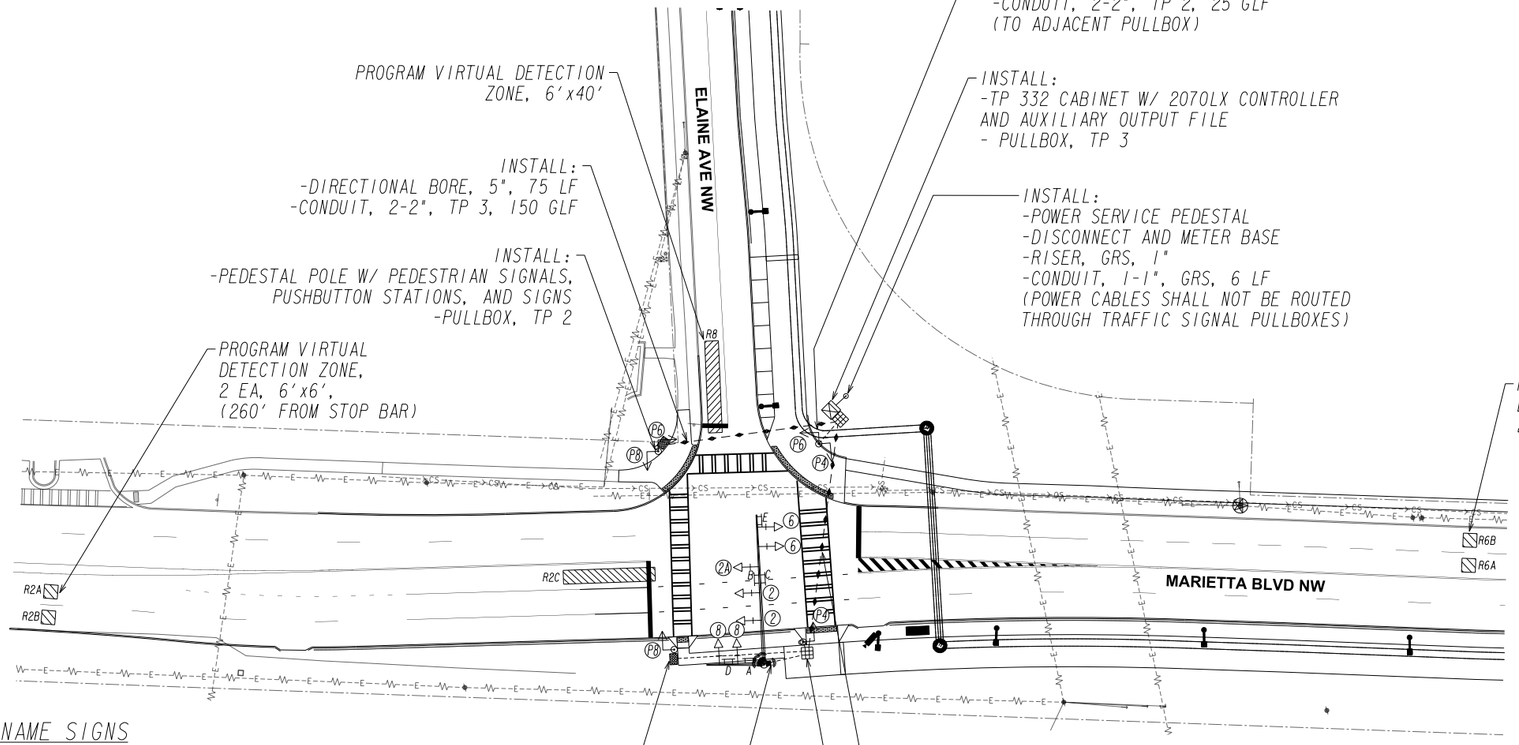
2, 6, 8

2A

PEDESTRIAN SIGNAL HEADS



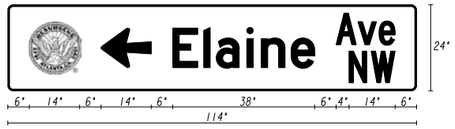
P4, P6, P8



OVERHEAD STREET NAME SIGNS

A)

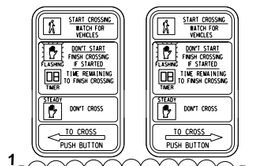
B)



C)

PEDESTRIAN SIGNS

1



R10-3E(L) 9"X 15" R10-3E(R) 9"X 15"

REGULATORY SIGNS

D

R10-15A 30"X 30"

E

R10-11(R) 36"X 48"

SIGNAL LEGEND

PROPOSED SIGNAL HEAD

PROPOSED PEDESETRIAN SIGNAL HEAD

Atlanta BeltLine, Inc.
100 Peachtree treet, NW, Suite 2300
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KAIZENCOLLABORATIVE
2390 MAIN STREET | TUCKER, GEORGIA 30084 | 404.239.2521

Maldino & Wilburn Traffic Engineering Consultants

FINAL CONTRACT DOCUMENT

	DATE	DESCRIPTION
	12/19/2022	60% DESIGN REVIEW
	2/27/2023	90% DESIGN REVIEW
	4/26/2023	100% DESIGN REVIEW
	5/23/2023	100% ISSUED FOR PERMIT
1	6/14/2023	REV-1 CITY COMMENTS

PROJECT #	2022-253-5
PROJECT MANAGER	CMA

ATLANTA BELTLINE NORTHWEST TRAILS SEGMENT 5

CITY OF ATLANTA, GA

GEORGIA REGISTERED No. 16546 PROFESSIONAL ENGINEER VERNON O. WILBURN

30 0 15 30 60
(IN FEET)
1 inch = 30 feet

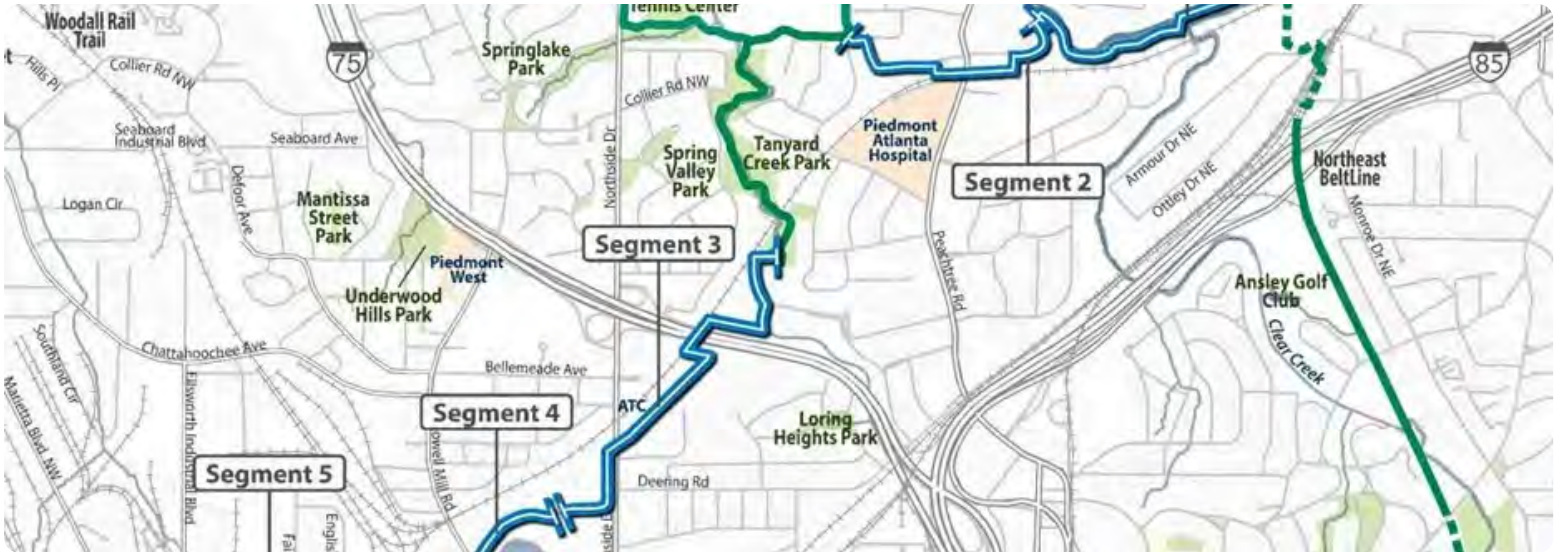
MARIETTA BLVD AT ELAINE AVE TRAFFIC SIGNAL PLAN

SCALE	
DATE	DECEMBER 19, 2022
SHEET #	**T-001**

DESIGN

Northwest Trail - Segment 4

This 0.9-mile-long trail begins at English and Culpepper, generally going east until crossing Howell Mill Road and ending at the Monday Night Brewery parking lot at Trabert Ave.



Project Status

The drawings are complete, and we substantially complete with required permitting. We have split Segment 4 into two parts called Section A and Section B. We have finalized the selection of a Construction Manager at Risk, F. H. Paschen, for Section A from English Street to Howell Mill. We released all steel for bridge fabrication, and demolition work is completed on Section 4A. We expect to have final pricing in place for Section 4A and to release the work to start construction by September. The schedule for the smaller Section 4B has not been confirmed but will likely start later this year.

Project Timeline

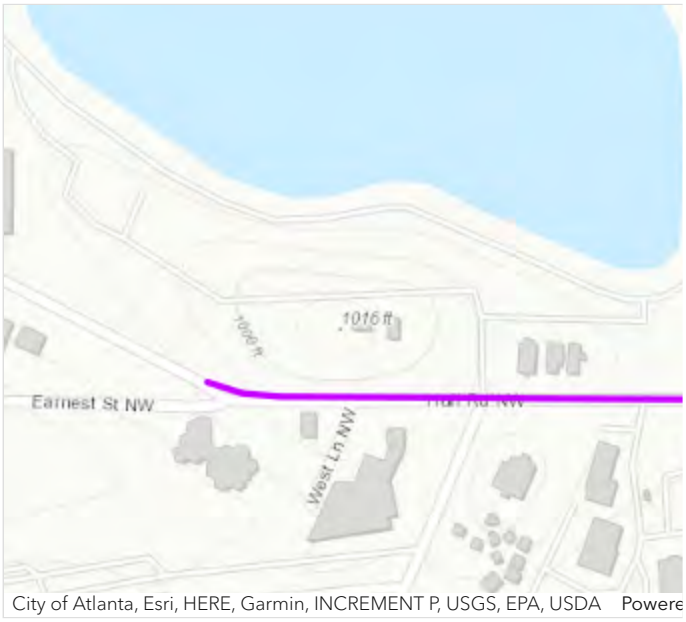
- **Aug 2024:** 90% Design Complete
- **September 2025:** Section 4A Construction Expected to Begin
- **Apr 2027:** Estimated Construction Completion

Huff Road Widening

TYPE	PROJECT NUMBER	COUNCIL DISTRICTS
ROADWAY IMPROVEMENTS	3022	09

Scope

Widening of Huff Road from two (2) lanes to three (3) lanes by adding a center turn lane from Howell Mill Rd to just west of Earnest St.



PAID	**$351,976**
PROJECT START	**Apr 2017**
CONSTRUCTION START	**Dec 2026**
CONSTRUCTION FINISH	**Apr 2028**

Disclaimer: Project schedules and scopes are subject to change.

PHASE

Not Started | Planning/Scoping | **Engineering/Design**

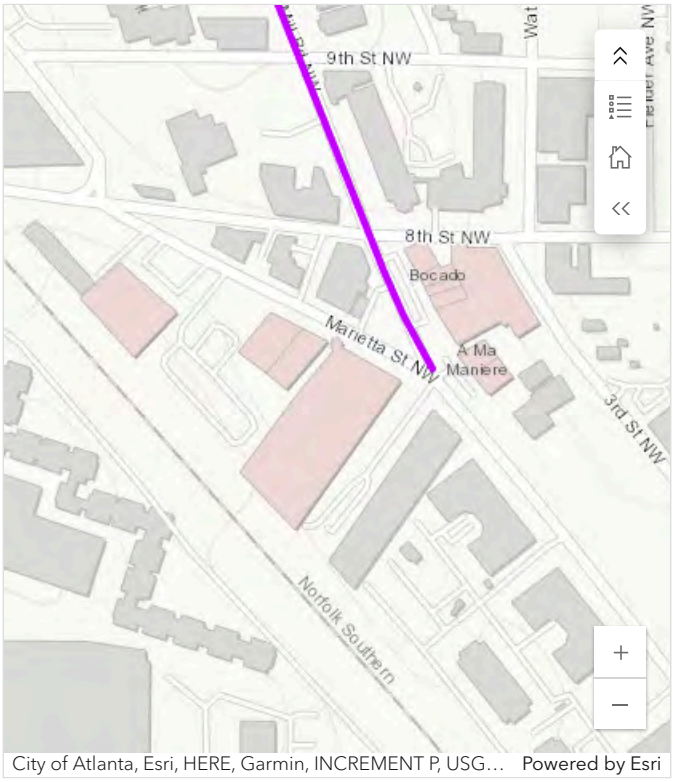
Procurement | Construction | Closeout

Howell Mill Complete Street

TYPE	PROJECT NUMBER	COUNCIL DISTRICTS
SAFE STREETS	1007	03, 08, 09

Scope

Includes resurfacing, restriping, new fiber communication between intersections, signals upgrades, partial corridor raised bicycle lanes, sidewalk repairs, additional mid-block crossings, 3 new signalized intersections, partial road diet, and ADA upgrades from Marietta St to Collier Rd.



PAID	**$9,124,958**
PROJECT START	**Jan 2016**
CONSTRUCTION START	**Nov 2023**
CONSTRUCTION FINISH	**Apr 2028**

Disclaimer: Project schedules and scopes are subject to change.

PHASE

Not Started | Planning/Scoping | Engineering/Design

Procurement | **Construction** | Closeout

Chattahoochee Ave Sidewalk Installation

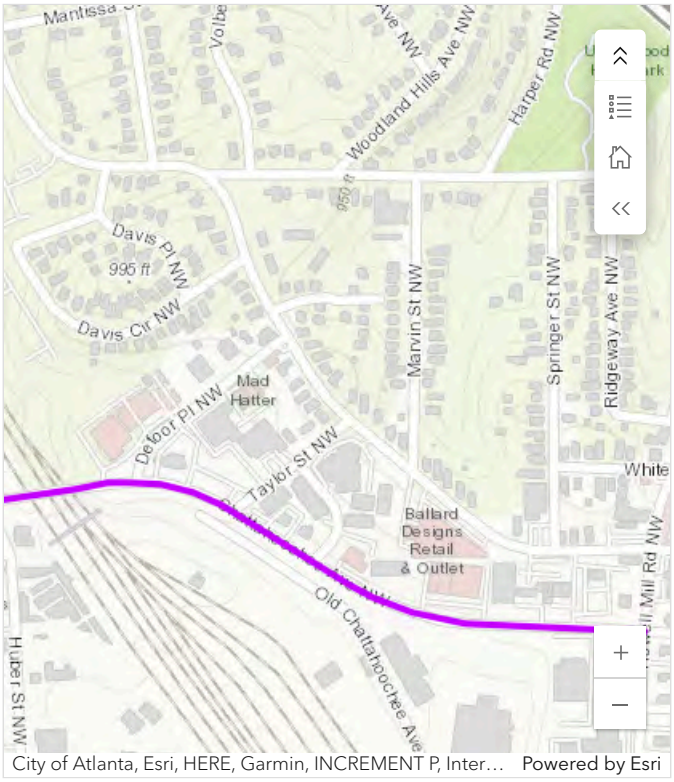
TYPE	PROJECT NUMBER	COUNCIL DISTRICTS
SIDEWALKS	4008	9

Scope

Sidewalk installations to address missing segments along the corridor as identified by ATLDOT's Safety, Equity, and Mobility analysis.

PAID	**$0**
PROJECT START	**Feb 2024**
CONSTRUCTION START	**Apr 2026**
CONSTRUCTION FINISH	**Jul 2027**

Disclaimer: Project schedules and scopes are subject to change.



PHASE

Not Started	Planning/Scoping	**Engineering/Design**		
Procurement	Construction	Closeout		

Ellsworth Industrial Blvd Sidewalk Installation

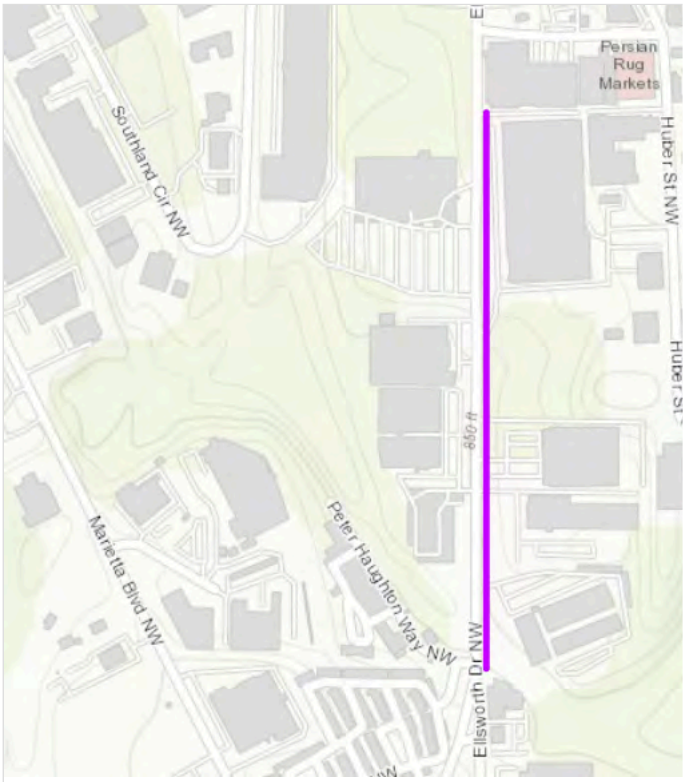
TYPE	PROJECT NUMBER	COUNCIL DISTRICTS
SIDEWALKS	4089	9

Scope

Sidewalk installations to address missing segments along the corridor as identified by ATLDOT's Safety, Equity, and Mobility analysis.

PAID	**$0**
PROJECT START	**May 2024**
CONSTRUCTION START	**Apr 2027**
CONSTRUCTION FINISH	**Jul 2028**

Disclaimer: Project schedules and scopes are subject to change.



PHASE

Not Started | **Planning/Scoping** | Engineering/Design

Procurement | Construction | Closeout

Georgia Department of Transportation

CS 716/CS 3498/MARIETTA BLVD FROM CS 13/CORONET WAY TO SR 8

Project ID:	**0017803**	Notice to Proceed Date:	
Project Manager:	Tracey Monique Cooke	Construction Percent Complete:	%
Office:	Program Delivery	Current Completion Date:	
County:	Fulton	Work Completion Date:	
Congressional District:	005, 006	Construction Contract Amount:	
State Senate District.:	035, 038, 039	Construction Contractor:	
State House District:	055, 060	**Preconstruction Status Report**	
Project Type:	Other	**Construction Status Report**	
Project Status:	Construction Work Program		
Right of Way Authorization:		Contact Us	

Project Description:

This project will reconstruct and resurface the corridor between Coronet Way NW and DL Hollowell Parkway NW. The Pavement Condition Index (PCI) score varies from 37 to 58. The corridor is on the Regional Freight Route and is a major North-South connection for the City of Atlanta.

Activity	Program Year	Cost Estimate	Date of Last Estimate
SCP (Scoping)	2021	$6,250.00	

Project Documents

There are no items to show in this view.

Georgia Department of Transportation

MARIETTA ROAD FROM THOMAS STREET TO W MARIETTA STREET

Project ID:	**0019776**	Notice to Proceed Date:	
Project Manager:	Victor Gill	Construction Percent Complete:	%
Office:	Program Delivery	Current Completion Date:	
County:	Fulton	Work Completion Date:	
Congressional District:	006	Construction Contract Amount:	
State Senate District.:	035, 038	Construction Contractor:	
State House District:	055, 060	**Preconstruction Status Report**	
Project Type:	Reconstruction/Rehabilitation	**Construction Status Report**	
Project Status:	Construction Work Program		
Right of Way Authorization:		Contact Us	

Project Description:

The proposed project would replace the existing Marietta Road bridge over the former CSX Tilford Yard, with a new structure, pavement, curb and gutter, and a continuous, 5-foot sidewalk on each side of the bridge. The proposed project also includes a continuous standard 5-foot sidewalk along Marietta Road from the south of the bridge to Perry Boulevard/ West Marietta Street (about 0.8 mile segment).

Activity	Program Year	Cost Estimate	Date of Last Estimate
PE (Preliminary Engineering)	2024	$1,500,000.00	
ROW (Right of Way)	2026	$2,000,000.00	
UTL (Utilities)	2028	$2,000,000.00	
CST (Construction)	2028	$11,000,000.00	

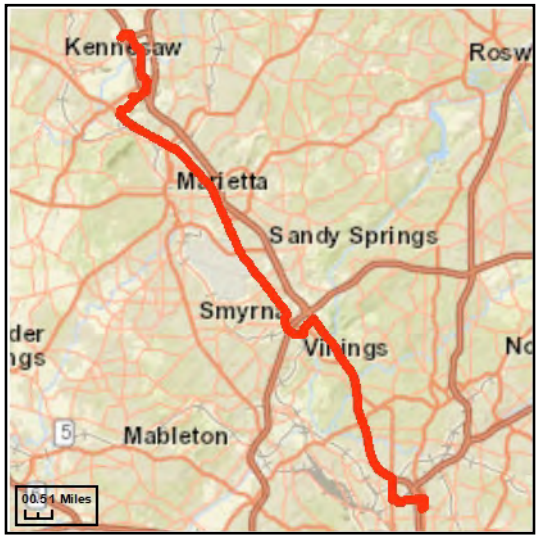
Project Documents

There are no items to show in this view.

AR-475

2050 MTP PROJECT FACT SHEET

Short Title	CONNECT COBB / NORTHWEST ATLANTA HIGH CAPACITY PREMIUM TRANSIT SERVICE FROM KENNESAW STATE UNIVERSITY TO MIDTOWN ATLANTA
GDOT Project No.	N/A
Federal ID No.	N/A
Status	Long Range
Service Type	Transit / BRT Capital
Sponsor	Cobb County
Jurisdiction	Regional - Northwest
Analysis Level	In the Region's Air Quality Conformity Analysis



Existing Thru Lane	N/A	**LCI**		**Network Year**	2050
Planned Thru Lane	N/A	**Flex**		**Corridor Length**	25.3 miles

Detailed Description and Justification

This project connects Kennesaw University in Cobb County to midtown Atlanta via BRT on a 25 mile coriridor. The first phase of the projuect will include the contruction of dedicated guideway on US 41 rom Kennesaw State University to the Cumberland Activity Center. The new BRT service will utilize the new US 41 dedicated guideway, continue onto the I-75 North managed lanes, and then into Midtown Atlanta via Northside Drive and 17th Street. The project also includes transit improvements in Midtown Atlanta are and Arts Center MARTA station to accommodate the new BRT vehicles and service.

Phase Status & Funding Information		Status	FISCAL YEAR	TOTAL PHASE COST	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE			
					FEDERAL	STATE	BONDS	LOCAL/PRIVATE
PE	STP - Urban (>200K) (ARC)	AUTH	2012	**$1,700,000**	~~$1,266,667~~	~~$0,000~~	~~$0,000~~	~~$433,333~~
ALL	New Starts		LR 2041-2050	**$491,000,000**	$220,950,000	$0,000	$0,000	$270,050,000
				$492,700,000	**$222,216,667**	**$0,000**	**$0,000**	**$270,483,333**

SCP: Scoping PE: Preliminary engineering / engineering / design / planning PE-OV: GDOT oversight services for engineering ROW: Right-of-way Acquistion
UTL: Utility relocation CST: Construction / Implementation ALL: Total estimated cost, inclusive of all phases

? For additional information about this project, please call (404) 463-3100 or email transportation@atlantaregional.com.

Report Generated: 6/7/2024

AR-491C

2050 MTP PROJECT FACT SHEET

Short Title	NORTHSIDE DRIVE CORRIDOR BUS RAPID TRANSIT FROM ATLANTA METROPOLITAN STATE COLLEGE TO I-75 NORTH
GDOT Project No.	N/A
Federal ID No.	N/A
Status	Long Range
Service Type	Transit / BRT Capital
Sponsor	MARTA
Jurisdiction	City of Atlanta
Analysis Level	In the Region's Air Quality Conformity Analysis

Existing Thru Lane	N/A	**LCI**		**Network Year**	2050
Planned Thru Lane	N/A	**Flex**		**Corridor Length**	TBD miles

Detailed Description and Justification

This project will provide high capacity premium transit service along the Northside Drive corridor between I-75 north and the Atlanta Metropolitan State College area.

Phase Status & Funding Information		Status	FISCAL YEAR	TOTAL PHASE COST	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE			
					FEDERAL	STATE	BONDS	LOCAL/PRIVATE
ALL	New Starts		LR 2041-2050	**$167,000,000**	$75,150,000	$0,000	$0,000	$91,850,000
				$167,000,000	**$75,150,000**	**$0,000**	**$0,000**	**$91,850,000**

SCP: Scoping PE: Preliminary engineering / engineering / design / planning PE-OV: GDOT oversight services for engineering ROW: Right-of-way Acquistion
UTL: Utility relocation CST: Construction / Implementation ALL: Total estimated cost, inclusive of all phases

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Report Generated: 6/7/2024

Atlanta Regional Commission

AT-388: WESTSIDE PARK MULTIMODAL ACCESS

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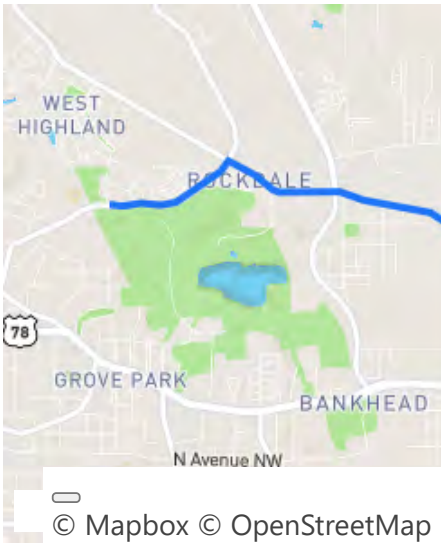

Project Description

project will create buffered bicycle facilities, multi-use paths, pedestrian bulb-outs, and updated intersection geometries to protect non-motorized travelers from safety risks. The project aligns with the City of Atlanta's Clean Energy Initiative which aims

GDOT ID	Project Type	Lead Agency	Total Cost
0021193	Bicycle/Pedestrian Facility	City of Atlanta	$23,660,000

Network Year	Status	Existing Thru Lane	Planned Thru Lane
N/A	Exempt from Air Quality Analysis	-	-

Flex	From	To	Congressional District
No	-	-	-

FUND OVERVIEW

PHASE	FUND SOURCE	PRIOR	2024	2025
Preliminary Engineering	Local Jurisdiction/Municipality Funds	-	-	$670,000
Preliminary Engineering	RAISE Discretionary Grants	-	-	$1,680,000
Total Preliminary Engineering		-	-	$2,350,000
Right of Way	Local Jurisdiction/Municipality Funds	-	-	-
Right of Way	RAISE Discretionary Grants	-	-	-
Total Right of Way		-	-	-
ALL	Local Jurisdiction/Municipality Funds	-	-	-
ALL	RAISE Discretionary Grants	-	-	-
Total ALL		-	-	-
Total Future Costs		**-**	**-**	**-**
Total Programmed		**-**	**-**	**$2,350,000**

Retrofit Roads for All Users

Summary of Capital Projects

RR 1 **Howell Mill Road**

Implement the Howell Mill Rd. Bike and Pedestrian Study which called for raised bike lanes, wide sidewalks, and driveways closures to improve safety. Study additional improvements to the intersections at Chattahoochee Ave. and Defoor Ave. to improve vehicular efficiency while improving safety for all users. Improvements will tie into the Renew Atlanta Howell Mill Complete Street Project's bicycle facilities planned south of Forrest St.

RR 2 **10th Street**

Repair sidewalks, add ADA ramps, and add a signalized mid-block crossing at Watkins St. Develop protected bicycling facilities on the south side of the street.

RR 3 **14th Street**

Complete sidewalk gaps and include ADA ramps. Study reallocating a vehicle lane to accommodate protected bicycling facilities.

RR 4 **Huff Road**

Repair and complete sidewalks, and ADA ramps. Add protected bicycle facilities or a multi-use path, new crosswalks, street trees, furniture, and lighting. The addition of bike and pedestrian improvements will require widening the bridge over the railroad or creating a new parallel bridge.

RR 5 **Northside Drive**

Coordinate with GDOT to improve safety along Northside Dr., especially at high-crash intersections: Marietta St., 10th St., and 14th St. Add signalized crossings for pedestrians at 8th St., 11th St., and Ethel St. Fill sidewalk gaps north of Trabert Ave. Add wayfinding and sharrows between Marietta St. and Northside Dr. to Tech Parkway cycle track.

RR 6 **17th Street**

Complete sidewalks and add bike facilities from Howell Mill Rd. to Northside Dr. The guardrails at the Hemphill Water Treatment Plant will be impacted.

RR 7 **Ellsworth Industrial Boulevard**

Use excess road width to create a north-south streetscape for bikes and pedestrians. Fill sidewalk gaps and add dedicated bicycle facilities, mid-block crosswalks, and landscape enhancements. Realign Elaine Ave. with all-way stop control to improve intersection safety, and repurpose remaining right-of-way into a pocket park.

RR 8 **Chattahoochee Avenue**

Build wide sidewalks, ADA ramps, and fill sidewalk gaps, add protected bike facilities, add mid-block crossings, and improve the intersection at Howell Mill Rd. The narrow bridge over the railroad may need to be widened or a pedestrian and bicycle bridge may be needed.

RR 9 **Collier Road**

Fill sidewalk gaps, add ADA ramps, add mid-block crossings, improve intersections, protect existing bike lanes and extend them to Howell Mill Rd. Add green conflict markings at driveways, and refresh signage.

RR 10 **Marietta Boulevard**

Expand the narrow bridge over the railroad between Huff Rd and W. Marietta St. or add a parallel bike and pedestrian bridge. Extend BeltLine from Huff Rd. to Elaine Ave. Signalize Elaine Ave. intersection. Add pedestrian facilities and fill sidewalk gaps north of Elaine Ave.

RR 11 **West Marietta Street**

Fill sidewalk gaps, add protected bike facilities, upgrade the bridge over the railroads with pedestrian-safe railing, add mid-block crossings, and improve intersection safety along W. Marietta St. and Lois St. A Renew Atlanta project will add ADA ramps and optimize signal timing.

RR 12 **Defoor Avenue**

Fill sidewalk gaps, improve intersection safety at Howell Mill Rd., and protect existing bike lanes.

RR 13 **Joseph E Lowery Boulevard**

Fill sidewalk gaps, add pedestrian-scale lighting, street trees, and furniture, and add bicycle facilities connecting W. Marietta St. to Westside BeltLine Connector.

Retrofit Roads for All Users: Summary of Capital Projects

Build Strategic Road Segments

Summary of Capital Projects

PUBLIC SECTOR *Install key segments that benefit network connectivity*

RS 1 **Huff Road Extension**

Extend Huff Rd. between Howell Mill Rd. and Northside Dr. to create a new east-west connection and provide an alternative to 17th St. and 14th St.

RS 2 **Fairmont Avenue Extension**

Extend Fairmont Ave. to connect with Huber St. between Huff Rd. and Chattahoochee Ave. to create a new north-south roadway connection.

RS 3 **Foster Street Extension**

Extend Foster St. to connect with Brady Ave. to create a new north-south connection between Huff Rd. and Brady Ave. and provide an alternative to Howell Mill Rd.

RS 4 **Ellsworth Industrial Boulevard Extension - South**

Extend Ellsworth Industrial Blvd. south to connect with Tilden St. to create a new north-south connection between Huff Rd. and W. Marietta St. and provide an alternative to Marietta Blvd.

RS 5 **Culpepper Street Extension**

Extend Culpepper St. west to Elaine Ave. and east to Trabert Ave. will create a new east-west connection between Marietta Blvd. and Howell Mill Rd. This extension will provide an alternative to Huff Rd. and Chattahoochee Ave. and is broken into two phases:

(a) Culpepper Street Extension - West Elaine Ave. to Fairmont Ave.

(b) Culpepper Street Extension - East Boyd Ave. to Trabert Ave.

RS 6 **Trabert Ave Extension**

Extend Trabert Ave. across Northside Dr. to connect to Deering Rd. creating a new east-west connection between Howell Mill Rd. and Northside Dr., providing an alternative to 17th St. and Bellemeade Ave.

PRIVATE SECTOR *Require new streets to be constructed as properties redevelop*

RS 7 **Huber Street Extension**

Create a new east-west connection between Huber St. and Ellsworth Industrial Blvd. to improve network connectivity and provide an alternative to Huff Rd. and Chattahoochee Ave.

RS 8 **Ellsworth Industrial Boulevard Extension - North**

Extend Ellsworth Industrial Blvd. north to connect with Hills Pl. to create a new north-south connection between Chattahoochee Ave. and Collier Rd. and provide an alternative to Chattahoochee Ave. This extension also provides opportunities for improved east-west network connectivity between Logan Cir. and Seaboard Industrial Blvd.

RS 9 **Jefferson St Extension - East**

Extend Jefferson St. east to connect with Hampton Street to create a new east-west connection between Echo St., Marietta St., and Northside Dr. This connection provides an alternative to West Marietta St. and Northside Dr.

Build Strategic Road Segments: Summary of Capital Projects

APPENDIX C

Trip Generation Analysis

Trip Generation Analysis (11th Ed. With *2nd Edition Handbook* Daily IC & *3rd Edition* AM/PM IC)
1611 Ellsworth DRI #4506
Fulton County, GA

Land Use		Setting	Density		Daily Trips			AM Peak Hour			PM Peak Hour		
					Total	In	Out	Total	In	Out	Total	In	Out
Proposed Project Trips													
160	Data Center	General Urban/Suburban	500,000	Sq. Ft. GFA	496	248	248	55	30	25	45	14	31
221	Multifamily Housing (Mid-Rise)	General Urban/Suburban	425	dwelling units	1,980	990	990	175	40	135	166	101	65
310	Hotel	General Urban/Suburban	250	rooms	2,286	1,143	1,143	118	66	52	157	80	77

Gross Project Trips	**4,762**	**2,381**	**2,381**	**348**	**136**	**212**	**368**	**195**	**173**
Data Center Trips	496	248	248	55	30	25	45	14	31
Alternative Mode Reductions	*-50*	*-25*	*-25*	*-6*	*-3*	*-3*	*-5*	*-1*	*-3*
Adjusted Data Center Trips	*446*	223	223	49	27	22	40	13	28
Residential Trips	1,980	990	990	175	40	135	166	101	65
Mixed-Use Reductions	*-30*	*0*	*-30*	*0*	*0*	*0*	*-2*	*0*	*-2*
Alternative Mode Reductions	*-196*	*-98*	*-98*	*-18*	*-4*	*-14*	*-16*	*-10*	*-6*
Adjusted Residential Trips	1,754	892	862	157	36	121	148	91	57
Hotel Trips	2,286	1,143	1,143	118	66	52	157	80	77
Mixed-Use Reductions	*-30*	*-30*	*0*	*0*	*0*	*0*	*-2*	*-2*	*0*
Alternative Mode Reductions	*-226*	*-113*	*-113*	*-12*	*-7*	*-5*	*-16*	*-8*	*-8*
Adjusted Hotel Trips	2,030	1,000	1,030	106	59	47	139	70	69
Mixed-Use Reductions - TOTAL	*-60*	*-30*	*-30*	*0*	*0*	*0*	*-4*	*-2*	*-2*
Alternative Mode Reductions - TOTAL	*-472*	*-236*	*-236*	*-36*	*-14*	*-22*	*-37*	*-19*	*-17*
Pass-By Reductions - TOTAL	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
New Trips	**4,230**	**2,115**	**2,115**	**312**	**122**	**190**	**327**	**174**	**154**

APPENDIX D

Intersection Volume Worksheets