



DRI REGIONAL REVIEW FINDING

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

DATE: March 5, 2025

TO: Mayor John Park, City of Brookhaven
ATTN TO: Aronda Smith, Planning and Zoning Manager, City of Brookhaven
FROM: Mike Alexander, COO, Atlanta Regional Commission
RE: Development of Regional Impact (DRI) Review

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

Name of Proposal: Corporate Square Redevelopment DRI 4320

Submitting Local Government: City of Brookhaven

Date Opened: February 17, 2025

Date Closed: March 5, 2025

Description: A DRI review of a proposal to construct a mixed-use development with 1,624 multifamily units, 176 senior residential units, 200 townhomes, 350 hotel rooms, 30,000 SF of retail, and 100,000 SF of medical office space on a 31.5-acre previously developed site at 3 Corporate Boulevard in the City of Brookhaven in Dekalb County.

Comments:

Key Comments

The project is substantially aligned with applicable Regional Employment Corridor growth policies which support the addition of housing and retail to employment-focused areas.

The project's reuse of a previously developed site is highly supportive of regional environmental and placemaking policies.

The project's connection to the adjacent Peachtree Creek Greenway is strongly supportive of regional multi-modal transportation policies. However, the proposed single connection point provides limited access to the Greenway. Ideally the main connection could be strengthened with a crosswalk and other features to extend the Greenway entrance into the site and a second connection point added within the site. Linking the proposed Greenway event plaza would directly to the Greenway would also offer a major

benefit. Alternatively, the crosswalk across Corporate Boulevard to the additional existing Greenway access point should be improved.

The sidewalk along the project's Corporate Square frontage appears to have some gaps and needs to be both continuous and of a generous width. Further, the 3 driveways in this frontage are not conducive to optimal pedestrian access and comfort. Ideally the driveways could be consolidated into two.

The project is expected to generate a total of 15,284 daily new vehicular trips; several roadway/intersection improvements are proposed to mitigate the impact of these trips.

A total of 2,755 parking spaces are proposed in a mix of surface and structured parking facilities; ideally a shared parking program can reduce the number of required spaces.

The project does not appear to include bicycle parking spaces and EV charging spaces; provision of adequate numbers of both would be supportive of regional multi-modal transportation policies.

The site plan shows portions of the development in Pods A, B, C and D within the Zone X floodplain area. Any altering or reconstruction of the loop road in Zone AE as well as development within Zone X will need to meet all applicable requirements under the City's floodplain and future floodplain ordinances.

The City of Brookhaven stream buffer protection ordinance – which establishes a 50-foot undisturbed buffer and additional 25-foot impervious surface setback – is governing rather than a 75-foot buffer required by unincorporated DeKalb County. Any portions of the project that extend into the applicable Brookhaven stream buffers would need to either meet the ordinance requirements or obtain variances from the City.

Detailed comments were provided by MARTA and the City of Doraville as noted below and in the attachments. They include recommendations for better connecting the site to bus stops and the greenway. There may be opportunities to adjust nearby bus service routes to provide more direct access.

Sidewalks should be completed to and from all bus stop locations and throughout the site to optimize transit access.

General Comments

The Atlanta Region's Plan, developed by ARC in close coordination with partner local governments, is intended to broadly guide regional development in the 11-county metro region to ensure that required infrastructure and resources are in place to support continued economic development and prosperity. The Plan assigns a relevant growth management category designation with accompanying policy recommendations to all areas in the region. This DRI site is designated Regional Employment Corridor; corresponding policy recommendations are provided at the end of these comments.

Transportation and Mobility Comments

ARC's Transportation Access and Mobility Group comments are attached.

The project is adding a significant amount of residential and commercial activity. The proximity to the planned BRT routes should support ridership along these routes but walking conditions to planned routes could be improved. Sidewalk should be continued along the west side of Pod G. Sidewalk should also be continued along east side of Pod H. These will offer more connectivity to existing sidewalks and enhance walkability.

The proposal is mostly consistent with ARC's MTP. The project has a number of residential and commercial uses that can support transit ridership. The project is located near existing and proposed bus routes and stops, but sidewalks have gaps, and pedestrian conditions can be unideal. Additional sidewalk connections from the site to the existing sidewalks on 85 Frontage Rd should be explored.

Additional pedestrian connectivity around the townhomes and to the Greenway should be implemented as well. There are no bike facilities or EV charging spaces which are both key to ensuring multi-modal access.

Peachtree Creek Greenway is very accessible via walking, but there is only one existing connection to the greenway. Ideally there should be a protected and marked pedestrian crossing to this existing connection. A sidewalk connection should be made along Corporate Blvd to the Greenway.

The project is expected to generate a total of new vehicular trips. Several roadway/intersection improvements are identified to reduce the impact of these new trips on surrounding roadways. A total of parking spaces are proposed which is 274 (28%) more than the 973 required; a reduction in parking spaces would be supportive of regional transportation policies.

The project does not appear to include bicycle parking spaces and EV charging spaces; provision of adequate numbers of both would be supportive of regional multi-modal transportation policies.

Care should be taken to ensure that the development promotes an interconnected, functional, clearly marked and comfortable pedestrian experience on all streets, paths, entrances, and parking areas. To the maximum extent possible, new driveways and intersection corners where pedestrians will cross should be constructed with minimal curb radii to reduce speeds of turning vehicles and decrease crossing distances for pedestrians.

ARC Natural Resource Group Comments

ARC's Natural Resources Group are attached.

Stream Buffers While both the USGS coverage for the project area shows no streams on the project property, it does show the North Fork of Peachtree Creek immediately north of the property. The site plan

shows the centerline of Peachtree Creek as well as the “approximate” location of a 75-foot stream buffer that does not extend onto the project property. For the record, the City of Brookhaven stream buffer protection ordinance establishes a 50-foot undisturbed buffer and additional 25-foot impervious surface setback – the 75-foot buffer would have been the unincorporated DeKalb County buffer. If it is determined that any portion of the Brookhaven stream buffers extend onto the project property, any new development would need to either meet the ordinance requirements or obtain variances from the City. Any unmapped streams identified on the property may be subject to the City of Brookhaven’s stream buffer ordinance. Any unmapped State waters identified on the property, including unmapped streams, will be subject to the State 25-foot Sediment and Erosion Control buffer.

Floodplain The site plan shows small portions of FEMA Zone AE, or the 100-year floodplain, extending onto the existing loop road along the northern portion of the property. Based on the FEMA coverage for the project area, these may also include portions of the floodway. It also shows a floodplain area identified as FEMA’s Flood Zone X, which includes is the 500-year floodplain (0.2% annual flood chance hazard) as well as areas of 1% annual chance flood {100-year floodplain} with average depth less than one foot or with drainage areas of less than one square mile. The floodplain areas shown appear to be consistent with the current FEMA coverage of the project area. The site plan shows portions of the development in Pods A, B, C and D within the Zone X floodplain area. Any altering or reconstruction of the loop road in Zone AE as well as development within Zone X will need to meet all applicable requirements under the City’s floodplain and future floodplain ordinances.

Stormwater/Water Quality No stormwater management system design is shown on these conceptual plans. The application form states, “The applicant is planning to utilize a combination of underground detention ponds, bio retention ponds, and proprietary water quality units to attenuate flow and reduce TSS levels.” The final project design should adequately address the impacts of the proposed development on stormwater runoff and downstream water quality.

Other Environmental Comments

The projects reuse of a previously developed site with a large amount of underutilized surface parking area is supportive of regional environmental policies. The project can support The Atlanta Region’s Plan in general by incorporating other aspects of regional policy, including green infrastructure and/or low-impact design, e.g., pervious pavers, rain gardens, vegetated swales, etc., in the project’s substantial parking areas and site driveways, and as part of any improvements to site frontages.

City of Doraville Comments

Comments submitted by the city of Doraville include the following:

How will the project tie into transit? The 39 route is right there, and proposed to be upgraded to ART (hopefully) soon.

Reduce the large number of parking spaces provided.

Add a generous number of bicycle and EV parking spaces.

Provide at least one more connection to the Peachtree Creek Greenway, otherwise residents are likely to create one with desire paths.

Consider making the townhome garages alley-loaded rather than street-loaded. If street loading is used, make sure the driveways are deep enough to avoid vehicles hanging into the sidewalk and street. How does this tie into the greenway if there's a road between it and the greenway?

Remove the road connection and connect the plaza to the greenway.

Please require that parking be better dispersed through the site, and require shared parking arrangements for complementary uses (e.g. office and residential). Consider adding a maximum for the amount of parking that can be provided. Otherwise we will get 50%+ of the land area being used for car storage and the costs passed on to residents and tenants.

Consider expanding or programming the narrow greenspace between pods E and F to prevent it from being used as a pet relief area.

Move the hotel footprint closer to Corporate Boulevard to create an urban street edge.

Provide screening or use public art to hide the electrical substation adjacent to the site.

Is the POD G medical office building associated with CHOA?

What is the intent of the Pod H building and can it be moved away from the interstate?
If this development is aimed at CHOA employees, is there a proposed direct connection across the interstate? Or a shuttle service?

MARTA Comments

Comments submitted by MARTA are attached and include the following:

Add sidewalk and crosswalks along the entire perimeter of the site, connected to sidewalk within the site to optimize pedestrian access to available bus stops;

At the intersection closest to northwest corner of the property, add an RRFB and median refuge to the crosswalk across Corporate Boulevard as well as ramps to ensure full ADA accessibility;

Add sidewalk connections so that Pod G and Pod H have direct pedestrian access to the frontage road sidewalk;

Coordinate final design with the Buford Highway ART Project team;

Add pedestrian access from the northern section of the site (north of Pod B) to Buford Highway to increase access to bus service along Buford;

and meet with MARTA to discuss adjusting existing bus service routes and stops to more directly serve site residents and visitors.

GDOT Aviation Comments

Comments submitted by GDOT Aviation are attached.

Unified Growth Policy Considerations: Regional Employment Corridor

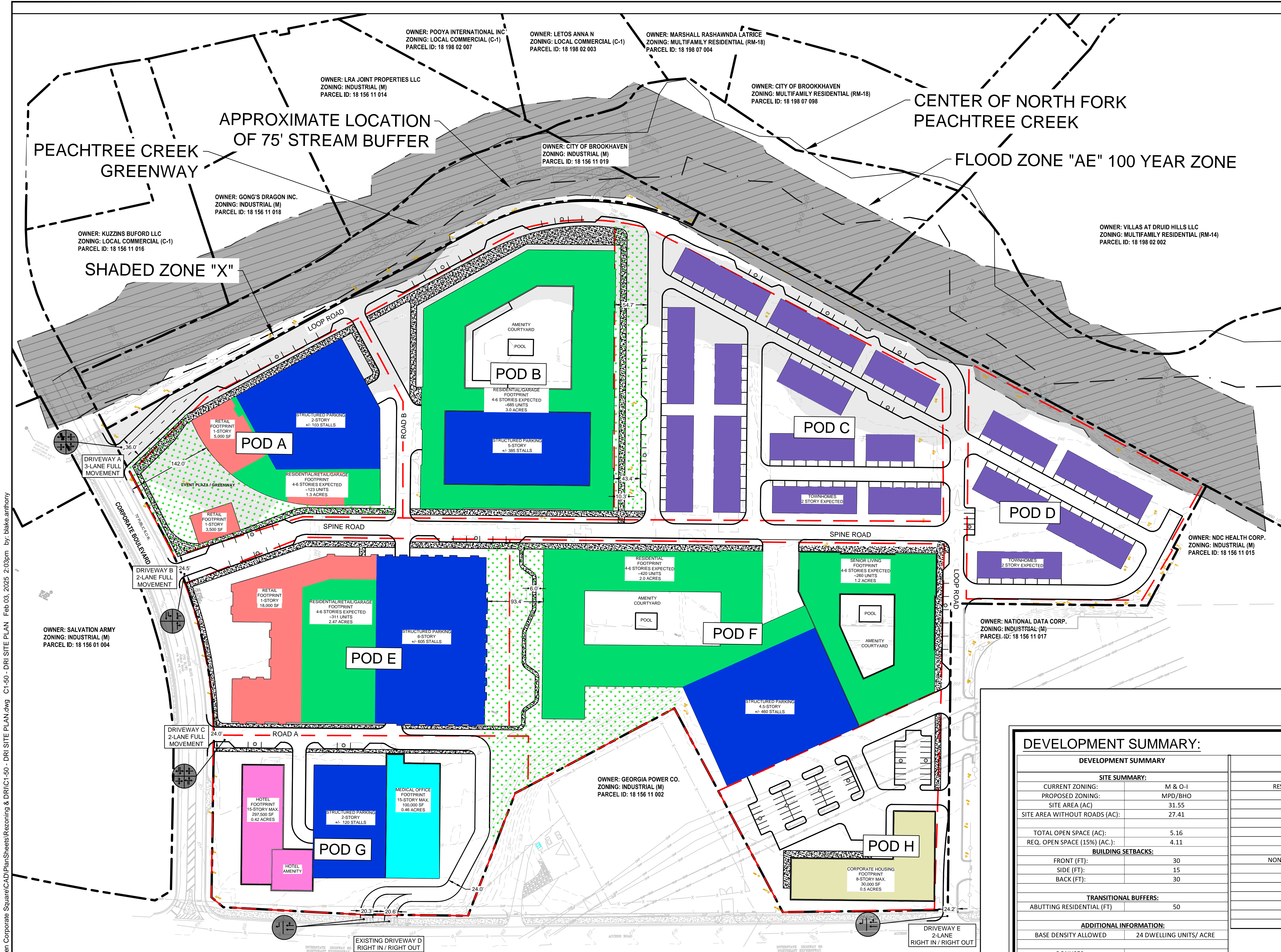
According to the Atlanta Region's Plan, Regional Employment Corridors represent the densest development outside of the Region Core. Regional Employment Corridors connect several Regional Centers with the Region Core via existing capacity transportation facilities. These areas contain a large share of the region's jobs in a relatively small land area. These areas are also increasing in both housing and job density and are experiencing increased redevelopment and new uses in traditionally employment-focused areas. There is a lack of accessible public greenspace within Regional Employment Corridors, which affects the overall aesthetics and quality of life for residents and workers.

The intensity and land use of this proposed project generally aligns with The Atlanta Region's Plan's recommendations for Regional Employment Corridors. The project's provision of housing and retail adjacent to existing employment and retail centers is consistent with regional policies. The project's alignment with applicable regional planning policies could be substantially enhanced by expanding access to the Peachtree Creek Greenway and optimizing connections to bus stops within walking distance. City of Brookhaven staff and leadership, along with the applicant team, should collaborate closely to ensure maximum sensitivity to the needs of nearby local governments, stakeholders, and natural systems.

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

ATLANTA REGIONAL COMMISSION	GEORGIA DEPARTMENT OF NATURAL RESOURCE	GEORGIA DEPARTMENT OF COMMUNITY AFFAIRS
GEORGIA DEPARTMENT OF TRANSPORTATION	GEORGIA REGIONAL TRANSPORTATION AUTHORITY	GEORGIA SOIL AND WATER CONSERVATION COMMISSION
GEORGIA ENVIRONMENTAL FINANCE AUTHORITY	GEORGIA CONSERVANCY	DEKALB COUNTY
CITY OF ATLANTA	MARTA	CITY OF CHAMBLEE
CITY OF TUCKER		

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



VICINITY MAP
NOT TO SCALE

SITE PLAN LEGEND:

- PROPERTY LINE
- POD LOT LINES
- 100 YEAR ZONE "AE"
- 100 YEAR ZONE "X"
- MULTIFAMILY RESIDENTIAL
- TOWNHOME RESIDENTIAL
- PARKING DECK
- MEDICAL OFFICE
- HOTEL
- RETAIL
- CORPORATE HOUSING
- GREENSPACE

DEVELOPMENT NOTES:

- PARKING COUNTS WILL BE DETERMINED AS DESIGN ADVANCES. SHARED PARKING WILL BE UTILIZED AS ALLOWED BY THE CITY OF BROOKHAVEN.
- CAR SHARE/VAN SHARE SPACES WILL BE DETERMINED AS DESIGN ADVANCES.
- LOADING AREAS WILL BE PROVIDED FOR EACH BUILDING.
- DRIVEWAY SIZE WILL BE DETERMINED DURING TRAFFIC STUDY.
- NO TRANSIT ROUTES FRONT THE SITE.

DEVELOPMENT SUMMARY:

DEVELOPMENT SUMMARY		DEVELOPMENT SUMMARY	
SITE SUMMARY:		PROPOSED LAND USES & DENSITIES:	
CURRENT ZONING:	M & O-1	RESIDENTIAL (TOTAL COMBINED):	1,800 DU MAXIMUM
PROPOSED ZONING:	MPD/BHO		63 UNITS/ACRE
SITE AREA (AC):	31.55	TOWNHOMES:	200 DU MAXIMUM
SITE AREA WITHOUT ROADS (AC):	27.41	RETAIL:	30,000 SF
TOTAL OPEN SPACE (AC):	5.16	HOTEL:	297,500 SF / 350 ROOMS
REQ. OPEN SPACE (15%) (AC.):	4.11	MEDICAL OFFICE BUILDING:	100,000 SF
BUILDING SETBACKS:		NON-RESIDENTIAL FAR:	0.31
FRONT (FT):	30	NON-RESIDENTIAL USE PERCENTAGE:	20% MINIMUM
SIDE (FT):	15	PROPOSED BUILDING HEIGHTS:	
BACK (FT):	30	RETAIL:	1-STORY (25FT) MAX
TRANSITIONAL BUFFERS:		MULTI-FAMILY:	8-STORY (75FT) MAX
ABUTTING RESIDENTIAL (FT)	50	TOWNHOMES:	4-STORY (45FT) MAX
ADDITIONAL INFORMATION:		OFFICE:	15-STORY (150FT) MAX
BASE DENSITY ALLOWED	24 DWELLING UNITS/ ACRE	HOTEL:	15-STORY (150FT) MAX
BONUSES:			
PUBLIC IMPROVEMENTS	20%		
MIXED-USE	20%		
AMENITY PROXIMITY	20%		

Site Data Table

Use	Minimum Gross SF (GSI)	Units/Views	Minimum Parking Spaces	Parking Provided	Parking Notes
Residential (4-household)	1,000,000	1000	1000	1 space/unit	
Hotel	200,000	300	300	1 space/unit	
Retail	24,000	40	40	2.5 spaces/1000sf	
Restaurant	6,000	40	40	8 spaces/1000sf	
Office	10,000	100	100	2.78 spaces/1000sf	
Townhouse (300)	640,000	300	300	1 space/unit	
Office (300)	100,000	300	300	3.3 spaces/1000sf	
Total Maximum GSI*		2,807,500	Total Minimum Parking (Required)	2,788	2,788
Total Open Space Area (Acres)		4.11			
Minimum Building Height		4			
Exclusions					
Retail Building Height	1				
Townhome Building Height	2				
Maximum building height (all other uses and parcels)	15				

CLIENT CONTACT:
JON HUANG
THIRD & URBAN
1831 PEACHTREE ROAD, SUITE A
ATLANTA, GA 30309
229-444-4905

SITE PLANNER CONTACT:
BLAKE ANTHONY, P.E.
KIMLEY-HORN & ASSOCIATES
11720 AMBER PARK DRIVE, SUITE 600
ALPHARETTA, GA 30009
470-273-3826

TRAFFIC ENGINEERING CONTACT:
LANI NEGRILLO, P.E.
KIMLEY-HORN & ASSOCIATES
11720 AMBER PARK DRIVE, SUITE 600
ALPHARETTA, GA 30009
404-445-1896

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GRAPHIC SCALE IN FEET
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THIRD & URBAN
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ATLANTA, GA 30309
PHONE: 229-444-4905

NO.	ISSUANCE AND REVISION DESCRIPTIONS	DATE	BY

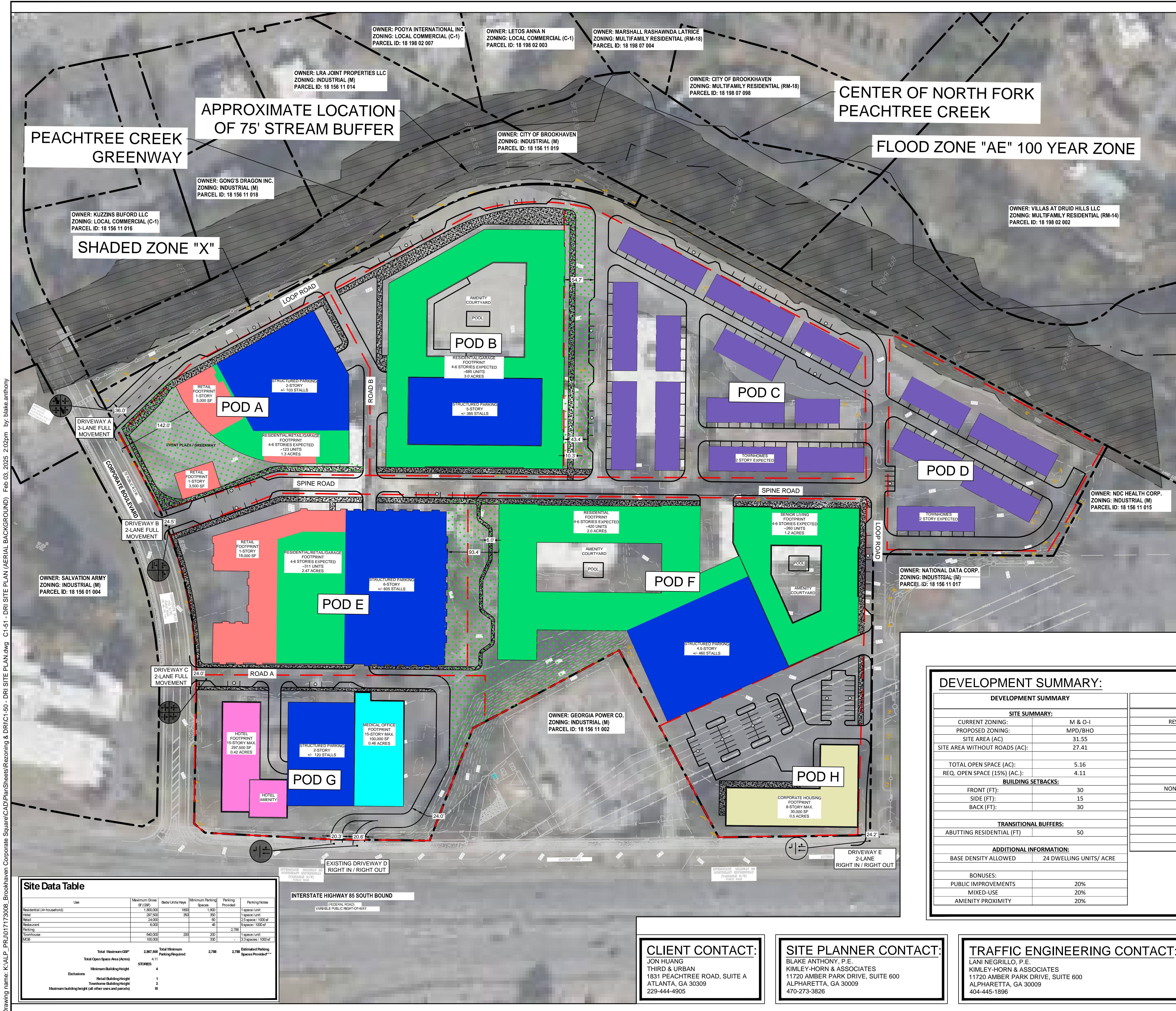
**CORPORATE SQUARE
REDEVELOPMENT DRI #4320**
CORPORATE BOULEVARD, BROOKHAVEN, GA 30329
LAND LOT 156, 18TH DISTRICT
PARCEL IDS: 18-156-11-007, 18-156-11-012, 18-156-11-005,
18-156-11-001, 18-156-11-010, 18-156-11-020, 18-156-11-006,
18-156-11-009, 18-156-11-003, 18-156-11-011

**PRELIMINARY
NOT FOR CONSTRUCTION**

GSWCC NO. (LEVEL II) 00000XXXX
DRAWN BY EJD
DESIGNED BY MMM
REVIEWED BY DBA
DATE 01/31/2025
PROJECT NO. 017173008
TITLE
DRI SITE PLAN
SHEET NUMBER
C1-50

Drawing name: K:\ALP_PRJ017173008_Brookhaven Corporate Square\CAD\PlanSheets\Rezoning & DRI\C1-50 - DRI SITE PLAN.dwg C1-50 - DRI SITE PLAN Feb 03, 2025 2:03pm by: blake.anthony

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VICINITY MAP
NOT TO SCALE

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SIDE (FT):	15	PROPOSED BUILDING HEIGHTS:	
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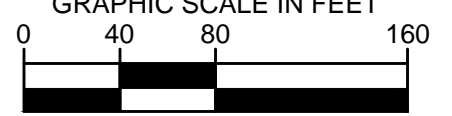
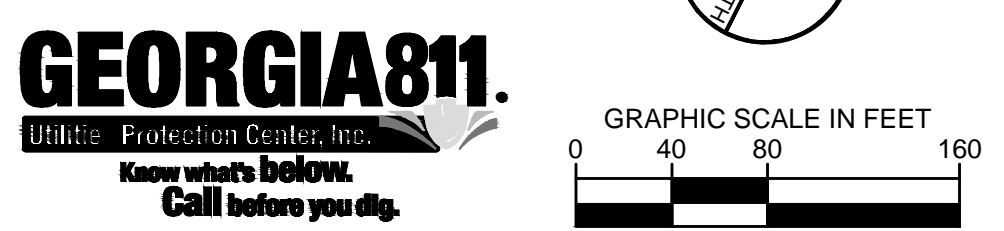
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Hotel	200,000	300	300	1 space/unit	
Retail	24,000	60	25 spaces/1000sf		
Restaurant	6,000	40	8 spaces/1000sf		
Parking	-	-	2.78	-	
Townhouse (300)	640,000	300	300	1 space/unit	
Office	100,000	330	330	1.5 spaces/1000sf	
Total Maximum GSI*		2,867,500	Total Minimum Parking (Required)	2,788	2,788
Total Open Space Area (Acres)		4.11			
Minimum Building Height		4			
Exclusions					
Retail Building Height	1				
Townhouse Building Height	2				
Maximum building height (all other uses and parcels)	15				

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1831 PEACHTREE ROAD, SUITE A
ATLANTA, GA 30309
PHONE: 229-444-4905

NO.	ISSUANCE AND REVISION DESCRIPTIONS	DATE	BY

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REDEVELOPMENT DRI #4320**
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**PRELIMINARY
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GSWCC NO. (LEVEL II) 00000XXXXX
DRAWN BY EJD
DESIGNED BY MMM
REVIEWED BY DBA
DATE 01/31/2025
PROJECT NO. 017173008
TITLE **DRI SITE PLAN AERIAL**
SHEET NUMBER **C1-51**

Drawing name: K:\ALP_PRJ017173008_Brookhaven Corporate Square\CAD\PlanSheets\Rezoning & DRI\C1-51 - DRI SITE PLAN AERIAL BACKGROUND Feb 03, 2025 2:02pm by: blike,anthony

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Developments of Regional Impact

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DRI #4320

DEVELOPMENT OF REGIONAL IMPACT Initial DRI Information

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

Local Government Information

Submitting Local Government: Brookhaven
 Individual completing form: Aronda Smith
 Telephone: 404-637-0500
 E-mail: planning@brookhavenga.gov

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

Proposed Project Information

Name of Proposed Project: Corporate Square Redevelopment
 Location (Street Address, GPS Coordinates, or Legal Land Lot Description): 3 Corporate Boulevard NE Atlanta, GA 30329
 Brief Description of Project: Proposed development consisting of 2,000 residential units (1,624 multifamily, 176 senior residential and 200 townhomes), 350 hotel rooms, 30,000 SF of retail , and 10,000 SF of Medical Office space on 31.55-acre site

Development Type:

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

If other development type, describe:

Project Size (# of units, floor area, etc.): 2,000 residential units (1,624 multifamily, 176 senior residential, and 200 townhomes), 350 hotel ro

Developer: Third and Urban

Mailing Address: 1831 Peachtree Road, Suite A

Address 2:

City:Atlanta State: GA Zip:30309

Telephone: 2294444905

Email: jonh@thirdandurban.com

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

If yes, property owner: 9 Corporate Square, LLC; Corporate Square Owner, LLC; Government Properties Income Trust, LLC; Krake

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

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

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

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

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

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

Estimated Project Completion Dates: This project/phase: 2033
Overall project: 2033

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Developments of Regional Impact

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DRI #4320

The proposed Loop Road will encroach into the 100-year floodplain along the northern edge of the property. Per previous discussions with the City, roads are allowed in the floodplain and any additional fill would need to be offset with compensatory storage elsewhere on the site.

DEVELOPMENT OF REGIONAL IMPACT Additional DRI Information

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

Local Government Information

Submitting Local Government: Brookhaven

Individual completing form: Aronda Smith

Telephone: 404-637-0500

Email: planning@brookhavenga.gov

Project Information

Name of Proposed Project: Corporate Square Redevelopment

DRI ID Number: 4320

Developer/Applicant: Third and Urban

Telephone: 2294444905

Email(s): jonh@thirdandurban.com

Additional Information Requested

Has the RDC identified any additional information required in order to proceed with the official regional review process? (If no, proceed to Economic Impacts.)

(not selected) Yes No

If yes, has that additional information been provided to your RDC and, if applicable, GRTA?

(not selected) Yes No

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

Economic Development

Estimated Value at Build-Out: \$600M

Estimated annual local tax revenues (i.e., property tax, sales tax) likely to be generated by the proposed development: \$8.0 - \$8.5M

Is the regional work force sufficient to fill the demand created by the proposed project?

(not selected) Yes No

Will this development displace any existing uses?

(not selected) Yes No

If yes, please describe (including number of units, square feet, etc): 630,616 SF Total Office (176,334 SF occupied and 454,282 SF vacant)

Water Supply

Name of water supply provider for this site: DeKalb County Watershed Management

What is the estimated water supply demand to be generated by the project, measured in Millions of Gallons Per Day (MGD)? 0.6 MGD

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

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

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

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

Wastewater Disposal

Name of wastewater treatment provider for this site: DeKalb County Watershed Management

What is the estimated sewage flow to be generated by the project, measured in Millions of Gallons Per Day (MGD)? 0.5 MGD

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

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

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

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

Land Transportation

How much traffic volume is expected to be generated by the proposed development, in peak hour vehicle trips per day? (If only an alternative measure of volume is available, please provide.) 15,338 daily trips, 914 AM peak hour trips, 1,105 PM peak hour trips

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

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

If yes, please describe below: Please see traffic study prepared by Kimley-Horn.

Solid Waste Disposal

How much solid waste is the project expected to generate annually (in tons)? 4,667 tons

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

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

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

If yes, please explain:

Stormwater Management

What percentage of the site is projected to be impervious surface once the proposed development has been constructed? **Approximately 75% Impervious**

Describe any measures proposed (such as buffers, detention or retention ponds, pervious parking areas) to mitigate the project's impacts on stormwater management: **The applicant is planning to utilize a combination of underground detention ponds, bio retention ponds, and proprietary water quality units to attenuate flow and reduce TSS levels.**

Environmental Quality

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

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

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

[Back to Top](#)

CORPORATE SQUARE REDEVELOPMENT DRI
City of Brookhaven
Natural Resources Review Comments
February 24, 2025

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

Watershed Protection

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

Stream Buffers

While both the USGS coverage for the project area shows no streams on the project property, it does show the North Fork of Peachtree Creek immediately north of the property. The site plan shows the centerline of Peachtree Creek as well as the "approximate" location of a 75-foot stream buffer that does not extend onto the project property. For the record, the City of Brookhaven stream buffer protection ordinance establishes a 50-foot undisturbed buffer and additional 25-foot impervious surface setback – the 75-foot buffer would have been the unincorporated DeKalb County buffer. If it is determined that any portion of the Brookhaven stream buffers extend onto the project property, any new development would need to either meet the ordinance requirements or obtain variances from the City. Any unmapped streams identified on the property may be subject to the City of Brookhaven's stream buffer ordinance. Any unmapped State waters identified on the property, including unmapped streams, will be subject to the State 25-foot Sediment and Erosion Control buffer.

Floodplain

The site plan shows small portions of FEMA Zone AE, or the 100-year floodplain, extending onto the existing loop road along the northern portion of the property. Based on the FEMA coverage for the project area, these may also include portions of the floodway. It also shows a floodplain area identified as FEMA's Flood Zone X, which includes is the 500-year floodplain (0.2% annual flood chance hazard) as well as areas of 1% annual chance flood {100-year floodplain} with average depth less than one foot or with drainage areas of less than one square mile. The floodplain areas shown appear to be consistent with the current FEMA coverage of the project area. The site plan shows portions of the development in Pods A, B, C and D within the Zone X floodplain area. Any altering or reconstruction of the loop road in Zone AE as well as development within Zone X will need to meet all applicable requirements under the City's floodplain and future floodplain ordinances.

CORPORATE SQUARE REDEVELOPMENT DRI
ARC Natural Resources Comments
Page Two
February 24, 2025

Stormwater/Water Quality

No stormwater management system design is shown on these conceptual plans. The application form states, “The applicant is planning to utilize a combination of underground detention ponds, bio retention ponds, and proprietary water quality units to attenuate flow and reduce TSS levels.” The final project design should adequately address the impacts of the proposed development on stormwater runoff and downstream water quality.

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

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

Development of Regional Impact 4320

Assessment of Consistency with the ARC Metropolitan Transportation Plan

Prepared by: Shelby Stamback, ARC Transportation Access and Mobility Division February 21, 2025

DRI INFORMATION

2025 Corporate Square Redevelopment DRI 4320 – City of Brookhaven, DeKalb County, GA

Metropolitan Transportation Plan Projects

Did the transportation analysis incorporate all current MTP projects contained in the study area or along major transportation corridors connecting the study area with adjacent jurisdictions? *Yes or No*

Yes, the transportation analysis incorporated all current MTP projects in the study area.

REGIONAL NETWORKS

1. Will the project be directly served by any roadways identified as Regional Thoroughfares? Any access points between the development and a Regional Thoroughfare, combined with the development's on-site circulation patterns, must be designed with the goal of preserving the highest possible level of capacity and safety for all users of the roadway.

NO YES

2. Will the development site be directly served by any roadways identified as Regional Truck Routes? Any access points between the development and a Regional Truck Route, combined with the development's on-site circulation patterns, must be designed with the goal of preserving the highest possible level of capacity and safety for all users of the roadway

NO YES

3. If the development site is within one mile of an existing or planned rail service, provide information on accessibility conditions and transit supportive uses.

NOT APPLICABLE

RAIL SERVICE WITHIN ONE MILE

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

NOT APPLICABLE Yes

MARTA Route 8, 39, 47; Buford Highway Arterial Rapid Transit

Planned routes:

Buford Highway Arterial Rapid Transit; between Lindbergh and Doraville MARTA stations

Distance* .3 miles

Walking Access to stops*

Stops will be accessible by sidewalk, but walking conditions are not favorable due to road capacity, sidewalk widths, and wide driveways. Sidewalk should be continued along the west side of Pod G. Sidewalk should also be continued along east side of Pod H.

Bicycling Access to stops *

Stops are not accessible via bike.

Existing Routes:

MARTA Route 8, 39, 47

Distance* .2-.4 miles

Walking Access to stops*

Stop for route 47 is partially accessible by sidewalks, but some sidewalk gaps exist. Little tree coverage, but there is a buffer between the sidewalk and road.

Stops for routes 8 and 39 are accessible by sidewalk, but walking conditions are not favorable due to road capacity, sidewalk widths, and wide driveways.

Sidewalk should be continued along the west side of Pod G. Sidewalk should also be continued along east side of Pod H.

Bicycling Access to stops *

Stops are not accessible via bike.

BRT TOD Comments -

The project is adding a significant amount of residential and commercial activity. The proximity to the planned BRT routes should support ridership along these routes but walking conditions to planned routes could be improved. Sidewalk should be continued along the west side of Pod G. Sidewalk should also be continued along east side of Pod H. These will offer more connectivity to existing sidewalks and enhance walkability.

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

NOT APPLICABLE

YES

Name and description of regional trail Peachtree Creek Greenway

Distance *.05 miles*

Walking Access* Peachtree Creek Greenway is very accessible via walking, but there is only one existing connection to the greenway. Ideally there should be a protected and marked pedestrian crossing to this existing connection. Sidewalk connection should be made along Corporate Blvd to the Greenway. Townhouse residents in Pod C and D would not have any safe pedestrian options to access the Greenway.

OTHER TRANSPORTATION DESIGN CONSIDERATIONS

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

The site provides road connections to adjacent parcels, where applicable. Multimodal connections should continue to be improved. Sidewalks should be continued along the west side of Pod G. Pod H should continue sidewalk connection along the east side. Sidewalks should connect to the existing Greenway. Pods C and D should have safe, pedestrian accessible features and connect to proposed sidewalk system. Bike infrastructure has not been incorporated into the development or surrounding parcels with the exception of the Greenway.

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

The site plan partially enables pedestrians and bicyclists to move between destinations within the development safely and conveniently. As stated above, pedestrian connections should be improved. Bike options should be explored.

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

The site does not have uses that will generate a significant amount of truck traffic. The truck movements that will be needed on the site are effectively managed.

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

No.

RECOMMENDATIONS

Do the transportation network recommendations outlined in the transportation study adequately mitigate the project’s vehicular impact?

The proposal is mostly consistent with ARC's MTP. The project has a number of residential and commercial uses that can support transit ridership. The project is located near existing and proposed bus routes and stops, but sidewalks have gaps, and pedestrian conditions can be unideal. Additional sidewalk connections from the site to the existing sidewalks on 85 Frontage Rd should be explored. Additional pedestrian connectivity around the townhomes and to the Greenway should be implemented as well. There are no bike facilities or EV charging spaces.

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

Sidewalks should be completed to and from bus stop locations and throughout the site. Safe and direct multimodal connections should be made to the Greenway.

From: [Donald Shockey](#)
To: [Mehserle, Liston](#)
Cc: [Polhemus, Emma](#); nharris@itsmarta.com; [Douse III, Sidney](#); [Rush, Brendon](#); [Kirtz, Zachary](#); cauguin@itsmarta.com; [Brittany Williams](#); [Derrick Peevy](#)
Subject: RE: 2024 Corporate Square Redevelopment DRI 4320 - Preliminary Report and Comments Request
Date: Monday, February 24, 2025 4:05:00 PM
Attachments: [image001.png](#)
[image002.png](#)

Hi Liston,

Thanks for these great comments which we'll include in the Final Report. I'm also sharing them with GRTA for possible inclusion in the NOD and recommend you follow up on their side as well.

Thanks much,

Donald

From: Mehserle, Liston <lmehserle@itsmarta.com>
Sent: Thursday, February 20, 2025 5:08 PM
To: Donald Shockey <DShockey@atlantaregional.org>
Cc: Polhemus, Emma <epolhemus@itsmarta.com>; nharris@itsmarta.com; Douse III, Sidney <sdouse@itsmarta.com>; Rush, Brendon <brush@itsmarta.com>; Kirtz, Zachary <zkirtz@itsmarta.com>; cauguin@itsmarta.com
Subject: RE: 2024 Corporate Square Redevelopment DRI 4320 - Preliminary Report and Comments Request

Donald, thanks for sending this over. Below are the comments from MARTA pertaining to the site plan and development:

- To give future residents and employees access to public transit, MARTA strongly recommends adding sidewalk and crosswalks along the entire perimeter of the site, connected to sidewalk within the site. Additionally, at the intersection closest to northwest corner of the property, we recommend:
 - Addition of an RRFB and median refuge to the crosswalk across Corporate Boulevard
 - Addition of ramps and sidewalk to make this crossing and area ADA accessible
 - Addition of sidewalk connections such that Pod G and Pod H have direct pedestrian access to the frontage road sidewalk.
- Due to proximity to Buford Highway, coordination with the Buford Highway ART Project team recommended.
- Transit access is concentrated along Buford Highway, so facilitating this connection by orienting densest development to the northwest portion of the parcel and enhancing bike and ped connectivity along Corporate Boulevard would help build connection. Additionally, any pedestrian access from the northern section of the parcel (north of Pod B) onto Buford

Highway, would greatly enhance transit access.

- Due to large amount of development, potential exists for deviating current routing along N Druid Hills or I-85 access road to directly serve development. For this to occur, further coordination between MARTA and the developer would be required.

Liston Mehserle

Senior Transit Systems Planner, Planning & Project Development Department



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Atlanta, GA 30324

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From: Donald Shockey <DShockey@atlantaregional.org>

Sent: Monday, February 17, 2025 1:13 PM

To: Jon Huang <jonh@thirdandurban.com>; Harrison.forder@kimley-horn.com; Traffic Engineer – Lani Negrillo <lani.negrillo@kimley-horn.com>; Traffic Engineer – John Walker <john.walker@kimley-horn.com>; Civil Engineer – Austin Edelen <Austin.edelen@kimley-horn.com>; Land Use Attorney – Jessica Hill <Jessica.Hill@troutman.com>; Aronda Smith <planning@brookhavenga.gov>; chuck.mueller@dnr.state.ga.us; gaswcc.swcd@gaswcc.ga.gov; hhill@gefa.ga.gov; Jon West <jon.west@dca.ga.gov>; kmoore@gaconservancy.org; nongame.review@dnr.ga.gov; slucki@gefa.ga.gov; Zane Grennell - Georgia DCA <zane.grennell@dca.ga.gov>; Amy Goodwin <AGoodwin@atlantaregional.org>; Andrew Smith <ASmith@atlantaregional.org>; Ansley Goddard <AGoddard@atlantaregional.org>; Arin Yost <AYost@atlantaregional.org>; Danny Johnson <DJohnson@atlantaregional.org>; David Haynes <DHaynes@atlantaregional.org>; Eleanor Swensson <ESwensson@atlantaregional.org>; Jillian Willis <JWillis@atlantaregional.org>; Jim Santo <JSanto@atlantaregional.org>; Jim Skinner <JSkinner@atlantaregional.org>; Jonathan Philipsborn <JPhilipsborn@atlantaregional.org>; Kristin Allin <KAllin@atlantaregional.org>; Lauren Blaszyk <LBlaszyk@atlantaregional.org>; Mike Alexander <MAlexander@atlantaregional.org>; Mike Carnathan <MCarnathan@atlantaregional.org>; Ranata Mattison <RMattison@atlantaregional.org>; Reginald James <RJJames@atlantaregional.org>; Roshani Thakore <RThakore@atlantaregional.org>; Samyukth Shenbaga <SShenbaga@atlantaregional.org>; Wei Wang <WWang@atlantaregional.org>; Abbie Dean <adean@srta.ga.gov>; Brittany Williams <bwilliams@srta.ga.gov>; Derrick Peevy <dpeevy@srta.ga.gov>; achood@dot.ga.gov; chrobinson@dot.ga.gov; cjames@dot.ga.gov; cwoods@dot.ga.gov; 'cyvandyke@dot.ga.gov'; 'davinwilliams@dot.ga.gov'; eregis@dot.ga.gov; glynch@hntb.com; jomclloyd@dot.ga.gov; mcanizares@dot.ga.gov; mfowler@dot.ga.gov; MWeiss@dot.ga.gov; mwilson@dot.ga.gov; nrogers@dot.ga.gov; ppeevy@dot.ga.gov; davinwilliams@dot.ga.gov; DeNard, Paul <pdenard@dot.ga.gov>; dparker@dot.ga.gov; Hatch, Justin A <juhatch@dot.ga.gov>; Higgins, Joshua <johiggins@dot.ga.gov>; laperry@dot.ga.gov; Linda Kay - GDOT District 7 <LKay@dot.ga.gov>; Jason Dykes - GDOT District 1 <jdykes@dot.ga.gov>; Jonathan Peevy - GDOT District 1 <jpeevy@dot.ga.gov>; kemullins@dot.ga.gov; Shane Giles - GDOT District 1 <shgiles@dot.ga.gov>; Aprell L. King <alking@dekalbcountyga.gov>;

From: [Hood, Alan C.](#)
To: [Donald Shockey](#)
Subject: RE: 2024 Corporate Square Redevelopment DRI 4320 - Preliminary Report and Comments Request
Date: Monday, March 3, 2025 9:00:14 AM
Attachments: [image001.png](#)

Donald,

The proposed mixed-use development with 1,624 multifamily units, 176 senior residential units, 200 townhomes, 350 hotel rooms, 30,000 SF of retail, and 100,000 SF of medical office space on a 31.5-acre previously developed site at 3 Corporate Boulevard in the City of Brookhaven in DeKalb County is 2.6 miles from the DeKalb Peachtree Airport (PDK). It is located outside of the FAA approach or departure surfaces, and airport compatible land use areas, and does not appear to impact any airport.

If any construction equipment or construction exceeds 200' AGL, an FAA Form 7460-1 must be submitted to the Federal Aviation Administration according to the FAA's Notice Criteria Tool found here (<https://oeaaa.faa.gov/oeaaa/external/gisTools/gisAction.jsp?action=showNoNoticeRequiredToolForm>). Those submissions for any associated cranes may be done online at <https://oeaaa.faa.gov>. The FAA must be in receipt of the notifications, no later than 120 days prior to construction. The FAA will evaluate the potential impacts of the project on protected airspace associated with the airports and advise the proponent if any action is necessary.

Thank you for the opportunity to comment on the proposed development.

Alan Hood

Airport Safety Data Program Manager



Aviation Programs

600 West Peachtree Street NW

6th Floor

Atlanta, GA, 30308

404.660.3394 cell

404.532.0082 office

Website: <https://www.dot.ga.gov/GDOT/pages/AirportAid.aspx>

From: Donald Shockey <DShockey@atlantaregional.org>

Sent: Monday, February 17, 2025 1:13 PM

To: Jon Huang <jonh@thirdandurban.com>; Harrison.forder@kimley-horn.com; Traffic Engineer – Lani Negrillo <lani.negrillo@kimley-horn.com>; Traffic Engineer – John Walker <john.walker@kimley-horn.com>; Civil Engineer – Austin Edelen <Austin.edelen@kimley-horn.com>; Land Use Attorney –