

DATE: March 7, 2023

TO: Mayor Anthony Ford, City of Stockbridge  
ATTN TO: Ryan Anderson, Chief Planner, City of Stockbridge  
RE: Development of Regional Impact Review  
FROM: Mike Alexander, Director, ARC Center for Livable Communities

ARC has completed a preliminary regional review of the following 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 preliminary report does not address whether the DRI is or is not in the best interest of the local government.

**Name of Proposal:** Reeves Creek II DRI 3799

**Submitting Local Government:** City of Stockbridge

**Date Opened:** March 7, 2023 **Comments Due:** March 22, 2023 **Date to Close:** March 23, 2023

**Description:** A DRI review of a proposal to construct a mixed-use project with 828 multi-family units, 191 townhomes, 41,000 SF of office space, 5,000 SF of retail space, and 328 single-family detached units on a 278-acre site off of Flippen Road in the City of Stockbridge in Henry County.

## **PRELIMINARY COMMENTS:**

### **Key Comments**

*The Atlanta Region's Plan assigns the Established Suburbs growth management designation to the project site. The project is somewhat aligned with Established Suburbs policy recommendations which note: "Preservation of existing single-family neighborhoods is important...infill and redevelopment will occur in areas of retail/commercial concentrations, especially commercial corridors."*

*The provision of 89 acres of floodplain and other natural areas is supportive of regional environmental policies.*

*The projects inclusion of a range of housing types – single-family detached, single-family attached, multi-family, and senior housing is highly aligned with regional housing policies.*

*The project is expected to generate approximately 9,582 daily new vehicular trips; several improvements to mitigate project generated vehicular traffic are identified in the TIS.*

*The inclusion of a multi-use trail is supportive of regional multi-modal transportation policies. The final layout of the trail should be carefully studied to provided optimal multi-modal transportation connectivity within the site and to any external trail connections.*

*The provision of a small amount of neighborhood serving retail is supportive of regional multimodal policies; locating the retail use closer to the denser residential areas would improve access and further support vehicular trip reduction.*

*Incorporation of green stormwater and heat island mitigation designs for the large number of surface car parking spaces proposed would be supportive of regional environmental policies.*

*A total of 3,671 surface parking spaces are proposed which is 1,214 more than the number required; a reduction in proposed spaces would be in keeping with regional multi-modal and environmental policies.*

### **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 12-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 to all areas in the region- Established Suburbs for this project - and provides accompanying growth policy recommendations which are detailed at the end of these comments.

The proposed mix of uses is supportive of regional growth, placemaking and multi-modal transportation policies. However the location of the office uses seems somewhat isolated from nearby commercial areas. The inclusion of a small amount of neighborhood retail offers the chance for project residents to reduce or shorten trips for daily necessities. However, its proposed location is somewhat isolated from the multi-family residential and office areas where the bulk of the customers would be drawn from. Ideally the retail could be located next to the office uses in walking distance of the multi-family buildings.

### **Transportation and Mobility Comments**

ARC's Transportation Access and Mobility Group comments will be provided in the Final Report.

The project is projected to generate 9,582 daily new vehicular trips; a number of roadway improvements to mitigate the traffic impact are proposed.

The inclusion of a multi-use trail is supportive of regional multi-modal transportation policies. The final layout of the trail should be carefully studied to provided optimal multi-modal transportation connectivity within the site and to any external trail connections.

Care should be taken to ensure that the development, as constructed, promotes an interconnected, functional, clearly marked and comfortable pedestrian experience on all driveways, paths, entrances, and

parking areas. To the maximum extent possible, new driveways and intersection corners where pedestrians will cross should be constructed with minimal curb radii to reduce speeds of turning vehicles and decrease crossing distances for pedestrians.

No EV charging spaces appear to be provided; provision of adequate EV charging spaces would be supportive of regional EV infrastructure policies.

A total of 3,671 surface parking spaces are proposed which is 1,214 more than the number required; a reduction in proposed spaces would be in keeping with regional multi-modal and environmental policies.

#### **ARC Natural Resources Group Comments**

ARC's Natural Resources Group comments will be provided in the Final Report.

#### **Environmental Comments**

A total of 89 acres of forested floodplain and stream buffer area associated with Reeves Creek is proposed to be retained. Additional retention of these areas would be desirable and in keeping with regional goals regarding carbon sequestration and climate change/heat island effect mitigation. Designation of this area as managed open/conservation space could meaningfully reduce the overall impact of the project. There may be potential opportunities for linking these fragmented undeveloped areas with adjacent undeveloped or protected areas to ensure their maintenance and potential use for recreation or habitat preservation.

Incorporation of green stormwater and heat island mitigation designs for the large number of surface car parking spaces proposed would be supportive of regional environmental policies.

The project can further 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 parking areas and site driveways, and as part of any improvements to site frontages.

#### **Atlanta Region's Plan Growth Policy Considerations: Established Suburbs**

According to the Atlanta Region's Plan, Established Suburbs are areas where suburban development has occurred and are characterized by single-family subdivisions, commercial development, and office, industrial and multi-family development. These areas represent the part of the region that has recently reached "build-out." With few remaining large parcels for additional development, these are the areas in which the region may see the least amount of land-use change outside of retail and commercial areas. While there is still room for limited infill development, these areas will begin to focus more on redevelopment over the next 30 years.

Preservation of existing single-family neighborhoods is important, and wholesale change will most likely not occur in the single-family subdivisions that make up a majority of these areas. However, infill and redevelopment will occur in areas of retail/commercial concentrations, especially commercial corridors. With its provision of a variety of housing options and preservation of floodplain and stream buffer areas, the project aligns with The Atlanta Region's Plan's recommendations for Established Suburbs. Minor revisions to the mix and location of uses and a reduction in the number of surface parking spaces could further improve the project. City of Stockbridge leadership and staff, along with the applicant team, should collaborate closely to ensure maximum sensitivity to nearby local governments, neighborhoods, land uses and natural systems.

<b>THE FOLLOWING LOCAL GOVERNMENTS AND AGENCIES RECEIVED NOTICE OF THIS REVIEW:</b>
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ATLANTA REGIONAL COMMISSION GEORGIA DEPARTMENT OF TRANSPORTATION
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GEORGIA DEPARTMENT OF NATURAL RESOURCE GEORGIA REGIONAL TRANSPORTATION AUTHORITY
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GEORGIA DEPARTMENT OF COMMUNITY AFFAIRS GEORGIA SOIL AND WATER CONSERVATION COMMISSION
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GEORGIA ENVIRONMENTAL FINANCE AUTHORITY HENRY COUNTY CITY OF McDONOUGH
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GEORGIA CONSERVANCY CITY OF STOCKBRIDGE CITY OF JONESBORO
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CLAYTON COUNTY CITY OF MORROW
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For questions, please contact Donald Shockey at (470) 378-1531 or <a href="mailto:dshockey@atlantaregional.org">dshockey@atlantaregional.org</a> . This finding will be published to the ARC review website located at <a href="http://atlantaregional.org/plan-reviews">http://atlantaregional.org/plan-reviews</a> .
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### DRI #3799

#### 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: City of Stockbridge

Individual completing form: Ryan Anderson

Telephone: 678-216-6902

E-mail: [randerson@cityofstockbridge-ga.gov](mailto:randerson@cityofstockbridge-ga.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: Reeves Creek II

Location (Street Address, GPS Coordinates, or Legal Land Lot Description): 030-01004000; 030-01003001; 030-01004008

Brief Description of Project: Mixed residential development

#### Development Type:

- |  |   |   |
|--|---|---|
| <input type="radio"/> (not selected)                       | <input type="radio"/> Hotels                                | <input type="radio"/> Wastewater Treatment Facilities |
| <input type="radio"/> Office                               | <input 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 checked="" 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.): 1,341 units (mixed type, square footages)

Developer: Vista Residential Partners

Mailing Address: 2964 Peachtree Road, Suite 585

Address 2:

City: Atlanta State: GA Zip: 30305

Telephone: 404-835-5788

Email: [mn@vistaarp.com](mailto:mn@vistaarp.com)

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

If yes, property owner: RCVM Land, LLC

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?

If yes, provide the following information:

The initial action being requested of the local government for this project:

Is this project a phase or part of a larger overall project?

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

Estimated Project Completion Dates:

This project/phase: 2027

Overall project: 2027

The property is currently in unincorporated Henry County. An application has ben filed to annex the property into the City of Stockbridge.

☐ (not selected)

☒ Yes

☐ No

Project Name: Reeves Creek

Project ID: 2996

☒ Rezoning

☐ Variance

☐ Sewer

☐ Water

☐ Permit

☐ Other

☐ (not selected)

☐ Yes

☒ No

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Thank you for submitting your application. The DRI Application Number is 3799. To view the application at any time, you can go to <http://apps.dca.ga.gov/DRI/AppSummary.aspx?driid=3799>. Please contact your RDC if you have any questions or need to change any of the information on this form.

### DRI #3799

#### 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: City of Stockbridge  
Individual completing form: Ryan Anderson  
Telephone: 678-216-6902  
Email: [randerson@cityofstockbridge-ga.gov](mailto:randerson@cityofstockbridge-ga.gov)

#### Project Information

Name of Proposed Project: Reeves Creek II  
DRI ID Number: 3799  
Developer/Applicant: Vista Residential Partners  
Telephone: 404-835-5788  
Email(s): [mn@vistaarp.com](mailto:mn@vistaarp.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: 420,000,000

Estimated annual local tax revenues (i.e., property tax, sales tax) likely to be generated by the proposed development: 5,800,000

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

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

If yes, please describe (including number of units, square feet, etc):

### Water Supply

Name of water supply provider for this site: City of Stockbridge

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

0.41 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?  
0.18 mile north

### Wastewater Disposal

Name of wastewater treatment provider for this site: City of Stockbridge

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

0.41 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: The City has future expansion plans

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? 0.18 miles north

### 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.)

Daily Trips 9,582/ AM Peak/Hr: 228 enter, 450 exit / PM Peak/Hr-489 enter, 372 exit

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

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

If yes, please describe below: See detailed traffic study for more information 1,250 tons annually

### Solid Waste Disposal

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

1,250 tons annually

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? 35% of the site

Describe any measures proposed (such as buffers, detention or retention ponds, pervious parking areas) to mitigate the project's impacts on stormwater management: The site will have runoff reduction to reduce flows leaving the site for the disturb area. Water quality, Channel Protection and Detention 1-100 yr

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: There are existing wetlands and Reeves Creek located on the site

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