REGIONAL REVIEW FINDING

Atlanta Regional Commission • 40 Courtland Street NE, Atlanta, Georgia 30303 • ph: 404.463.3100 • fax:404.463.3105 • www.atlantaregional.com

DATE: 2/25/2005 **ARC REVIEW CODE**: R501271

TO: Chairman Sam Olens
ATTN TO: John Pederson, Planner III
FROM: Charles Krautler, Director

NOTE: This is digital signature. Original on file.

The Atlanta Regional Commission (ARC) has completed regional review of the following Development of Regional Impact (DRI). Below is the ARC finding. The Atlanta Regional Commission reviewed the DRI with regard to conflicts to regional plans, goals, and policies and impacts it might have on the activities, plans, goals, and policies of other local jurisdictions and state, federal, and other agencies. The finding does not address whether the DRI is or is not in the best interest of the local government.

Submitting Local Government: Cobb County
Name of Proposal: **Trinity Chapel Church of God**

Review Type: Development of Regional Impact	**Date Opened:** 11/27/2005	**Date Closed:** 2/25/2005

FINDING: After reviewing the information submitted for the review, and the comments received from affected agencies, the Atlanta Regional Commission finding is that the DRI is in the best interest of the State.

Additional Comments: It is recommended that the Best Environmental Practices listed in the report be reviewed and applied where applicable. Consideration should be given to the type of material used for construction of the parking areas to reduce the heat island effect. Mitigation strategies could include, but not exclusive, replanting of shade trees and vegetation throughout the parking area where possible, use of reflective materials for pavements. It is recommended that resources and information from the U.S Green Building Council, COOL Communities, American Planning Association, U.S. EPA, and Project ATLANTA (Atlanta Land Use Analysis: Temperature and Air Quality) study be reviewed.

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

ARC LAND USE PLANNING
ARC DATA RESEARCH
GEORGIA DEPARTMENT OF NATURAL RESOURCES
PAULDING COUNTY
ARC TRANSPORTATION PLANNING
GEORGIA REGIONAL TRANSPORTATION AUTHORITY
GEORGIA DEPARTMENT OF TRANSPORTATION
ARC ENVIRONMENTAL PLANNING
GEORGIA DEPARTMENT OF COMMUNITY AFFAIRS
CITY OF POWDER SPRINGS

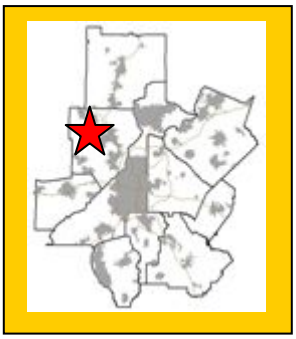
If you have any questions regarding this review, Please call Mike Alexander, Review Coordinator, at (404) 463-3302. This finding will be published to the ARC website.

The ARC review website is located at: http://www.atlantaregional.com/qualitygrowth/reviews.html .

Preliminary Report:	Jan 27, 2005	**DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT**	Project:	Trinity Chapel Church of God # 668
Final Report Due:	Feb 25, 2005		Comments Due By:	Feb. 10, 2005

FINAL REPORT SUMMARY

PROPOSED DEVELOPMENT:



The proposed Trinity Chapel Church of God development is a proposed expansion of the exisitng facilities on 48.32 acres in Cobb County. The proposed expansion includes a 67,000 square foot expansion of the existing sanctuary, a 56,185 square foot fellowship center with youth sanctuary and gymnasium, and an additional 988 new parking spaces. The development is located at the intersection of Macland Road, also known as Georgia Highway 360 and Old Lost Mountain Road. Access to the site will be along both of these roads.

PROJECT PHASING:

The project is being proposed in one phase with a project build out date for 2006.

GENERAL

According to information on the review form or comments received from potentially affected governments:

Is the proposed project consistent with the host-local government's comprehensive plan? If not, identify inconsistencies.

The project site is currently zoned R-30 (low density residential). Rezoning is not required for the development. The DRI review was triggered by a permit request from the applicant. Information submitted for the review states that the proposed development is consistent with Cobb County's Future Land Use Plan, which designates the area as low density residential.

Is the proposed project consistent with any potentially affected local government's comprehensive plan? If not, identify inconsistencies.

No comments concerning inconsistencies were received during the review.

Will the proposed project impact the implementation of any local government's short-term work program? If so, how?

No comments concerning impacts of affected local government's short term work program were received.

Will the proposed project generate population and/or employment increases in the Region? If yes, what would be the major infrastructure and facilities improvements needed to support the increase?

No.

What other major development projects are planned near the proposed project?

The ARC has reviewed other major development projects, known as Area Plan (1984 to1991) or as a DRI (1991 to present), within two miles radius of the proposed project.

2001	**James Parkway Development**

Will the proposed project displace housing units or community facilities? If yes, identify and give number of units, facilities, etc.

Based on information submitted for the review, the site is currently undeveloped.

Will the development cause a loss in jobs? If yes, how many?

No.

Is the proposed development consistent with regional plans and policies?

The proposed development is an expansion of an existing church facility. The expansion is due to the need to accommodate additional attendees of the church. The expansion proposes a significant amount of new parking on asphalt surfaces.

It is recommended that the Best Environmental Practices listed below be reviewed and applied where applicable. Consideration should be given to the type of material used for construction of the parking areas to reduce the heat island effect. Mitigation strategies could include, but not exclusive, replanting of shade trees and vegetation throughout the parking area where possible, use of reflective materials for pavements. It is recommended that resources and information from the U.S Green Building Council, COOL Communities, American Planning Association, U.S. EPA, and Project ATLANTA (Atlanta Land Use Analysis: Temperature and Air Quality) study be reviewed.

FINAL REPORT

Regional Development Plan Policies

1. Provide development strategies and infrastructure investments to accommodate forecasted population and employment growth more efficiently.

2. Guide an increased share of new development to the Central Business District, transportation corridors, activity centers and town centers.

3. Increase opportunities for mixed-use development, infill and redevelopment.

4. Increase transportation choices and transit-oriented development (TOD).

5. Provide a variety of housing choices throughout the region to ensure housing for individuals and families of diverse incomes and age groups.

6. Preserve and enhance existing residential neighborhoods.

7. Advance sustainable greenfield development.

8. Protect environmentally sensitive areas.

9. Create a regional network of greenspace that connects across jurisdictional boundaries.

10. Preserve existing rural character.

11. Preserve historic resources.

12. Inform and involve the public in planning at regional, local and neighborhood levels.

13. Coordinate local policies and regulations to support the RDP.

14. Support growth management at the state level.

BEST LAND USE PRACTICES

Practice 1: Keep vehicle miles of travel (VMT) below the area average. Infill developments are the best at accomplishing this. The more remote a development the more self contained it must be to stay below the area average VMT.
Practice 2: Contribute to the area's jobs-housing balance. Strive for a job-housing balance with a three to five mile area around a development site.
Practice 3: Mix land uses at the finest grain the market will bear and include civic uses in the mix.
Practice 4: Develop in clusters and keep the clusters small. This will result in more open space preservation.
Practice 5: Place higher-density housing near commercial centers, transit lines and parks. This will enable more walking, biking and transit use.
Practice 6: Phase convenience shopping and recreational opportunities to keep pace with housing. These are valued amenities and translate into less external travel by residents if located conveniently to housing.
Practice 7: Make subdivisions into neighborhoods with well-defined centers and edges. This is traditional development.
Practice 8: Reserve school sites and donate them if necessary to attract new schools. This will result in neighborhood schools which provide a more supportive learning environment than larger ones.

Practice 9: Concentrate commercial development in compact centers or districts, rather than letting it spread out in strips.
Practice 10: Make shopping centers and business parks into all-purpose activity centers. Suburban shopping centers and their environs could be improved by mixing uses and designing them with the pedestrian amenities of downtowns.
Practice 11: Tame auto-oriented land uses, or at least separate them from pedestrian-oriented uses. Relegate "big box" stores to areas where they will do the least harm to the community fabric.

BEST TRANSPORTATION PRACTICES

Practice 1: Design the street network with multiple connections and relatively direct routes.
Practice 2: Space through-streets no more than a half-mile apart or the equivalent route density in a curvilinear network.
Practice 3: Use traffic-calming measures liberally. Use short streets, sharp curves, center islands, traffic circles, textured pavements, speed bumps and raised crosswalks.
Practice 4: Keep speeds on local streets down to 20 mph.
Practice 5: Keep speeds on arterials and collectors down to 35 mph (at least inside communities).
Practice 6: Keep all streets as narrow as possible and never more than four traffic lanes wide. Florida suggests access streets 18 feet, subcollectors 26 feet, and collectors from 28 feet to 36 feet depending on lanes and parking.
Practice 7: Align streets to give buildings energy-efficient orientations. Allow building sites to benefit from sun angles, natural shading and prevailing breezes.
Practice 8: Avoid using traffic signals wherever possible and always space them for good traffic progression.
Practice 9: Provide networks for pedestrians and bicyclists as good as the network for motorists.
Practice 10: Provide pedestrians and bicyclists with shortcuts and alternatives to travel along high-volume streets.
Practice 11: Incorporate transit-oriented design features.
Practice 12: Establish TDM programs for local employees. Ridesharing, modified work hours, telecommuting and others.

BEST ENVIRONMENTAL PRACTICES

Practice 1: Use a systems approach to environmental planning. Shift from development orientation to basins or ecosystems planning.
Practice 2: Channel development into areas that are already disturbed.
Practice 3: Preserve patches of high-quality habitat, as large and circular as possible, feathered at the edges and connected by wildlife corridors. Stream corridors offer great potential.
Practice 4: Design around significant wetlands.
Practice 5: Establish upland buffers around all retained wetlands and natural water bodies.
Practice 6: Preserve significant uplands, too.
Practice 7: Restore and enhance ecological functions damaged by prior site activities.
Practice 8: Detain runoff with open, natural drainage systems. The more natural the system the more valuable it will be for wildlife and water quality.
Practice 9: Design man-made lakes and stormwater ponds for maximum environmental value. Recreation, stormwater management, wildlife habitat and others.
Practice 10: Use reclaimed water and integrated pest management on large landscaped areas. Integrated pest management involves controlling pests by introducing their natural enemies and cultivating disease and insect resistant grasses.
Practice 11: Use and require the use of Xeriscape™ landscaping. Xeriscaping™ is water conserving landscape methods and materials.

BEST HOUSING PRACTICES

Practice 1: Offer "life cycle" housing. Providing integrated housing for every part of the "life cycle."

Practice 2: Achieve an average net residential density of six to seven units per acre without the appearance of crowding. Cluster housing to achieve open space.
Practice 3: Use cost-effective site development and construction practices. Small frontages and setbacks; rolled curbs or no curbs; shared driveways.
Practice 4: Design of energy-saving features. Natural shading and solar access.
Practice 5: Supply affordable single-family homes for moderate-income households.
Practice 6: Supply affordable multi-family and accessory housing for low-income households.
Practice 7: Tap government housing programs to broaden and deepen the housing/income mix.
Practice 8: Mix housing to the extent the market will bear.

LOCATION

Where is the proposed project located within the host-local government's boundaries?

The site is located in western Cobb County.

Will the proposed project be located close to the host-local government's boundary with another local government? If yes, identify the other local government.

The proposed development is entirely within Cobb County. The proposed development is approximately 2 miles from the Paulding County line to the west and the City of Powder Springs to the south.

Will the proposed project be located close to land uses in other jurisdictions that would benefit, or be negatively impacted, by the project? Identify those land uses which would benefit and those which would be negatively affected and describe impacts.

None were determined during the review.

ECONOMY OF THE REGION

According to information on the review form or comments received from potentially affected governments:

What new taxes will be generated by the proposed project?

This project is exempt from taxes.

How many short-term jobs will the development generate in the Region?

Short-term jobs will depend upon construction schedule.

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

Yes.

In what ways could the proposed development have a positive or negative impact on existing industry or business in the Region?

No impacts on existing industry and businesses were determine during the review.

NATURAL RESOURCES

Will the proposed project be located in or near wetlands, groundwater recharge area, water supply watershed, protected river corridor, or other environmentally sensitive area of the Region? If yes, identify those areas.

Stream Buffers and Watershed Protection

One stream is shown crossing the property. It is a tributary to Noses Creek which, in turn, is a tributary to Sweet water Creek and the Chattahoochee River. It is shown as a blue-line stream on the project property on the Lost Mountain USGS 1:24,000 quad sheet, which includes the project site. The creek is subject to the requirements of the Cobb Stream Buffer Ordinance, which serves as the County tributary buffer ordinance required under the Metropolitan River Protection Act. The plans show a 50-foot buffer on the stream on this property.

As stated above, the property is also in the Sweetwater Creek watershed, which is the water supply source for the City of East Point. Development in public water supply watersheds is subject to the State of Georgia's Part 5 Environmental Planning Criteria for water supply watersheds. The Sweetwater Creek Water Supply Watershed has an area of more than 100 square miles upstream of the East Point intake and is classified under Part 5 as a large water supply watershed. As withdrawals are drawn directly from the Sweetwater Creek and not from a reservoir, the only Part 5 Water Supply Watershed criteria that apply in the Sweetwater Creek watershed are restrictions on the handling and storage of hazardous materials within 7 miles upstream of the intake. (East Point's Sparks Reservoir is located in the basin of a tributary to Sweetwater Creek and receives no direct flow from Sweetwater Creek or the rest of the Sweetwater watershed).

All waters of the state on the property are subject to the Georgia Department of Natural resources (DNR) 25-foot erosion and sedimentation control buffer. Any intrusion into that buffer will require approval from DNR.

Storm Water/Water Quality

The project should adequately address the impacts of the proposed development on stormwater runoff and downstream water quality. During construction, the project should conform to the relevant state and federal erosion and sedimentation control requirements. After construction, water quality will be impacted due to polluted stormwater runoff. ARC has estimated the amount of pollutants produced after the construction of the proposed development, based on the submitted site plan. The estimates are based on some simplifying assumptions for typical pollutant loading factors (lbs./ac/yr.) The loading factors are based on the results of regional storm water monitoring data from the Atlanta Region and the impervious areas are based on estimated averages for land uses in the Atlanta Region. These estimates are generalized for specific land uses in the metropolitan area and do not necessarily reflect the conditions of an individual development. No institutional land use estimates have been developed, but the impervious area shown on the concept plan appears to be about the same as the

impervious area estimate used for office/light industrial, which is 70 percent. If the actual impervious percentages are higher or lower, the pollutant loads will differ accordingly from the estimates. Further, both pollutant loads and types of pollutants in this project may differ may differ from the estimates, as the type and intensity of use differs from the office/industrial land use. The following table summarizes the results of the analysis:

Pollutant loads (lb./yr.)

Land Use	Land Area (acres)	TP	TN	BOD	TSS	Zinc	Lead
Office/Lt. Industrial	52.30	67.47	895.90	5962.20	37028.40	77.40	9.94
TOTAL	52.30	67.47	895.90	5962.20	37028.40	77.40	9.94

Total Impervious: 70% in this analysis

In order to address post-construction stormwater runoff quality, the project should implement stormwater management controls (structural and/or nonstructural) as found in the Georgia Stormwater Management Manual (www.georgiastormwater.com) and meet the stormwater management quantity and quality criteria outlined in the Manual. Where possible, the project should utilize the stormwater better site design concepts included in the Manual.

HISTORIC RESOURCES

Will the proposed project be located near a national register site? If yes, identify site.

None have been identified.

In what ways could the proposed project create impacts that would damage the resource?

Not applicable.

In what ways could the proposed project have a positive influence on efforts to preserve or promote the historic resource?

Not applicable.

INFRASTRUCTURE

Transportation

Georgia Regional Transportation Authority Review Findings

How many site access points will be associated with the proposed development? What are their locations?

Two site access points are associated with this development. One access point is located on Macland Road and the other is located on Old Lost Mountain Road.

How much traffic (both average daily and peak am/pm) will be generated by the proposed project?

A&R Engineering performed the transportation analysis. GRTA and ARC review staff agreed with the methodology and assumptions used in the analysis. The net trip generation is based on the rates published in the 7th edition of the Institute of Transportation Engineers (ITE) Trip Generation report; they are listed in the following table:

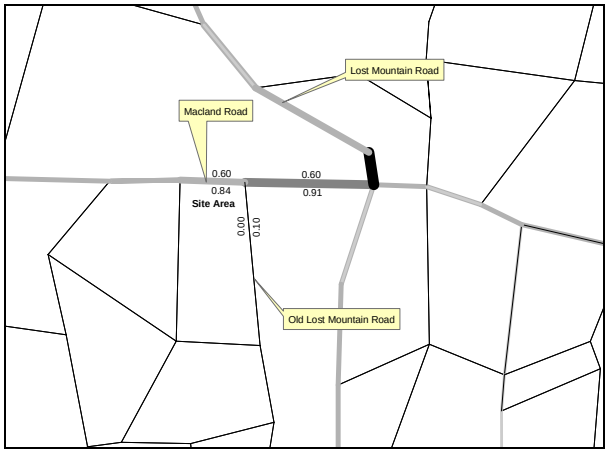
Land Use	Sunday			Wednesday			24-Hour
	Enter	Exit	2-Way	Enter	Exit	2-Way	2-Way
Church	495	498	993	430	53	483	-

What are the existing traffic patterns and volumes on the local, county, state and interstate roads that serve the site?

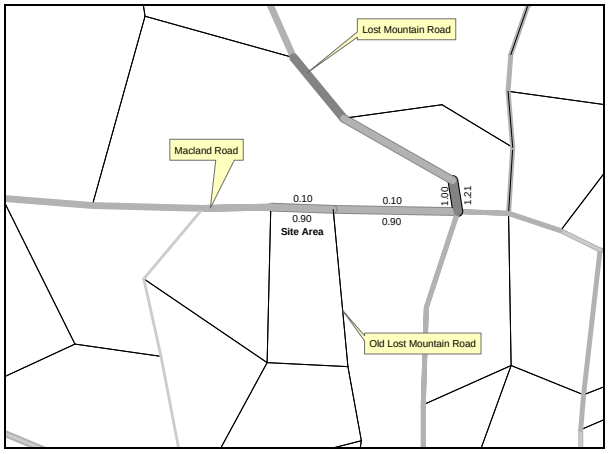
Incorporating the trip generation results, the transportation consultant distributed the traffic on the current roadway network. An assessment of the existing Level of Service (LOS) and projected LOS based on the trip distribution findings helps to determine the study network. The results of this exercise determined the study network, which has been approved by ARC and GRTA. If analysis of an intersection or roadway results in a substandard LOS "D", then the consultant recommends improvements.

Projected traffic volumes from the Regional Travel Demand Model are compared to the assigned capacity of facilities within the study network. This data is used to calculate a volume to capacity (V/C) ratio. The V/C ratio values that define the LOS thresholds vary depending on factors such as the type of terrain traversed and the percent of the road where passing is prohibited. As a V/C ratio reaches 0.8, congestion increases. The V/C ratios for traffic in various network years are presented in the following table. Any facilities that have a V/C ratio of 1.0 or above are considered congested.

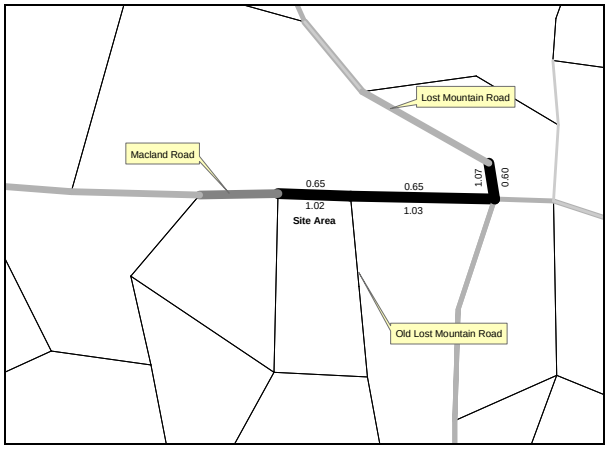
V/C Ratios



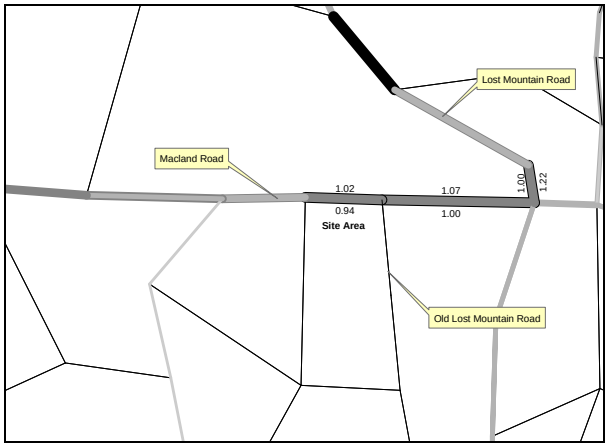
2005 AM Peak



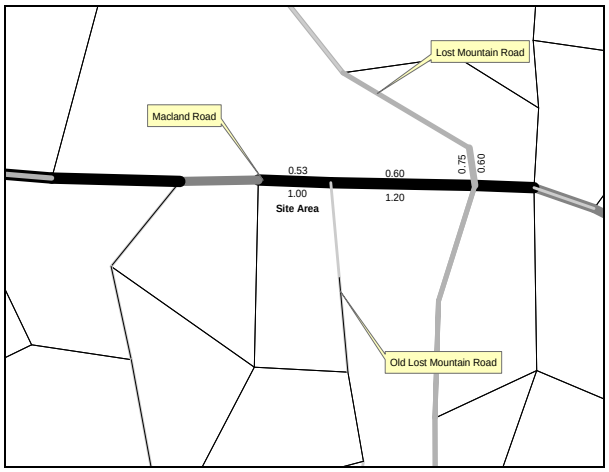
2005 PM Peak



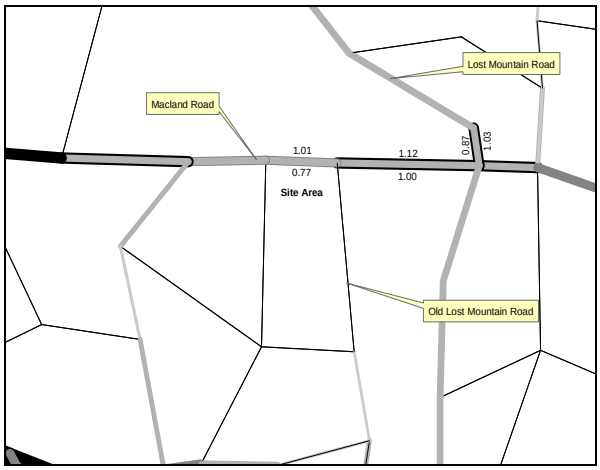
2010 AM Peak



2010 PM Peak



2030 AM Peak



2030 PM Peak

Legend

AM/PM Peak V/C Ratio — LOS A: 0 - 0.3 — LOS B: 0.31 - 0.5 — LOS C: 0.51 - 0.75 — LOS D: 0.76 - 0.90 — LOS E: 0.91 - 1.00 — LOS F: 1.01+

For the V/C ratio graphic, the data is based on 2005, 2010 and 2030 A.M./P.M. peak volume data generated from ARC's travel demand model for the 2030 RTP and FY 2005-2010 TIP, adopted in December 2004. The travel demand model incorporates lane addition improvements and updates to the network as appropriate. As the life of the RTP progresses,

volume and/or V/C ratio data may appear inconsistent due to (1) effect of implementation of nearby new or expanded facilities or (2) impact of socio-economic data on facility types.

List the transportation improvements that would affect or be affected by the proposed project.

2005-2010 TIP*

ARC Number	Route	Type of Improvement	Scheduled Completion Year
CO-367	SR 360 (MACLAND ROAD)	Roadway Capacity	2010

2030 RTP*

ARC Number	Route	Type of Improvement	Scheduled Completion Year
CO-338A	SR 176 (LOST MOUNTAIN ROAD)	Roadway Capacity	2030

The ARC Board adopted the 2030 RTP and FY 2005-2010 TIP in December 2004.* ***USDOT approved in December 2004.*

Summarize the transportation improvements as recommended by consultant in the traffic study for Trinity Chapel Church.

No additional improvements are recommended since current traffic operations will be satisfactory. Furthermore, no improvements are recommended for the intersection of Old Lost Mountain Road at the site driveway for the background and total future years.

Is the site served by transit? If so, describe type and level of service and how it will enhance or be enhanced by the presence of transit? Are there plans to provide or expand transit service in the vicinity of the proposed project?

There is currently no transit service within the vicinity of this development and no plans to provide or expand transit service within the vicinity of the proposed project.

What transportation demand management strategies does the developer propose (carpool, flex-time, transit subsidy, etc.)?

No transportation demand management strategies are suggested.

The ARC's Air Quality Benchmark test is not applicable for the development.

Air Quality Impacts/Mitigation (based on ARC strategies)	Credits	Total
Total		

What are the conclusions of this review? Is the transportation system (existing and planned) capable of accommodating these trips?

The proposed development will produce a minimal increase in congestion on the surrounding transportation system. In addition, the two roads providing access to this development will be expanded in the future, Macland by 2010 and Lost Mountain by 2030.

INFRASTRUCTURE

Wastewater and Sewage

Based on regional averages, wastewater is estimated at 0.004 MGD.

Which facility will treat wastewater from the project?

Information submitted with the review states that the South Cobb plant will provide wastewater treatment for the proposed development.

What is the current permitted capacity and average annual flow to this facility?

The capacity of South Cobb is listed below

PERMITTED CAPACITY MMF, MGD [1]	DESIGN CAPACITY MMF, MGD	2001 MMF, MGD	2008 MMF, MGD	2008 CAPACITY AVAILABLE +/-, MGD	PLANNED EXPANSION	REMARKS
40	40	26	33	7	No expansion planned, but treatment process upgrades currently in design.	

MMF: Maximum Monthly Flow. Mgd: million of gallons per day.

[1] *Source: Metropolitan North Georgia Water Planning District* ***SHORT-TERM WASTEWATER CAPACITY PLAN****, August 2002.*

What other major developments will be served by the plant serving this project?

ARC has reviewed a number of major developments that will be served by this plant.

INFRASTRUCTURE

Water Supply and Treatment

How much water will the proposed project demand?

Water demand also is estimated at 0.004 MGD based on regional averages.

How will the proposed project's demand for water impact the water supply or treatment facilities of the jurisdiction providing the service?

Information submitted with the review suggests that there is sufficient water supply capacity available for the proposed project.

INFRASTRUCTURE
Solid Waste

How much solid waste will be generated by the project? Where will this waste be disposed?

Information submitted with the review 8.0 tons of solid waste per year.

Other than adding to a serious regional solid waste disposal problem, will the project create any unusual waste handling or disposal problems?

No.

Are there any provisions for recycling this project's solid waste?

None stated.

INFRASTRUCTURE
Other facilities

According to information gained in the review process, will there be any unusual intergovernmental impacts on:

- **Levels of governmental services?**
- **Administrative facilities?**
- **Schools?**
- **Libraries or cultural facilities?**
- **Fire, police, or EMS?**
- **Other government facilities?**
- **Other community services/resources (day care, health care, low income, non-English speaking, elderly, etc.)?**

None were determined during the review.

AGING

Does the development address population needs by age?

Not applicable.

What is the age demographic in the immediate area of the development?

Not applicable.

HOUSING

Will the proposed project create a demand for additional housing?

No, the proposed development will not create demand for additional housing in the areas.

Will the proposed project provide housing opportunities close to existing employment centers?

No.

Is there housing accessible to the project in all price ranges demanded?

The site proposed for the development is located in Census Tracts 315.01. This tract had a 24.6 percent increase in number of housing units from 2000 to 2003 according to ARC's Population and Housing Report. The report shows that 99 percent of the housing units are single-family, compared to 69 percent for the region; thus indicating a lack of housing options around the development area.

Is it likely or unlikely that potential employees of the proposed project will be able to find affordable* housing?

Likely, assuming any future housing development is approved with multiple price ranges of housing.

* Defined as 30 percent of the income of a family making 80 percent of the median income of the Region – FY 2000 median income of $51,649 for family of 4 in Georgia.

Your DRI ID NUMBER for this submission is: 668
Use this number when filling out a DRI REVIEW REQUEST.
Submitted on: 10/25/2004 5:22:36 PM

DEVELOPMENT OF REGIONAL IMPACT
Cobb County Initial DRI Information (Form1b)

This form is intended for use by local governments within the Metropolitan Region Tier that are also within the jurisdiction of the Georgia Regional Transportation Authority (GRTA). The form is to be completed by the city or county government for submission to your Regional Development Center (RDC), GRTA and DCA. This form provides basic project information that will allow the RDC to determine if the project appears to meet or exceed applicable DRI thresholds. Local governments should refer to both the Rules for the DRI Process 110-12-3 and the DRI Tiers and Thresholds established by DCA.

Local Government Information

Submitting Local Government:	Cobb County Government
*Individual completing form and Mailing Address:	John P. Pederson, Planner III 191 Lawrence Street Marietta, GA 30060
Telephone:	770-528-2024
Fax:	770-528-2003
E-mail **(only one)**:	john.pederson@cobbcounty.org

*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:	Trinity Chapel Church of God

Development Type	Description of Project	Thresholds
Other	Increase in the number of parking spaces from 717 parking spaces to 1557 parking spaces for expansion of church facilities on 52.377 acres.	View Thresholds

Developer / Applicant and Mailing Address:	Trinity Chapel Church of God 4665 Macland Road Powder Springs, GA 30127
Telephone:	770-222-7023
Fax:	770-439-9850
Email:	james@trinitychapel.org
Name of property owner(s) if different from developer/ applicant:	
Provide Land-Lot-District Number:	District 19; Land Lots 456, 457, 507
What are the principal streets or roads providing vehicular access to the site?	Macland Road and Old Lost Mountain Road
Provide name of nearest street(s) or intersection:	Same as above
Provide geographic coordinates (latitude/longitude) of the center of the proposed project (optional):	/
If available, provide a link to a website providing a general location map of the proposed project (optional). (http://www.mapquest.com or http://www.mapblast.com are helpful sites to use.):	
Is the proposed project entirely located within your local government's jurisdiction?	Y

If yes, how close is the boundary of the nearest other local government?	+/- 2miles west of Paulding County. +/- 2 miles north of the City of Powder Springs
If no, provide the following information:	
In what additional jurisdictions is the project located?	
In which jurisdiction is the majority of the project located? (give percent of project)	Name: (NOTE: This local government is responsible for initiating the DRI review process.)
	Percent of Project:
Is the current proposal a continuation or expansion of a previous DRI?	N
If yes, provide the following information (where applicable):	Name:
	Project ID:
	App #:
The initial action being requested of the local government by the applicant is:	Permit
What is the name of the water supplier for this site?	Cobb County Water System
What is the name of the wastewater treatment supplier for this site?	Cobb County Water System
Is this project a phase or part of a larger overall project?	N
If yes, what percent of the overall project does this project/phase represent?	
Estimated Completion Dates:	This project/phase: December 2005 Overall project: December 2005

Local Government Comprehensive Plan

Is the development consistent with the local government's comprehensive plan, including the Future Land Use Map?	Y
If no, does the local government intend to amend the plan/map to account for this development?	
If amendments are needed, when will the plan/map be amended?	

Service Delivery Strategy

Is all local service provision consistent with the countywide Service Delivery Strategy?	Y
If no, when will required amendments to the countywide Service Delivery Strategy be complete?	

Land Transportation Improvements

Are land transportation or access improvements planned or needed to support the proposed project?	N
If yes, how have these improvements been identified:	
Included in local government Comprehensive Plan or Short Term Work Program?	N
Included in other local government plans (e.g. SPLOST/LOST Projects, etc.)?	N
Included in an official Transportation Improvement Plan (TIP)?	N
Developer/Applicant has identified needed improvements?	N
Other (Please Describe):	

Submitted on: 1/21/2005 10:04:16 AM

DEVELOPMENT OF REGIONAL IMPACT
DRI Review Initiation Request (Form2a)

Local Government Information

Submitting Local Government:	Cobb County Government
Individual completing form:	John P. Pederson
Telephone:	770-528-2024
Fax:	770-528-2003
Email (**only one**):	john.pederson@cobbcounty.org

Proposed Project Information

Name of Proposed Project:	Trinity Chapel Church of God
DRI ID Number:	668
Developer/Applicant:	Trinity Chapel Church of God
Telephone:	770-222-7023
Fax:	770-439-9850
Email(s):	james@trinitychapel.org

DRI Review Process

Has the RDC identified any additional information required in order to proceed with the official regional review process? (If no, proceed to Economic Impacts.)	Y
If yes, has that additional information been provided to your RDC and, if applicable, GRTA?	Y
If no, the official review process can not start until this additional information is provided.	

Economic Impacts

Estimated Value at Build-Out:	
Estimated annual local tax revenues (i.e., property tax, sales tax) likely to be generated by the proposed development:	Exempt from taxes
Is the regional work force sufficient to fill the demand created by the proposed project?	Y
If the development will displace any existing uses, please describe (using number of units, square feet., etc):	

Community Facilities Impacts

Water Supply

Name of water supply provider for this site:	Cobb County Water System
What is the estimated water supply demand to be generated by the project, measured in Millions of Gallons Per Day (MGD)?	0.004 MGD
Is sufficient water supply capacity available to serve the proposed project?	Y
If no, are there any current plans to expand existing water supply capacity?	
If there are plans to expand the existing water supply capacity, briefly describe below:	
If water line extension is required to serve this project, how much additional line (in miles) will be required?	

Wastewater Disposal

Name of wastewater treatment provider for this site:	Cobb County Water System
What is the estimated sewage flow to be generated by the project, measured in Millions of Gallons Per Day (MGD)?	0.004 MGD
Is sufficient wastewater treatment capacity available to serve this proposed project?	Y
If no, are there any current plans to expand existing wastewater treatment capacity?	
If there are plans to expand existing wastewater treatment capacity, briefly describe below:	
If sewer line extension is required to serve this project, how much additional line (in miles) will be required?	0.09 miles

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.)	993 trips (sunday)
Has a traffic study been performed to determine whether or not transportation or access improvements will be needed to serve this project?	Y
If yes, has a copy of the study been provided to the local government?	Y
If transportation improvements are needed to serve this project, please describe below:	

Solid Waste Disposal

How much solid waste is the project expected to generate annually (in tons)?	8.0 tons per year
Is sufficient landfill capacity available to serve this proposed project?	Y
If no, are there any current plans to expand existing landfill capacity?	
If there are plans to expand existing landfill capacity, briefly describe below:	
Will any hazardous waste be generated by the development? If yes, please explain below:	N

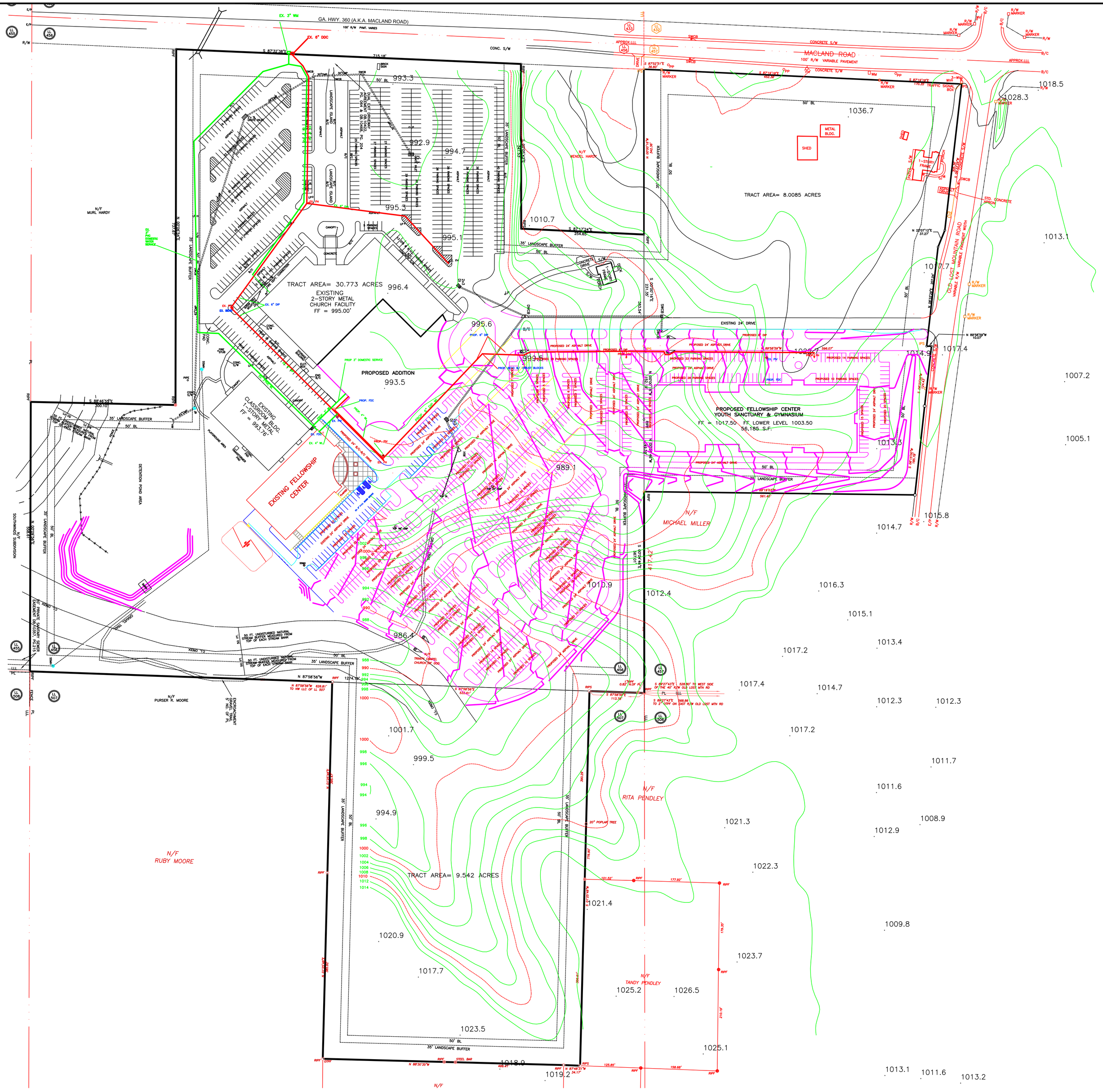
Stormwater Management

What percentage of the site is projected to be impervious surface once the proposed development has been constructed?	40%
Is the site located in a water supply watershed?	N
If yes, list the watershed(s) name(s) below:	
Describe any measures proposed (such as buffers, detention or retention ponds, pervious parking areas) to mitigate the project's impacts on stormwater management:	

Environmental Quality

Is the development located within, or likely to affect any of the following:	
1. Water supply watersheds?	N
2. Significant groundwater recharge areas?	N
3. Wetlands?	N
4. Protected mountains?	N
5. Protected river corridors?	N
If you answered yes to any question 1-5 above, describe how the identified resource(s) may be affected below:	
Has the local government implemented environmental regulations consistent with the Department of Natural Resources' Rules for Environmental Planning Criteria?	Y

Is the development located within, or likely to affect any of the following:	
1. Floodplains?	Y
2. Historic resources?	N
3. Other environmentally sensitive resources?	N
If you answered yes to any question 1-3 above, describe how the identified resource(s) may be affected below: Zone "A" floodplain along west boundary line below detention pond.	



24 HOUR EMERGENCY CONTACT JAMES PHILLIPS @ (770) 222-7023

GENERAL NOTES:

1) OWNER/ DEVELOPER
TRINITY CHAPEL CHURCH OF GOD
4665 MACLAND ROAD
POWDER SPRINGS, GA 30127
(770) 222-7023

2) TRACT AREA: 52.377

3) PROPERTY ZONED: R-30

4) SETBACKS:
FRONT-50 FEET
REAR-40 FEET
SIDE-12 FEET

5) PROPERTY IS NOT IN AN AREA HAVING FLOOD HAZARDS AS PER F.I.R.M. MAP NO. 13067 C 0065 F DATED 08/18/1992.

6) ALL PROPOSED CONTOURS TO FINISHED GRADE.

7) STATE WATERS DO EXIST WITHIN 200 FEET OF SITE.

PAUL LEE CONSULTING ENGINEERING ASSOCIATES, INC.
PLANNING – ENGINEERING – LAND SURVEYING
3982 AUSTELL–POWDER SPRINGS ROAD
POWDER SPRINGS, GEORGIA 30127
Ph. (770) 435–2576 – Fax (770) 943–6912

GEORGIA REGISTERED NO. 29600 PROFESSIONAL ENGINEER MARK G. LEE

GRADING AND DRAINAGE PLAN FOR

TRINITY CHAPEL CHURCH OF GOD

LOCATED IN:
LAND LOT(S): 456, 457 & 507
DISTRICT: 19th
SECTION: 2nd
COUNTY: COBB
CITY:
GEORGIA

REVISIONS
△xx-xx-xx-

DESIGNED BY: MGL
DRAWN BY: DMS
CHECKED BY: MGL
SCALE: 1"=100'
DATE: 10/20/2004
JOB #: 21059-V2

SHEET:
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