



# 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: Aug 19 2010

ARC REVIEW CODE: R1008031

TO: Chairman Richard Oden  
ATTN TO: Marshall Walker, Assistant Director  
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:** Rockdale County  
**Name of Proposal:** Springfield Baptist Church

**Review Type:** Development of Regional Impact  
**Date Opened:** Aug 5 2010

**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 Region, and therefore, of the State.

**Comments:** ARC's Unified Growth Policy Map identifies this area as suburban neighborhood which is defined as areas that are or will be developed at more of a suburban scale with appropriate commercial development and low intensity mixed use serving the local area.

The proposed development is a new church complex for an existing congregation. Due to the limited number of daily and weekly trips, traffic impacts on the surrounding area are expected to be minimal.

There is a large amount of surface parking proposed, but the development does not appear to be "over-parked." The applicant has stated that bioswales will be used in the parking area to reduce and slow stormwater runoff and ARC staff recommends that pervious materials be used in the parking area to further reduce stormwater run-off.

ARC staff also recommends that the applicant and Rockdale County investigate the possibility of using the excess parking during the work week as carpool, vanpool, or express bus user parking.

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

ARC LAND USE PLANNING  
ARC DATA RESEARCH  
GEORGIA DEPARTMENT OF NATURAL RESOURCES  
CITY OF CONYERS

ARC TRANSPORTATION PLANNING  
ARC AGING DIVISION  
GEORGIA DEPARTMENT OF TRANSPORTATION  
NEWTON COUNTY

ARC ENVIRONMENTAL PLANNING  
GEORGIA DEPARTMENT OF COMMUNITY AFFAIRS  
GEORGIA REGIONAL TRANSPORTATION AUTHORITY  
NORTH EAST GEORGIA REGIONAL COMMISSION

If you have any questions regarding this review, Please contact Jon Tuley at (404) 463-3309 or [jtuley@atlantaregional.com](mailto:jtuley@atlantaregional.com). This finding will be published to the ARC website.

The ARC review website is located at: <http://www.atlantaregional.com/landuse>.

**RCA****RCA****ATLANTA REGIONAL COMMISSION - DEVELOPMENT OF REGIONAL IMPACT REVIEW****PART 1: REGIONAL CONSISTENCY ASSESSMENT***To be completed by the ARC Staff*

JURISDICTION:	<b>ROCKDALE COUNTY</b>				Date RCA Completed, M/D/YYYY: 8/3/2010	
DRI #:	<b>2148</b>				RC DRI Reviewer: Jon Tuley	
TENTATIVE NAME OF DEVELOPMENT:	<b>Springfield Baptist Church</b>					
TYPE OF DEVELOPMENT:	<b>Other</b>				Action Triggering Review: Comprehensive Land Use Amendment	
<b>I. REGIONAL PLAN</b>	Yes	No	N/A	Score 0, 1, or 3	Explain (optional for "Yes" answers, required for "No" or "N/A" answers)	Recommendations (to the Developer for Improving the Project)
Is the development consistent with the Regional Development Map and Defining Narrative?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>			
Is the development consistent with the Guiding Principles of the Regional Plan?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>			
<b>II. REGIONAL RESOURCE PLAN AND RIRs</b>	Yes	No	N/A	Score 0, 1, or 3	Explain (optional for "Yes" answers, required for "No" or "N/A" answers)	Recommendations (to the Developer for Improving the Project)
If within one mile of any area on the RIR map, is the development consistent with the Guidance for Appropriate Development Practices in the Regional Resource Plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>		RIR NOT YET ADOPTED BY ARC, OTHERWISE CONSISTENT WITH APPLICABLE ENVIRONMENTAL DOCUMENTS	
<b>III. INTERJURISDICTIONAL IMPACTS</b>	Yes	No	N/A	Score 0, 1, or 3	Explain (optional for "Yes" answers, required for "No" or "N/A" answers)	Recommendations (to the Developer for Improving the Project)
Does the development avoid or mitigate negative effect on public facilities (roads, stormwater / floodplain management, water quality, etc.) in neighboring jurisdictions?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>			
Are neighboring jurisdictions aware of, and prepared to manage, impacts of the development on public facilities (roads, stormwater / floodplain management, water quality, etc.) in their jurisdictions?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		WAITING ON COMMENTS FROM NEIGHBORING JURISDICTIONS	
Are other affected jurisdictions, including school boards, aware of, and prepared to manage, the impacts of this development?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		WAITING ON COMMENTS FROM AFFECTED ORGANIZATIONS	

IV. TRANSPORTATION IMPACTS	Yes	No	N/A	Score 0, 1, or 3	Explain (optional for "Yes" answers, required for "No" or "N/A" answers)	Recommendations (to the Developer for Improving the Project)
Is this project consistent with any applicable regional transportation plan(s)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
Does the development avoid or mitigate negative impacts on the surrounding transportation network?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>			
If not, do pending projects included in the funded portion of the applicable transportation plan (STIP/TIP/LRTP) mitigate all identified project impacts?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
V. LOCALLY ADOPTED PLANS	Yes	No	N/A	Score 0, 1, or 3	Explain (optional for "Yes" answers, required for "No" or "N/A" answers)	Recommendations (to the Developer for Improving the Project)
Is the development consistent with the host government's Future Development Map and any applicable sub-area plans?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>			
Is the development consistent with any adjacent or potentially affected local government's Future Development Map?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>			
VI. COMPREHENSIVE ECONOMIC DEVELOPMENT STRATEGY (CEDs)	Yes	No	N/A	Score 0, 1, or 3	Explain (optional for "Yes" answers, required for "No" or "N/A" answers)	Recommendations (to the Developer for Improving the Project)
Is the development consistent with the region's CEDs?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>			
<b><u>TOTAL RCA SCORE</u></b>				<b>N/A</b>		
<p align="center"><b>ALL QUESTIONS FROM PART 2 – LOCAL IMPACT ASSESSMENT AS WELL AS PART 3 – QUALITY DEVELOPMENT ASSESSMENT, WILL BE USED IN DETERMINING THE STAFF FINDING FOR THIS DRI AS WELL.</b></p>						
<p align="center"><b>FINDING (OVERALL ASSESSMENT OF REGIONAL CONSISTENCY)</b></p>						
<div> <input checked="" type="checkbox"/> <b>YES</b>, “the proposed action <b><u>IS</u></b> in the best interest of the region and therefore of the state.”         </div> <div> <input type="checkbox"/> <b>NO</b>, “the proposed action <b><u>IS NOT</u></b> in the best interest of the region and therefore not of the state.”         </div> <div>           Other Issues of Regional Concern:         </div>						

**LIA****LIA****ATLANTA REGIONAL COMMISSION - DEVELOPMENT OF REGIONAL IMPACT REVIEW****PART 2: LOCAL IMPACTS ASSESSMENT***To be completed by the ARC Staff*

<b>JURISDICTION:</b>	<b>ROCKDALE COUNTY</b>				<b>Date LIA completed, M/D/YYYY:</b> 8/3/2010
<b>DRI #:</b>	<b>2148</b>				<b>RC DRI Reviewer:</b> Jon Tuley
<b>TENTATIVE NAME OF DEVELOPMENT:</b>	<b>Springfield Baptist Church</b>				
<b>TYPE OF DEVELOPMENT:</b>	<b>Other</b>				<b>Action Triggering Review:</b> Comprehensive Land Use Amendment
<b>I. ADEQUACY OF LOCAL ASSETS/SERVICES</b>	<b>Yes</b>	<b>No</b>	<b>Explain</b> (optional for "Yes" answers, required for "No" answers)	<b>Score</b> 0, 1, or 3	<b>Recommendations</b> (to the Developer for Improving the Project)
Do adequate wastewater/sewerage facilities currently exist to support the development?	<input checked="" type="checkbox"/>	<input type="checkbox"/>			
Do adequate water supply and treatment facilities exist to serve the development?	<input checked="" type="checkbox"/>	<input type="checkbox"/>			
Do adequate stormwater management facilities exist to serve the development?	<input checked="" type="checkbox"/>	<input type="checkbox"/>			
Do adequate solid waste facilities exist to support the development?	<input checked="" type="checkbox"/>	<input type="checkbox"/>			
Does the local school system have the capacity necessary to adequately support the development?	<input type="checkbox"/>	<input type="checkbox"/>	N/A		
Does the local workforce possess the skills/expertise/education to effectively support the development?	<input type="checkbox"/>	<input type="checkbox"/>	N/A		
Are all other assets/services (public safety, etc.) adequate to serve the development?	<input checked="" type="checkbox"/>	<input type="checkbox"/>			
Is the local government fiscally capable of adequately providing any new facilities/services anticipated/likely to be required by the development?	<input type="checkbox"/>	<input type="checkbox"/>	N/A		
<b>II. ADEQUACY OF TRANSPORTATION INFRASTRUCTURE</b>	<b>Yes</b>	<b>No</b>	<b>Explain</b> (optional for "Yes" answers, required for "No" answers)	<b>Score</b> 0, 1, or 3	<b>Recommendations</b> (to the Developer for Improving the Project)
Do adequate transportation facilities currently exist to support the development?	<input checked="" type="checkbox"/>	<input type="checkbox"/>			
If the development is predominately industrial, is it located in close proximity to an interstate highway?	<input type="checkbox"/>	<input type="checkbox"/>	N/A		

If the development is predominately industrial, is it located with reasonable proximity to an intermodal station or other freight transfer location?	<input type="checkbox"/>	<input type="checkbox"/>	N/A		
Will developer-funded mitigation of the transportation impacts of this development be adequate to address needs generated by the project? enhancements and/or improvements of the items already listed in the applicable transportation plan (STIP/TIP/LRTP)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>			
If not, will enhancements and/or improvements already listed in the applicable transportation plan (STIP/TIP/LRTP) be adequate to address needs generated by the project?	<input type="checkbox"/>	<input type="checkbox"/>	N/A		
<b>III. ACCESS MANAGEMENT</b>	<b>Yes</b>	<b>No</b>	<b>Explain</b> (optional for "Yes" answers, required for "No" answers)	<b>Score</b> <b>0, 1, or 3</b>	<b>Recommendations</b> (to the Developer for Improving the Project)
If the size and type of development warrant, is access to the site effectively managed through the use of internal roadways, access roads, or shared driveways?	<input type="checkbox"/>	<input type="checkbox"/>	N/A		
If the development is adjacent to more than one roadway, is access provided via the lowest functionally classified roadway?	<input type="checkbox"/>	<input type="checkbox"/>	N/A		
Are access points to the site aligned with opposing access points and with existing, planned or likely median breaks?	<input type="checkbox"/>	<input type="checkbox"/>	N/A		
Are proposed traffic signals located at the intersection of public roadways that provide access to the entire site?	<input type="checkbox"/>	<input type="checkbox"/>	N/A		
Relative to the size and traffic volume of the adjacent roadways, does the proposed development provide an adequate, uninterrupted driveway throat lengths at all access points?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	ACCESS AND PARKING LAYOUT MAY NEED TO BE REVISITED TO ALLOW ADDITIONAL DRIVEWAY LENGTH FOR DRIVEWAYS ON IRIS DRIVE		
Are all proposed access points outside of the functional area of any adjacent intersections?	<input checked="" type="checkbox"/>	<input type="checkbox"/>			
Do the proposed access points meet minimum spacing requirements established by GDOT (and GRTA, where appropriate)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	WAITING ON COMMENTS FROM GDOT		
<b>IV. RESOURCE MANAGEMENT</b>	<b>Yes</b>	<b>No</b>	<b>Explain</b> (optional for "Yes" answers, required for "No" answers)	<b>Score</b> <b>0, 1, or 3</b>	<b>Recommendations</b> (to the Developer for Improving the Project)
Are potential impacts upon WATER SUPPLY WATERSHEDS adequately addressed in the proposal?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	THE APPLICANT WILL INSTALL BIOSWALES TO REDUCE AND SLOW STORMWATER RUNOFF. THE APPLICANT SHOULD ALSO INVESTIGATE USING PERVIOUS MATERIALS IN ALL PARKING AREAS		
Are potential impacts upon WETLANDS adequately addressed in the proposal?	<input type="checkbox"/>	<input type="checkbox"/>	N/A		

Are potential impacts upon GROUNDWATER RECHARGE AREAS adequately addressed in the proposal?	<input checked="" type="checkbox"/>	<input type="checkbox"/>			
Are potential impacts upon RIVER CORRIDORS adequately addressed in the proposal?	<input type="checkbox"/>	<input type="checkbox"/>	N/A		
Are potential impacts upon PROTECTED MOUNTAINS adequately addressed in the proposal?	<input type="checkbox"/>	<input type="checkbox"/>	N/A		
Are potential impacts upon COASTAL RESOURCES adequately addressed in the proposal?	<input type="checkbox"/>	<input type="checkbox"/>	N/A		
Are potential impacts upon FLOODPLAINS adequately addressed in the proposal?	<input type="checkbox"/>	<input type="checkbox"/>	N/A		
Are potential impacts upon SENSITIVE SOIL TYPES adequately addressed in the proposal?	<input type="checkbox"/>	<input type="checkbox"/>	N/A		
Are potential impacts upon STEEP SLOPES adequately addressed in the proposal?	<input type="checkbox"/>	<input type="checkbox"/>	N/A		
Are potential impacts upon PRIME AGRICULTURAL/FORESTRY AREAS adequately addressed in the proposal?	<input type="checkbox"/>	<input type="checkbox"/>	N/A		
Are potential impacts upon RARE/ENDANGERED SPECIES adequately addressed in the proposal?	<input type="checkbox"/>	<input type="checkbox"/>	N/A		
Are potential impacts upon FEDERAL, STATE OR REGIONAL PARKS adequately addressed in the proposal?	<input type="checkbox"/>	<input type="checkbox"/>	N/A		
Are potential impacts upon HISTORIC RESOURCES adequately addressed in the proposal?	<input type="checkbox"/>	<input type="checkbox"/>	N/A		
Are potential impacts upon DESIGNATED SCENIC BYWAYS adequately addressed in the proposal?	<input type="checkbox"/>	<input type="checkbox"/>	N/A		
Are potential impacts upon VIEWSHEDS OR SCENIC AREAS adequately addressed in the proposal?	<input type="checkbox"/>	<input type="checkbox"/>	N/A		
<b>Total Score</b>				<b>N/A</b>	

#### IV. OVERALL ASSESSMENT OF LOCAL IMPACTS

<b><i>Does the host local government need to take action to manage potential adverse impacts of this development?</i></b>	YES <input type="checkbox"/>	NO <input checked="" type="checkbox"/>	<b>NARRATIVE:</b>
<b><i>Should special requirements be placed on the developer(s) to mitigate adverse development impacts?</i></b>	YES <input type="checkbox"/>	NO <input checked="" type="checkbox"/>	<b>NARRATIVE:</b>

**QDA****QDA**

# ATLANTA REGIONAL COMMISSION - DEVELOPMENT OF REGIONAL IMPACT REVIEW

## PART 3: GEORGIA QUALITY DEVELOPMENT ASSESSMENT

*To be completed by the ARC Staff*

JURISDICTION:	<b>ROCKDALE COUNTY</b>				Date QDA Completed, M/D/YYYY: 8/3/2010
DRI #:	<b>2148</b>				RC DRI Reviewer: Jon Tuley
TENTATIVE NAME OF DEVELOPMENT:	<b>Springfield Baptist Church</b>				
TYPE OF DEVELOPMENT:	<b>Other</b>				Action Triggering Review: Comprehensive Land Use Amendment
<b>I. MIX OF USES</b>	<b>Yes</b>	<b>No</b>	<b>Explain</b> (as necessary for "Yes" and "No" answers)	<b>Score</b> <b>0,1, or 3</b>	<b>Recommendations</b> (to the Developer for Improving the Project)
Does the development incorporate a mixture of complementary land uses?	<input type="checkbox"/>	<input type="checkbox"/>	N/A		
Does the development have vertically mixed uses?	<input type="checkbox"/>	<input type="checkbox"/>	N/A		
If the development is primarily residential, are a healthy mix of uses (e.g., corner grocery stores, community facilities) located within an easy walking distance?	<input type="checkbox"/>	<input type="checkbox"/>	N/A		
For developments without a residential component, does the development add a compatible new use that is not prevalent in the immediately surrounding area/neighborhood?	<input checked="" type="checkbox"/>	<input type="checkbox"/>			
<b>II. TRANSPORTATION ALTERNATIVES</b>	<b>Yes</b>	<b>No</b>	<b>Explain</b> (as necessary for "Yes" and "No" answers)	<b>Score</b> <b>0,1, or 3</b>	<b>Recommendations</b> (to the Developer for Improving the Project)
Are there sidewalks within the development?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	THERE ARE SIDEWALKS IMMEDIATELY SURROUNDING THE BUILDING, BUT THESE SHOULD BE EXTENDED TO THE REST OF THE DEVELOPMENT AND THE ADJACENT ROAD NETWORK AND ADJACENT PROPERTIES WHERE POSSIBLE		
Are there existing or proposed sidewalks along all adjacent external street frontages that connect to the internal sidewalk network?	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
Are sidewalks designed to comply with ADA, AASHTO standards of width and accessibility?	<input type="checkbox"/>	<input type="checkbox"/>	N/A		

Is bicycle parking provided at all non-residential buildings, multi-family buildings, and other key destinations?	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
Does the development include multi-use trails that will connect to the external trail network(s)?	<input type="checkbox"/>	<input type="checkbox"/>	N/A		
Are intersections designed for pedestrian safety, including marked crossing, curb extensions, median refuges, raised crosswalks, and/or pedestrian actuation devices?	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
Does the design include pedestrian connections between building entrances and the internal and external sidewalk network?	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
Does the development contribute to public streetscapes with pedestrian-friendly amenities, such as benches, lighting, street trees, trash cans, pedestrian entrance on street level, and windows at street level?	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
Will the development employ pedestrian-friendly block sizes (e.g., block face no more than 500 ft, average block perimeter 1350 ft)?	<input type="checkbox"/>	<input type="checkbox"/>	N/A		
Will the development incorporate traffic calming measures, such as narrower street widths, raised pedestrian crossings, or rough pavement materials?	<input type="checkbox"/>	<input type="checkbox"/>	N/A		
<b>III. CONNECTIVITY</b>	<b>Yes</b>	<b>No</b>	<b>Explain</b> (as necessary for "Yes" and "No" answers)	<b>Score</b> <b>0,1, or 3</b>	<b>Recommendations</b> (to the Developer for Improving the Project)
Will the development employ street layouts that match those in older parts of the community?	<input type="checkbox"/>	<input type="checkbox"/>	N/A		
Will the developments internal street network connect to the existing surrounding street network at many points?	<input checked="" type="checkbox"/>	<input type="checkbox"/>			
Does the development provide multiple ingress/egress points and have access to multiple external roadways?	<input checked="" type="checkbox"/>	<input type="checkbox"/>			
Does the proposal provide appropriate direct connections to existing adjacent developments/uses?	<input checked="" type="checkbox"/>	<input type="checkbox"/>			
Does the proposal allow for direct connection to adjacent developments/uses in the future (at stub outs, dead end streets, etc.)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>			
Will the development include external and internal connections that allow motorists to avoid using the surrounding roadways to access adjacent uses?	<input type="checkbox"/>	<input type="checkbox"/>	N/A		
Does the internal street network minimize traveling distance by providing relatively direct circulation throughout the site?	<input type="checkbox"/>	<input type="checkbox"/>	N/A		



Can the internal street network be reasonably anticipated to add to the public roadway network?	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
Where appropriate, will the development employ mid-block alleys?	<input type="checkbox"/>	<input type="checkbox"/>	N/A		
<b>IV. PARKING</b>	<b>Yes</b>	<b>No</b>	<b>Explain</b> (as necessary for "Yes" and "No" answers)	<b>Score</b> <b>0,1, or 3</b>	<b>Recommendations</b> (to the Developer for Improving the Project)
Does the development provide no more parking than the minimum required by the local jurisdiction?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	THE PROPOSED DEVELOPMENT HAS SLIGHTLY OVER THE MINIMUM REQUIRED BY ROCKDALE COUNTY		
Does development seek reduced parking requirements for commercial and residential developments, particularly when nearby parking alternatives or public transit is available?	<input type="checkbox"/>	<input type="checkbox"/>	N/A		
Does development seek shared parking arrangements that reduce overall parking needs?	<input type="checkbox"/>	<input type="checkbox"/>	N/A		
Does development use landscaped tree islands and medians to break up large expanses of paved parking?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	BIOSWALES WILL BE LOCATED IN THE PARKING AREA		
Is the development's parking located where it does not visually dominate the development from the street?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	MOST OF THE PARKING WILL BE LOCATED TO THE REAR OF THE CHURCH		
Does the parking design allow for easy and safe pedestrian access to buildings?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	ADDITIONAL SIDEWALKS SHOULD BE ADDED TO CREATE A SAFER AND MORE COMFORTABLE WALKING ENVIRONMENT		
<b>V. INFILL DEVELOPMENT</b>	<b>Yes</b>	<b>No</b>	<b>Explain</b> (as necessary for "Yes" and "No" answers)	<b>Score</b> <b>0,1, or 3</b>	<b>Recommendations</b> (to the Developer for Improving the Project)
Is the development proposing to locate on an infill site with existing infrastructure in place?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	THE PROPOSED DEVELOPMENT IS LOCATED BETWEEN TWO EXISTING DEVELOPMENTS		
Does this project involve redevelopment of abandoned structures; a brownfield site; other underutilized properties?	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
Does the development re-use or rehabilitate existing and/or historic structures?	<input type="checkbox"/>	<input type="checkbox"/>	N/A		
Is the development designed to blend into existing neighborhoods with compatible scale and design (e.g., small scale apartment buildings, multi-family that looks like a single residence from the street, etc)?	<input type="checkbox"/>	<input type="checkbox"/>	N/A		
Are new housing opportunities being created out of former, underused commercial, warehouse, or industrial spaces?	<input type="checkbox"/>	<input checked="" type="checkbox"/>			

Is the development designed to revitalize existing neighborhood commercial centers (or create a new one on an infill site) that will serve as a focal point for the surrounding neighborhood and community?	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
Is this a greyfield redevelopment that converts vacant or under-utilized commercial strips to mixed-use assets?	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
<b>VI. SENSE OF PLACE</b>	<b>Yes</b>	<b>No</b>	<b>Explain</b> (as necessary for "Yes" and "No" answers)	<b>Score</b> <b>0,1, or 3</b>	<b>Recommendations</b> (to the Developer for Improving the Project)
Does the development create or enhance community spaces such as public plazas, squares, parks, etc?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	A PLAZA WILL BE CONSTRUCTED IN THE FRONT OF THE CHURCH, THOUGH IT IS UNLCLEAR IF THIS IS PUBLICLY ACCESSIBLE		
Is the development consistent / compatible with the traditional character of the community, incorporating appropriate scale, placement and massing?	<input type="checkbox"/>	<input type="checkbox"/>	N/A		
If "big box" retail, is the development designed in a way that complements surrounding uses (e.g. appropriate massing and scale when in developed areas; landscaped buffers/berms when in less developed areas; etc.)?	<input type="checkbox"/>	<input type="checkbox"/>	N/A		
If "big box" retail, is the development designed in a way that promotes long-term usability (e.g. allows for subsequent adaptation to other tenants/uses)?	<input type="checkbox"/>	<input type="checkbox"/>	N/A		
Are structures oriented toward and located near existing and proposed street front(s) with parking located in places other than between the structure and the street/sidewalk?	<input checked="" type="checkbox"/>	<input type="checkbox"/>			
Does the development design include restrictions on the number and size of signs and billboards?	<input type="checkbox"/>	<input type="checkbox"/>	N/A		
If applicable, will the natural vegetative character of surrounding roadways be maintained (e.g., with setbacks, vegetative buffers, landscaped berms)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>			
<b>VII. TRADITIONAL NEIGHBORHOOD DEVELOPMENT (TND)</b>	<b>Yes</b>	<b>No</b>	<b>Explain</b> (as necessary for "Yes" and "No" answers)	<b>Score</b> <b>0,1, or 3</b>	<b>Recommendations</b> (to the Developer for Improving the Project)
Is the development designed to be an attractive, pedestrian-friendly activity center serving surrounding residential areas?	<input type="checkbox"/>	<input type="checkbox"/>	N/A		
Will the development include a mix of housing types and sizes evocative of the "traditional" development styles/patterns of the community?	<input type="checkbox"/>	<input type="checkbox"/>	N/A		

Do planned street widths employ TND width standards (i.e. narrow)?	<input type="checkbox"/>	<input type="checkbox"/>	N/A		
Are structures designed with small setbacks, and porches (where appropriate) that contribute to a continuous orientation to the street that is pedestrian-friendly and encourages interaction with neighbors and/or passers-by?	<input type="checkbox"/>	<input type="checkbox"/>	N/A		
Are accommodations included for on-street parking and/or rear alleyway access for residents'/visitors' automobiles?	<input type="checkbox"/>	<input type="checkbox"/>	N/A		
<b>VIII. OPEN/GREEN SPACE CONSERVATION</b>	<b>Yes</b>	<b>No</b>	<b>Explain</b> (as necessary for "Yes" and "No" answers)	<b>Score</b> <b>0,1, or 3</b>	<b>Recommendations</b> (to the Developer for Improving the Project)
Is the development in close proximity with direct access to permanently protected open/greenspace?	<input type="checkbox"/>	<input type="checkbox"/>	N/A		
Is the development clustered to preserve open/green space within the development site?	<input type="checkbox"/>	<input type="checkbox"/>	N/A		
Does the development set aside a substantial percentage of total land area as permanently protected open or green space, preferably connected to a green space network?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	PORTION OF SITE IS SET ASIDE AS GREEN SPACE		
Does the design of the development include provisions to permanently preserve environmentally sensitive areas by setting them aside as public parks, trails, greenbelts, etc?	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
Does the design of the development incorporate significant site features (view corridors, water features, farmland, wetlands, etc.) as amenities?	<input type="checkbox"/>	<input type="checkbox"/>	N/A		
If public water/sewer is unavailable, does the design of the development make use of common area drain fields and/or neighborhood-scale wastewater treatment systems to reduce parcel size and facilitate cluster development?	<input type="checkbox"/>	<input type="checkbox"/>	N/A		
<b>IX. ENVIRONMENTAL PROTECTION</b>	<b>Yes</b>	<b>No</b>	<b>Explain</b> (as necessary for "Yes" and "No" answers)	<b>Score</b> <b>0,1, or 3</b>	<b>Recommendations</b> (to the Developer for Improving the Project)
Does the development avoid critical environmental areas?	<input checked="" type="checkbox"/>	<input type="checkbox"/>			
Does the project avoid land physically unsuitable for development (steep slopes greater than 20%, floodplains, stream corridors, groundwater recharge areas or wetlands), prime agricultural lands/soils and/or propose the appropriate mitigation measures?	<input checked="" type="checkbox"/>	<input type="checkbox"/>			

Does the development include measures to retain/protect a large proportion of existing trees and to maintain the health of new trees included in the development's landscaping?	<input checked="" type="checkbox"/>	<input type="checkbox"/>			
Does the development incorporate native and drought-tolerant landscaping?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	INFORMATION NOT SUBMITTED FOR THE REVIEW		
Is the development designed to avoid the need for a stream buffer variance under any applicable ordinances?	<input checked="" type="checkbox"/>	<input type="checkbox"/>			
Does the development's stormwater management plan avoid increasing the rate and quantity of post-development stormwater runoff when compared with pre-development stormwater rates and quantities?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	INFORMATION NOT SUBMITTED FOR THE REVIEW		
Does the development reflect best management practices (e.g., bioretention strips, rain gardens or swales as alternatives to conventional practices) for water quality protection?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	BIOSWALS WILL BE USED		
Do the parking lots incorporate innovative on-site stormwater mitigation or retention features that are not covered elsewhere in this checklist?	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
Is a substantial proportion of the total paved area (total of driveways, parking, etc) covered with permeable surfaces?	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
Does the development propose water conservation covenants or employ other appropriate water conservation measures?	<input type="checkbox"/>	<input type="checkbox"/>	N/A		
Is the development seeking independent certification/recognition by a widely acknowledged development accreditation organization (e.g. LEED, EarthCraft, Green Globes, Energy Star, etc.)?	<input type="checkbox"/>	<input type="checkbox"/>	N/A		
Does the development make use of alternative building materials that promote environmental protection and energy efficiency?	<input type="checkbox"/>	<input type="checkbox"/>	N/A		
<b>X. HOUSING CHOICES</b>	<b>Yes</b>	<b>No</b>	<b>Explain</b> (as necessary for "Yes" and "No" answers)	<b>Score</b> <b>0,1, or 3</b>	<b>Recommendations</b> (to the Developer for Improving the Project)
For developments with a residential component, will a diversity of housing types be provided in the development, including: Single family; Accessory housing units; Multi family; Affordable housing?	<input type="checkbox"/>	<input type="checkbox"/>	N/A		
For developments with a residential component, does the development add a new housing type to the immediately surrounding neighborhood?	<input type="checkbox"/>	<input type="checkbox"/>	N/A		

If the development includes a senior housing component, does the development include affordability and accessibility features and proximity to services and transportation alternatives?	<input type="checkbox"/>	<input type="checkbox"/>	N/A		
Will the development provide greater housing options for low and middle income residents and families?	<input type="checkbox"/>	<input type="checkbox"/>	N/A		
<b>XI. ECONOMIC DEVELOPMENT</b>	<b>Yes</b>	<b>No</b>	<b>Explain</b> (as necessary for "Yes" and "No" answers)	<b>Score</b> <b>0,1, or 3</b>	<b>Recommendations</b> (to the Developer for Improving the Project)
Are the economic returns associated with the development projected to offset the local/regional costs for any infrastructure and service enhancements necessary to serve development?	<input type="checkbox"/>	<input type="checkbox"/>	N/A		
Will the development enhance diversity in the local/regional economic base?	<input type="checkbox"/>	<input type="checkbox"/>	N/A		
Does the design/location of this development clearly reflect consideration of the local and regional jobs/housing balance?	<input type="checkbox"/>	<input type="checkbox"/>	N/A		
Is the development located in a tax abatement zone, a tax allocation district, a designated/planned redevelopment area, an enterprise zone, or other governmentally supported redevelopment zones?	<input type="checkbox"/>	<input type="checkbox"/>	N/A		
Will this development use or is it likely to enhance local or regional small-business development program(s)?	<input type="checkbox"/>	<input type="checkbox"/>	N/A		
Will the development provide greater employment opportunities for low and middle income residents?	<input type="checkbox"/>	<input type="checkbox"/>	N/A		
Is the development likely to spur other activities aimed at improving the quality of the local/regional workforce?	<input type="checkbox"/>	<input type="checkbox"/>	N/A		
<b>TOTAL SCORE</b>				<b>N/A</b>	

## OVERALL ASSESSMENT OF QUALITY

<b><i>Is the preponderance of answers above "Yes"?</i></b>	<input checked="" type="checkbox"/> <b>YES</b> , the proposed development qualifies for expedited review. <input type="checkbox"/> <b>NO</b> , the proposed development <u><b>DOES NOT</b></u> qualify for expedited review.
<b><i>And is the development generally reflective of the best quality growth practices?</i></b>	<input type="checkbox"/> <b>YES</b> , this regional commission recommends this development for Georgia Quality Development designation. <input checked="" type="checkbox"/> <b>NO</b> <b>NARRATIVE:</b>

<p><i>To improve the overall quality of the development, does the regional commission recommend that the local government seek additional alterations to the proposal that have not been described above?</i></p>	<p>YES <input type="checkbox"/></p>	<p>NO <input checked="" type="checkbox"/></p>	<p>NARRATIVE:</p>



## MEMORANDUM

**TO:** Jon Tuley, Land Use Division

**FROM:** Lyubov Zuyeva, Transportation Planning Division

**DATE:** August 4, 2010

**SUBJECT:** **TPD Review of DRI # 2148**

Project: Springfield Baptist Church

County: Rockdale/Newton

Location: Off Iris Drive SE (I-20 Frontage road on the south side), east of Flat Shoals Rd SE and just west of Manas Court

Analysis:

Expedited

☒

Non-Expedited

☐

**cc:** David Haynes  
TPD

---

The Transportation Planning Division has reviewed the development plans provided by Rardin & Carroll Architects on behalf of the developer of the above referenced proposed project. The following input is provided for the Infrastructure section of the DRI Report.

This DRI proposal is being considered for review under the Georgia Regional Transportation Authority Expedited Review Process. The proposed church development would contain one building, housing a worship center with 5000 seats, a recreational facility/gym, a preschool site (with max. capacity of 150 students) and Sunday School classrooms. The surface parking lot will have 1432 parking spaces and contain four stormwater detention areas. The majority of traffic to the proposed development would occur on Sundays.

### INFRASTRUCTURE

#### Transportation

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

Site access is intended to be provided for the church parking lot via three driveways: two off Iris Drive (Frontage Road) and one off Manas Court (residential development street). The proposed connection to residential development will likely improve connectivity and allow pedestrian

access by future residents of the subdivision (not yet constructed). The eastern-most driveway off Iris Drive might be positioned too close to the Iris Drive right turn lane for Manas Court.

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

Weekday traffic would involve the trips of staff (50 trips per day based on estimated 25 staff members) and preschool trips (probably between 50-300 trips per day based on maximum capacity of 150 students). During peak service times (on Sunday), there will be up to 1450 trips per hour generated at service let-out time.

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

No projects are directly on Iris Drive or would significantly affect the proposed development.

***In the TIP:***

- AR-612: Xpress Bus Park-n-Ride Lot in vicinity of Salem Road
- RO-250: Salem Road Maintenance and Repaving

***Projects in the Long Range Plan:***

- RO-025C: Flat Shoals Road widening from Old Salem Road to Salem Road

**Summarize the transportation improvements recommended.**

In reviewing the sight plan, it appears that the currently proposed driveways might be in conflict with the right turn lane on Iris Drive (serving Manas Court right turn) and the painted median. ARC TPD Division would like to see the following concerns addressed:

- Provide sidewalks along roadway stub-out to the future residential development—this way the residential development would have an opportunity to connect future neighborhood sidewalks, and to provide a safe walking environment between the residences and the church
- The driveway throats should be sufficiently long to allow safe internal circulation (at least 100 feet; 200 feet preferred)
- The eastern-most driveway off Iris Drive should be constructed as a right-in, right-out driveway rather than a full access driveway (due to proximity to the functional area of the Manas Court intersection and due to the presence of painted median at that stretch of Iris Drive), and be outside of the right turn lane area
- Separation between the two driveways off Iris Drive should provide safe distance based on the posted speed limit (at least 220 feet)
- Deceleration lanes for the driveways on Iris Drive should be considered; based on Table 4-6 in GDOT Driveway Manual, “Minimum Volumes Requiring Right Turn Lanes”, expected right-turn volume over 200 vehicles means that a deceleration lane would be needed at posted speed of 35 mph.



- Ensure sufficient Sight Distance from both driveways on Iris Drive, based on frontage road speed (refer to table 3E in GDOT Driveway Manual); this might require trimming or removing some of the vegetation along Iris Drive

**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?**

Not currently. Proposed Park-n-ride lot at Salem Road would likely be on the opposite side of the interstate and would not be within walking distance. Church traffic patterns would not match Xpress bus schedule.

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

Shuttle services will likely be provided for some of the congregation members

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

Traffic volumes for this development are not a concern as the peak volumes would occur outside of normal traffic peak hours. ARC TPD would like to make sure that basic Access Management and safety requirements are followed in driveway spacing and design.

**SPRINGFIELD BAPTIST CHURCH CAMPUS DRI**  
**Rockdale County**  
**Environmental Planning Division Review Comments**  
**August 4, 2010**

**Watershed Protection and Stream Buffers**

The property is located in the Yellow River watershed, which is not a water supply watershed for any jurisdiction in the Atlanta Region or the Metropolitan North Georgia Water Planning District. The USGS coverage for the project area shows no streams on or adjacent to the project site. However, any unmapped streams that may be on the Rockdale portion of the property will be subject to the Rockdale County stream buffer ordinance. The portion of the property in Newton County will be subject to Newton ordinances. Any state waters on the property will also be subject to the State 25-foot Erosion and Sedimentation Act buffer.

**Stormwater / 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 entire proposed project as presented on the submitted site plan. These 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 with impervious areas based on estimated averages for land uses in the Atlanta Region. Given the coverage of the proposed development, commercial was chosen as the overall use. The area used is for the entire proposed project property in both Rockdale and Newton Counties and is an estimate measured by ARC staff. Actual pollutant loads will vary with the actual impervious area and percentage. The following tables summarize the results of the analysis:

**Estimated Pounds of Pollutants Per Year**

Land Use	Land Area (ac)	Total Phosphorus	Total Nitrogen	BOD	TSS	Zinc	Lead
Commercial	8.17	13.97	142.16	882.36	8031.11	10.05	1.80
TOTAL	8.17	13.97	142.16	882.36	8031.11	10.05	1.80

**Total Impervious = 85%**

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](http://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.

## Jonathan Tuley

---

**From:** Scott Sirotkin [ssirotkin@co.newton.ga.us]  
**Sent:** Wednesday, August 11, 2010 1:18 PM  
**To:** Jonathan Tuley  
**Subject:** Fwd: DRI Review Notification - Springfield Baptist Church - DRI #2148

Jon,

Please see our comments below and let me know if we need to do anything else. Thanks!

----- Forwarded message -----

From: **Debbie Bell** <[dbell@co.newton.ga.us](mailto:dbell@co.newton.ga.us)>  
Date: Tue, Aug 10, 2010 at 9:50 AM  
Subject: Re: DRI Review Notification - Springfield Baptist Church - DRI #2148  
To: Scott Sirotkin <[ssirotkin@co.newton.ga.us](mailto:ssirotkin@co.newton.ga.us)>

### Section III

This project contains a large amount of impervious surface and will therefore generate a significant amount of stormwater runoff. All of this project's stormwater is discharged immediately into Newton County. Newton County engineers need to review and comment on the stormwater management and water quality plans, and to have those concerns addressed during the permitting process.

### Section IV - Resource Management

Are potential impacts on WETLANDS/FLOODPLAINS adequately addressed in the proposal? The form says N/A for both items. This does not reflect the site conditions as the site discharges into wetlands and floodplain in Newton County. There are wetlands in several areas of the Iris Brook project. A project of this size is very likely to have sediment leaving the site and impacting State Waters and wetlands, which will result in citations.

THE PORTION OF THIS PROJECT THAT IS IN NEWTON COUNTY APPEARS TO DEPICT A PARKING LOT CONSTRUCTED OVER TWO STREAM CHANNELS AND ASSOCIATED WETLANDS. These streams have a required 35' undisturbed buffer, as measured from each bank, and the wetlands are also protected. This is reflected in the plans for the construction of Iris Brook but is not reflected in the concept plan for the church.

On Mon, Aug 9, 2010 at 9:23 AM, Scott Sirotkin <[ssirotkin@co.newton.ga.us](mailto:ssirotkin@co.newton.ga.us)> wrote:  
Please see attached and let me know what comments you have. The deadline for comments is 8/19. Thanks!

----- Forwarded message -----

From: **Jonathan Tuley** <[JTuley@atlantaregional.com](mailto:JTuley@atlantaregional.com)>  
Date: Thu, Aug 5, 2010 at 5:09 PM  
Subject: DRI Review Notification - Springfield Baptist Church - DRI #2148  
To: [allen.barnes@dnr.state.ga.us](mailto:allen.barnes@dnr.state.ga.us), [mfowler@dot.ga.gov](mailto:mfowler@dot.ga.gov), [angela.alexander@dot.state.ga.us](mailto:angela.alexander@dot.state.ga.us), [alware@dot.ga.gov](mailto:alware@dot.ga.gov), [michawilliams@dot.ga.gov](mailto:michawilliams@dot.ga.gov), [ccomer@dot.ga.gov](mailto:ccomer@dot.ga.gov), [lbeall@grta.org](mailto:lbeall@grta.org), [Mike.Lobdell@dot.state.ga.us](mailto:Mike.Lobdell@dot.state.ga.us), Julie McQueen <[JMcQueen@grta.org](mailto:JMcQueen@grta.org)>, [wstinson@itsmarta.com](mailto:wstinson@itsmarta.com), [HIkwut@itsmarta.com](mailto:HIkwut@itsmarta.com), [jmaximuk@livablecommunitiescoalition.org](mailto:jmaximuk@livablecommunitiescoalition.org), Jon West <[jon.west@dca.ga.gov](mailto:jon.west@dca.ga.gov)>, [marshall.walker@rockdalecounty.org](mailto:marshall.walker@rockdalecounty.org), [ssirotkin@co.newton.ga.us](mailto:ssirotkin@co.newton.ga.us), [pastorewl@aol.com](mailto:pastorewl@aol.com),

[steve@churchdesigners.com](mailto:steve@churchdesigners.com), Mark Walton <[markwalton@patrickandassociatesinc.com](mailto:markwalton@patrickandassociatesinc.com)>  
Cc: Landuse <[Landuse@atlantaregional.com](mailto:Landuse@atlantaregional.com)>, Jim Santo <[JSanto@atlantaregional.com](mailto:JSanto@atlantaregional.com)>, Jim Skinner  
<[JSkinner@atlantaregional.com](mailto:JSkinner@atlantaregional.com)>, Lyubov Zuyeva <[LZuyeva@atlantaregional.com](mailto:LZuyeva@atlantaregional.com)>, Sammie Carson  
<[SCarson@atlantaregional.com](mailto:SCarson@atlantaregional.com)>

## **Development of Regional Impact Request for Comments**

**This E-Mail serves as notice that the ARC staff has begun the review for DRI #2148, Springfield Baptist Church.**

**We request that you or a member of your staff review the attached preliminary report and provide comments to ARC by Thursday, August 19, 2010.**

**Springfield Baptist Church:** This development is a proposed church complex with a 3,500 seat sanctuary, which will ultimately be expanded to 5,000 seats. The church will also have fellowship areas, recreational ministries and a daycare facility with approximately 150 children attending daily. The church will have approximately 1,432 parking spaces. The proposed development will be accessed via Iris Drive, which is the access road for Interstate 20. The site is located roughly half way between Salem Road (SR 162) in Rockdale County and Crowell Road in Newton County. Most of the development is located within Rockdale County with a small portion of the parking lot located within Newton County.

**Preliminary Report: August 5, 2010**

**Comments Due: August 19, 2010**

**Final Report: August 19, 2010**

For more information regarding the DRI processes, information needed for the review or other DRI's reviewed by ARC, please see the [DRI website](#).

Please call Jon Tuley at (404-463-3309) if you have any questions about the review.

**Jon Tuley**

Senior Planner  
Atlanta Regional Commission  
40 Courtland Street, NE  
Atlanta, GA 30303  
(P) 404.463.3309 (F) 404-463-3254

[jtuley@atlantaregional.com](mailto:jtuley@atlantaregional.com)

Check out ARC's Land Matters Blog!

<http://landmatters.wordpress.com/>

--

Scott "Rock" Sirotkin  
Director  
Newton County Department of Development Services  
678-625-1657

--

Debbie Bell, RLA  
County Landscape Architect  
678-625-1231  
678-625-1651

The wind of heaven is that which blows between a horse's ears. ~Arabian  
Proverb

--

Scott "Rock" Sirotkin  
Director  
Newton County Department of Development Services  
678-625-1657

# Developments of Regional Impact

[DRI Home](#)[DRI Rules](#)[Thresholds](#)[Tier Map](#)[FAQ](#)[Apply](#)[View Submissions](#)[Login](#)**DRI #2148**

## 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:	Rockdale
Individual completing form:	Marshall Walker
Telephone:	770-278-7100
E-mail:	marshall.walker@rockdalecounty.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:	Springfield Baptist Church
Location (Street Address, GPS Coordinates, or Legal Land Lot Description):	2805 SE Iris Drive, Conyers, GA 30013 County Tax Parcel # 0930020019
Brief Description of Project:	Proposed church complex. The first phase will consist of a 3,500 seat sanctuary, which will ultimately be expanded to 5,000 seats. The church will also have fellowship areas, recreational ministries and a daycare facility. The church will have approximately 1,432 parking spaces. The project will be accessed via Iris Drive, which is the access road for Interstate 20. The site is located roughly half way between Salem Road (SR 162) in Rockdale County and Crowell Road in Newton County; both routes have interchanges for access onto the Interstate. The civil engineer for the project has informed our department that the peak traffic for this project will occur on Sundays. He also stated that the church will have two services on Sundays; therefore the project should generate a maximum of 2,864 cars per day. The project will generate significantly less traffic on all other days of the week. We have been informed that the Wednesday evening service does not typically require all the parking and the daycare will serve only 150 children during the weekdays. The project will obtain its water and sanitary sewer services from the Newton County Water and Sewerage Authority, pending an intergovernmental agreement. The Newton County Water and Sewerage Authority has indicated to the developer that there is sufficient water pressure and sewer treatment capacity for this project.

### 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 | <input type="radio"/> Post-Secondary Schools                | <input type="radio"/> Truck Stops                     |

<b>Facilities</b> <input type="radio"/> Housing <input type="radio"/> Waste Handling Facilities <input checked="" 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.):	Total Project 5,000 seats
Developer:	Springfield Baptist Church
Mailing Address:	3001 Old Salem Road
Address 2:	
	City:Conyers State: GA Zip:30013-2230
Telephone:	770-929-1111
Email:	pastorewl@aol.com
Is property owner different from developer/applicant?	<input type="radio"/> (not selected) <input checked="" type="radio"/> Yes <input type="radio"/> No
If yes, property owner:	Farmers and Merchants Bank
Is the proposed project entirely located within your local government's jurisdiction?	<input type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> No
If no, in what additional jurisdictions is the project located?	Small portion within Newton County
Is the current proposal a continuation or expansion of a previous DRI?	<input type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> No
If yes, provide the following information:	Project Name:
	Project ID:
The initial action being requested of the local government for this project:	<input type="checkbox"/> Rezoning <input type="checkbox"/> Variance <input type="checkbox"/> Sewer <input type="checkbox"/> Water <input type="checkbox"/> Permit <input checked="" type="checkbox"/> Other Comprehensive Land Use Amendment
Is this project a phase or part of a larger overall project?	<input type="radio"/> (not selected) <input checked="" type="radio"/> Yes <input type="radio"/> No
If yes, what percent of the overall project does this project/phase represent?	70%
Estimated Project Completion Dates:	This project/phase: December 2011 Overall project: December 2015
<a href="#">Back to Top</a>	

[GRTA Home Page](#) | [ARC Home Page](#) | [RDC Links](#) | [DCA Home Page](#)

[Site Map](#) | [Statements](#) | [Contact](#)

Copyright © 2010 The Georgia Department of Community Affairs. All Rights Reserved.



# Developments of Regional Impact

[DRI Home](#)[DRI Rules](#)[Thresholds](#)[Tier Map](#)[FAQ](#)[Apply](#)[View Submissions](#)[Login](#)**DRI #2148**

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 <a href="#">Rules for the DRI Process</a> and the <a href="#">DRI Tiers and Thresholds</a> for more information.	
Local Government Information	
Submitting Local Government:	Rockdale
Individual completing form:	Marshall Walker
Telephone:	770-278-7100
Email:	marshall.walker@rockdalecounty.org
Project Information	
Name of Proposed Project:	Springfield Baptist Church
DRI ID Number:	2148
Developer/Applicant:	Springfield Baptist Church
Telephone:	770-929-1111
Email(s):	pastorewl@aol.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.)	<input type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> No
If yes, has that additional information been provided to your RDC and, if applicable, GRTA?	<input checked="" type="radio"/> (not selected) <input type="radio"/> Yes <input type="radio"/> No
If no, the official review process can not start until this additional information is provided.	
Economic Development	
Estimated Value at Build-Out:	\$17-19 million
Estimated annual local tax revenues (i.e., property tax, sales tax) likely to be generated by the proposed development:	Nonprofit - tax exempt
Is the regional work force sufficient to fill the demand created by the proposed project?	<input type="radio"/> (not selected) <input checked="" type="radio"/> Yes <input type="radio"/> No
Will this development displace	

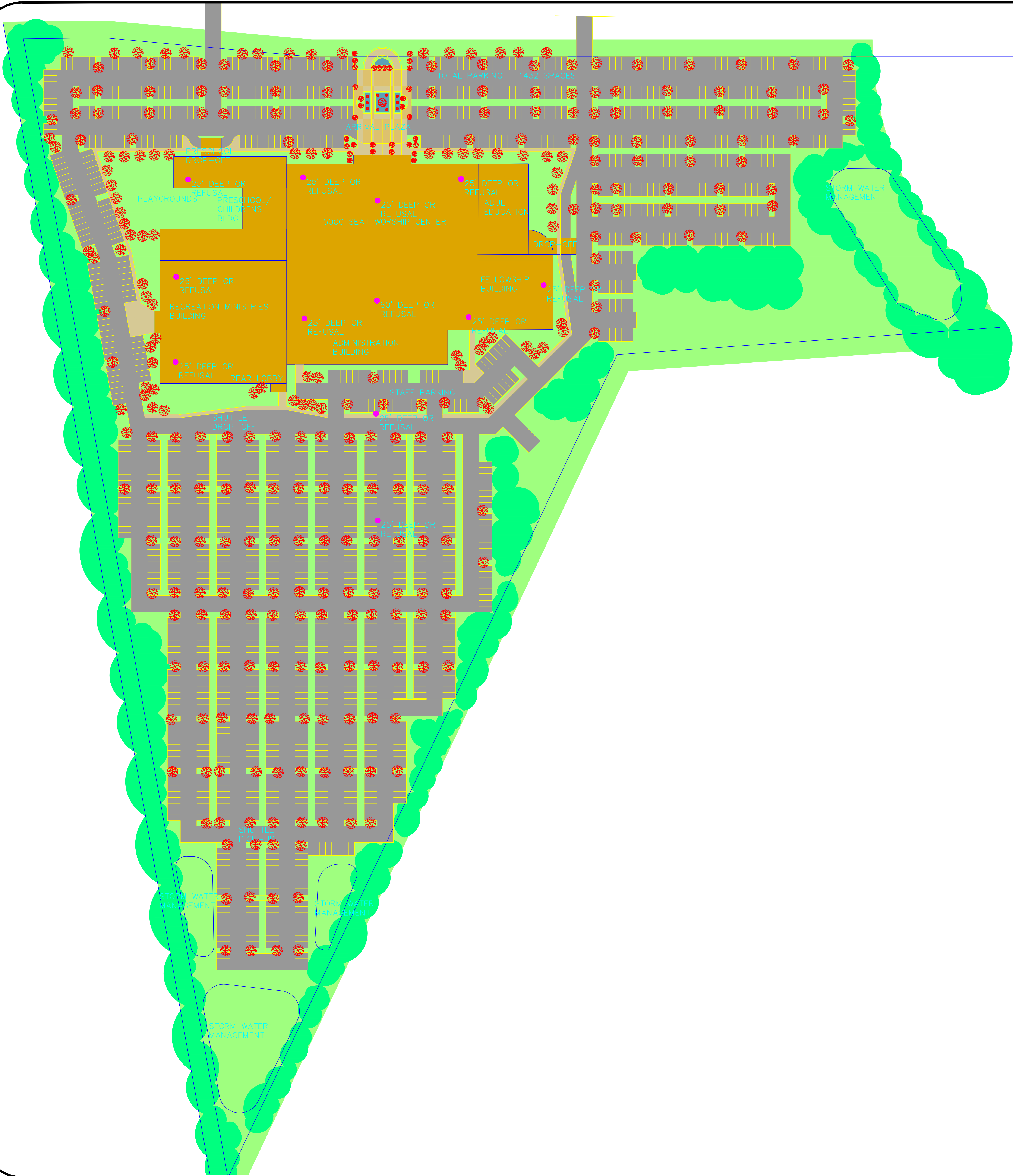
any existing uses?	<input type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> No
If yes, please describe (including number of units, square feet, etc):	
<b>Water Supply</b>	
Name of water supply provider for this site:	Newton County Water & Sewerage Authority
What is the estimated water supply demand to be generated by the project, measured in Millions of Gallons Per Day (MGD)?	0.03 MGD
Is sufficient water supply capacity available to serve the proposed project?	<input type="radio"/> (not selected) <input checked="" type="radio"/> Yes <input type="radio"/> No
If no, describe any plans to expand the existing water supply capacity:	
Is a water line extension required to serve this project?	<input type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> No
If yes, how much additional line (in miles) will be required?	
<b>Wastewater Disposal</b>	
Name of wastewater treatment provider for this site:	Newton County Water & Sewerage Authority
What is the estimated sewage flow to be generated by the project, measured in Millions of Gallons Per Day (MGD)?	0.03 MGD
Is sufficient wastewater treatment capacity available to serve this proposed project?	<input type="radio"/> (not selected) <input checked="" type="radio"/> Yes <input type="radio"/> No
If no, describe any plans to expand existing wastewater treatment capacity:	
Is a sewer line extension required to serve this project?	<input type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> No
If yes, how much additional line (in miles) will be required?	
<b>Land Transportation</b>	
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.)	2,864 VPD maximum on Sundays
Has a traffic study been performed to determine whether or not transportation or access improvements will be needed to serve this project?	<input type="radio"/> (not selected) <input checked="" type="radio"/> Yes <input type="radio"/> No
Are transportation improvements needed to serve this project?	<input type="radio"/> (not selected) <input checked="" type="radio"/> Yes <input type="radio"/> No
If yes, please describe below: This DRI has been recommended by GRTA staff for expedited review due to limited traffic volumes. At a preliminary meeting Chris McKinney, GDOT, felt that the project will be well served by two (2) new drives as indicated on the provided sketch. Mr. McKinney felt that the left turn lanes and deceleration lane would be needed. The western-most access drive could become a main thoroughway or thoroughfare for the site, if appropriate sight distance can be achieved.	

<b>Solid Waste Disposal</b>	
How much solid waste is the project expected to generate annually (in tons)?	estimated 15 tons
Is sufficient landfill capacity available to serve this proposed project?	<input type="radio"/> (not selected) <input checked="" type="radio"/> Yes <input type="radio"/> No
If no, describe any plans to expand existing landfill capacity:	
Will any hazardous waste be generated by the development?	<input type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> No
If yes, please explain:	
<b>Stormwater Management</b>	
What percentage of the site is projected to be impervious surface once the proposed development has been constructed?	75%
Describe any measures proposed (such as buffers, detention or retention ponds, pervious parking areas) to mitigate the project's impacts on stormwater management: Detention ponds and water quality features will be used to ensure that the site meets the requirements of the Georgia Stormwater Management Manual. Water quality features including stormwater ponds, buffer strips and bioretention areas will be utilized. The use of porous pavements will be studied for areas of overflow/rarely used parking.	
<b>Environmental Quality</b>	
Is the development located within, or likely to affect any of the following:	
1. Water supply watersheds?	<input type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> No
2. Significant groundwater recharge areas?	<input type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> No
3. Wetlands?	<input type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> No
4. Protected mountains?	<input type="radio"/> (not selected) <input type="radio"/> Yes <input type="radio"/> No
5. Protected river corridors?	<input type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> No
6. Floodplains?	<input type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> No
7. Historic resources?	<input type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> No
8. Other environmentally sensitive resources?	<input type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> No
If you answered yes to any question above, describe how the identified resource(s) may be affected:	
<a href="#">Back to Top</a>	



SPRINGFIELD BAPTIST  
CONYERS, GEORGIA

PROPOSED SITE PLAN – IRIS DRIVE  
SCALE: 1" = 60'-0"





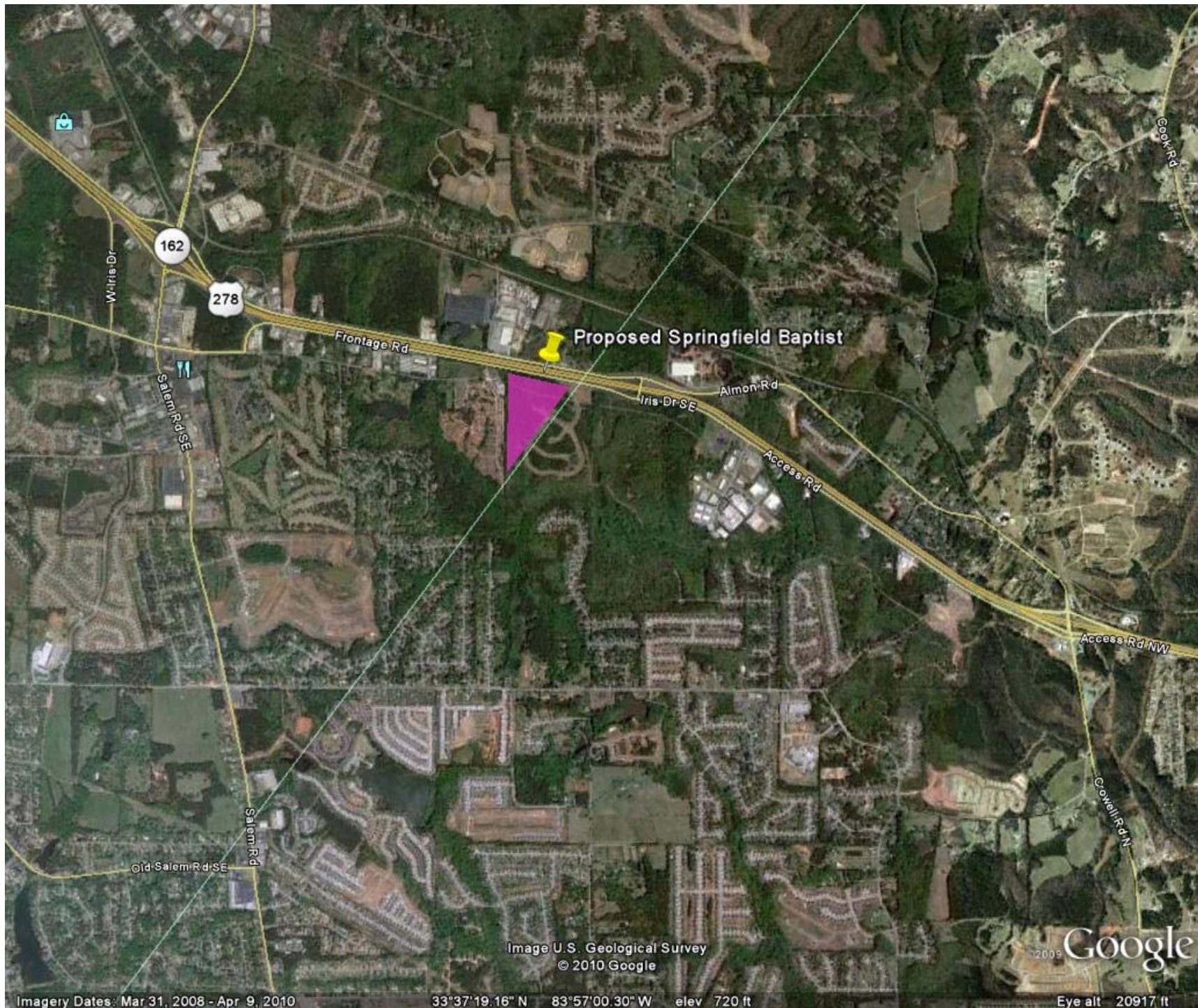


Image U.S. Geological Survey  
© 2010 Google

©2009 Google

Imagery Dates: Mar 31, 2008 - Apr 9, 2010

33°37'19.16" N 83°57'00.30" W elev 720 ft

Eye alt 20917 ft