



# 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: Feb 28 2007

ARC REVIEW CODE: R612201

TO: Chairman Sam Olens  
ATTN TO: John Pederson, Planning Manager  
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:** Johnson Ferry Baptist Church

**Review Type:** Development of Regional Impact

**Date Opened:** Dec 21 2006

**Date Closed:** Feb 28 2007

**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.

**Additional Comments:** Through refinement of the development plan, as a mixed use development, the proposed development now consists of a church, retail, medical office, diagnostic and testing services, and a small hospital of up to 150 beds. ARC's Unified Growth Policy Map identifies the area as suburban neighborhood and is located along an urban redevelopment corridor. Suburban neighborhoods are defined as areas located outside central city or activity centers that will be developed at more of a suburban scale with appropriate commercial development and low intensity mixed use serving the local area. Urban Redevelopment Corridors are defined as corridors that have potential to be redeveloped into an activity corridor. The area is rapidly growing with forecasted population growth over the next 25 years. The intersection of US 41 and Awtrey Church Road is developing into a neighborhood commercial node and activity center, with the three other corners of the intersection zoned NRC (neighborhood retail commercial).

Revisions to the site plan included increasing the amount of pervious surface areas on the site. ARC estimated that the impervious surface area in the original submittal was 75% of the total site area. The revised site plan reduced the total impervious area to 49% by increasing the amount of green areas within the site and the addition of pervious parking spaces, according to the developer's site planner.

The total number of parking spaces was also reduced. Cobb County requires 3,508 total parking spaces for the entire site. ARC staff recommended that the developer consider shared parking opportunities that are available because of the various uses proposed on site. Given that the church and office uses have different off-peak hours, there are opportunities to create shared parking opportunities between the proposed office uses and church. Secondly, given the environmentally sensitive location of the site to Lake Allatoona, it is important to reduce the total amount of impervious surface. One such way to achieve this is through the shared parking opportunities that are available with this proposed project. The revised site plan includes 2,887 spaces.

Information submitted for the review and included at this end of this report states that measures are being taken to ensure minimal impact of the water quality of Lake Allatoona. Stormwater ponds have been designed to capture and treat site run-off and landscape management will be implemented on site to minimize additional nitrification and contamination of run-off.

ARC staff received a significant amount of comments from citizens and residents of the community. The site is surrounded by low density residential homes to the east and north. It is important to minimize the impacts to existing residents and preserve the overall character of the Lake Allatoona community while accommodating for expected growth in an efficient manner. Therefore, it is important that the developer work with the community to minimize the impacts, focusing the intensity of the development along US 41, providing adequate buffers and landscaping, and implementing measures to ensure minimal impacts to Lake Allatoona.

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

ARC LAND USE PLANNING

ARC DATA RESEARCH

GEORGIA DEPARTMENT OF NATURAL RESOURCES

COOSA VALLEY RDC

CITY OF ACWORTH

ARC TRANSPORTATION PLANNING

ARC AGING DIVISION

GEORGIA DEPARTMENT OF TRANSPORTATION

PAULDING COUNTY

CHEROKEE COUNTY

ARC ENVIRONMENTAL PLANNING

GEORGIA DEPARTMENT OF COMMUNITY AFFAIRS

GEORGIA REGIONAL TRANSPORTATION AUTHORITY

BARTOW COUNTY

COBB COUNTY SCHOOLS

If you have any questions regarding this review, Please call Haley Fleming, Review Coordinator, at (404) 463-3311. This finding will be published to the ARC website.

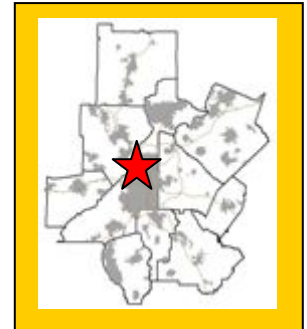
The ARC review website is located at: <http://www.atlantaregional.com/landuse> .

Preliminary Report:	December 21, 2006	<b>DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT</b>	Project:	Johnson Ferry Baptist Church #1239
Final Report Due:	January 20, 2007		Comments Due By:	January 4, 2007

## **FINAL REPORT SUMMARY**

### **PROPOSED DEVELOPMENT:**

Johnson Ferry Baptist Church is a mixed use development located on 65 acres in Cobb County. The proposed development will include a church with a 3,000 seat sanctuary and 330,000 square feet of educational/activities buildings, 94,000 square feet of retail space, and 440,000 square feet of medical office space. Access to the proposed development is along US 41 and Awtrey Church Road.



### **PROJECT PHASING:**

The project is being proposed in one phase with a project build out date for 2010.

### **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 HI (heavy industrial), TS (tourist services), and R20 (single family residential). The proposed zoning is O-I (office/institutional, LRO (low rise office), and NRC (neighborhood retail commercial). Information submitted for the review indicates that the proposed development is inconsistent with Cobb County's Future Land Use Plan, which calls for industrial, rural residential, and neighborhood activity center.

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

No comments identifying inconsistencies with any potentially affected local government's comprehensive plan were identified.

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

No comments concerning impacts to the implementation of any local government's short term work program were identified.

**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?**

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Yes, the proposed development would increase the need for services in the area for existing and future residents. The proposed development is expected to generate approximately 1,755 jobs.

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

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

2001	Governor's Club
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**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?**

Through refinement of the development plan, as a mixed use development, the proposed development now consists of a church, retail, medical office, diagnostic and testing services, and a small hospital of up to 150 beds. ARC staff met with the developer and Cobb County to discuss many concerns that were raised during the review.

ARC's Unified Growth Policy Map identifies the area as suburban neighborhood and is located along an urban redevelopment corridor. Suburban neighborhoods are defined as areas located outside central city or activity centers that will be developed at more of a suburban scale with appropriate commercial development and low intensity mixed use serving the local area. Urban Redevelopment Corridors are defined as corridors that have potential to be redeveloped into an activity corridor. The area is rapidly growing with forecasted population growth over the next 25 years. The intersection of US 41 and Awtry Church Road is developing into a neighborhood commercial node and activity center, with the three other corners of the intersection zoned NRC (neighborhood retail commercial).

Revisions to the site plan included increasing the amount of pervious surface areas on the site. ARC estimated that the impervious surface area in the original submittal was 73% of the total site area. The revised site plan reduced the total impervious area to 49% by increasing the amount of green areas within the site and the addition of pervious parking spaces, according to the developer's site planner.

The total number of parking spaces was also reduced. Cobb County requires 3,508 total parking spaces for the entire site. ARC staff recommended that the developer consider shared parking opportunities that are available because of the various uses proposed on site. Given that the church and office uses have different off-peak hours, there are opportunities to create shared parking opportunities between the proposed office uses and church. Secondly, given the environmentally sensitive location of the site to Lake Allatoona, it is important to reduce the total amount of impervious

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surface. One such way to achieve this is through the shared parking opportunities that are available with this proposed project. The revised site plan includes 2,887 spaces.

The proposed building for the office, hospital, and retail were relocated to be closer to US 41 and to create a 'main street' through the medical space and offices and retail space.

In a letter submitted by the developer's team and included at the end of this report, the development will be phased over at least a 10 year period with the medical office and hospital uses and the rear parking area. The proposed church will also be phased over a 10 year period.

Information submitted for the review and included at this end of this report states that measures are being taken to ensure minimal impact of the water quality of Lake Allatoona. Stormwater ponds have been designed to capture and treat site run-off and landscape management will be implemented on site to minimize additional nitrification and contamination of run-off.

Information submitted for the review states that at full build out of the project, the wastewater will be treated at the Pumpkinville Wastewater Reuse Facility in Paulding County, per the "North Cobb Sewer Agreement" which is scheduled to be signed by December of 2006 or January 2007. There is some wastewater capacity available via the neighboring Governor's Club development. Information submitted for the review states that the Pumpkinville Facility will have adequate capacity to accommodate the entire DRI.

ARC staff received a significant amount of comments from citizens and residents of the community. The site is surrounded by low density residential homes to the east and north. It is important to minimize the impacts to existing residents and preserve the overall character of the Lake Allatoona community while accommodating for expected growth in an efficient manner. Therefore, it is important that the developer work with the community to minimize the impacts, focusing the intensity of the development along US 41, providing adequate buffers and landscaping, and implementing measures to ensure minimal impacts to Lake Allatoona.

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## **FINAL REPORT**

### **Regional Development Plan Policies**

1. Provide sustainable economic growth in all areas of the region.
2. Encourage new homes and jobs within existing developed areas of the region, focusing on principal transportation corridors, the Central Business District, activity centers, and town centers.
3. Increase opportunities for mixed use development, transit-oriented development, infill, and redevelopment.
4. At strategic regional locations, plan and retail industrial and freight land uses.
5. Design transportation infrastructure to protect the context of adjoining development and provide a sense of place appropriate for our communities.
6. Promote the reclamation of Brownfield development sites.
7. Protect the character and integrity of existing neighborhoods, while also meeting the needs of communities to grow.
8. Encourage a variety of homes styles, densities, and price ranges in locations that are accessible to jobs and services to ensure housing for individuals and families of all incomes and age groups.
9. Promote new communities that feature greenspace and neighborhood parks, pedestrian scale, support transportation options, and provide an appropriate mix of uses and housing types.
10. Promote sustainable and energy efficient development.
11. Protect environmentally-sensitive areas including wetlands, floodplains, small water supply watersheds, rivers and stream corridors.
12. Increase the amount, quality, and connectivity, and accessibility of greenspace.
13. Provide strategies to preserve and enhance historic resources
14. Through regional infrastructure planning, limit growth in undeveloped areas of the region
15. Assist local governments to adopt growth management strategies that make more efficient use of existing infrastructure.
16. Inform and involve the public in planning at regional, local, and neighborhood levels.
17. Coordinate local policies and regulations to support Regional Policies
18. Encourage the development of state and regional growth management policy.

### **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.

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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.

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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 project is located in the Cobb County. The project site is approximately 65.05 acres located to the northeast of intersection US 41 and Awtrey Church Road/Cedarcrest Road.

### **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. However, the proposed development is less than a mile to Bartow and Paulding County and two miles from the City of Acworth.

### **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.**

The proposed development is surrounded by large lot residential, commercial and warehouse storage uses.

## 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?**





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Estimated value of the development is \$151,130,000 with an expected \$1,013,430 in annual local tax revenues.

**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?**

The proposed development is located in a growing part of the region. ARC forecast a population of over 177,000 in northwest Cobb and over 224,000 in Paulding County by 2030. It is important to provide daily service needs within close proximity to individuals living in the area.

**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

The property is located in the Allatoona Lake watershed. Although this is a water supply watershed, current EPD/DCA Part 5 criteria exempt Corps of Engineers lakes (such as Allatoona) from the waters supply watershed minimum criteria. The USGS regional coverage shows no blue-line streams on the property. The site plan shows a stream on the eastern side of the property with a 50-foot undisturbed buffer and 25-foot additional landscaped buffer on either side of the stream which conforms to the Cobb County Buffer Ordinance and to the buffers proposed by the Metropolitan North Georgia Water Planning District's model buffer ordinance. A ramp to the lower level of the parking deck is shown just above the headwater of the stream and about 25 feet from the headwater as shown on the plans. The buffers have been drawn to extend around the headwater. If this area is actually affected by the Cobb ordinance, then the proposed ramp will need to meet County ordinance requirements. All state waters on the property are subject to the Georgia Department of Natural Resources (DNR) 25-foot erosion and sedimentation control buffer, which is shown on the mapped stream. Any intrusions into that buffer will require approval from DNR.

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 that will be

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produced after construction of the proposed development. These estimates are based on some simplifying assumptions for typical pollutant loading factors (lbs/ac/yr) from typical land uses in the Atlanta Region. The loading factors are based on the results of regional stormwater monitoring data from the Atlanta Region. Actual loading factors will depend on the amount of impervious surface and type of use in the specific project design. Because factors were not developed for institutional uses were not developed, office-light industrial and commercial were used for this project. Actual pollutant loadings will depend on the actual impervious coverage developed on the property and may differ from the figures shown. The following table summarizes 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	10.40	17.78	180.96	1123.20	10223.20	12.79	2.29
Office/Light Industrial	54.65	70.50	936.15	6230.10	38692.20	80.88	10.38
<b>TOTAL</b>	65.05	88.28	1117.11	7353.30	48915.40	93.67	12.67

**Total impervious: 72%**

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.

### **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**

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



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Six site access points are associated with this development.

- One full-access driveway will be located on N. Cobb Parkway.
- Three right-in/right-out driveways will be located on N. Cobb Parkway.
- Two full-access driveways will be located on Awtrey Church 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 7<sup>th</sup> edition of the Institute of Transportation Engineers (ITE) Trip Generation report; they are listed in the following table:

Land Use	A.M. Peak Hour			P.M. Peak Hour			24-Hour	SUN Peak Hour		
	Enter	Exit	2-Way	Enter	Exit	2-Way	Total	Enter	Exit	2-Way
3,000 Seat Church	49	41	90	43	40	83	1142	958	884	1842
380,000 sq ft Office Space	744	198	942	294	796	1090	15323	79	73	152
140,000 sq ft Retail Space	117	75	192	375	407	782	8451	214	223	437
Reductions	-2	-2	-4	-149	-159	-308	-3290	-16	-16	-32
<b>TOTAL NEW TRIPS</b>	<b>908</b>	<b>312</b>	<b>1220</b>	<b>563</b>	<b>1084</b>	<b>1647</b>	<b>21626</b>	<b>1235</b>	<b>1164</b>	<b>2399</b>

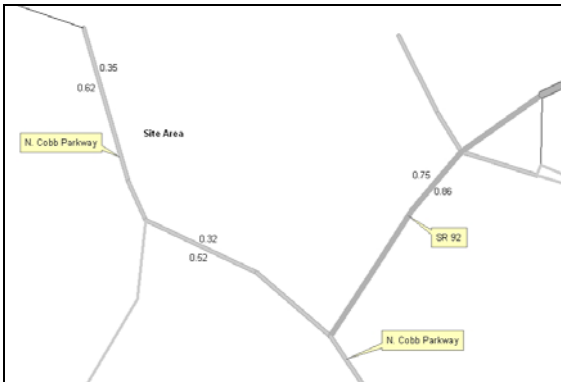
**What are the existing traffic patterns and volumes on the local, county, state and interstate roads that serve the site?**

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.

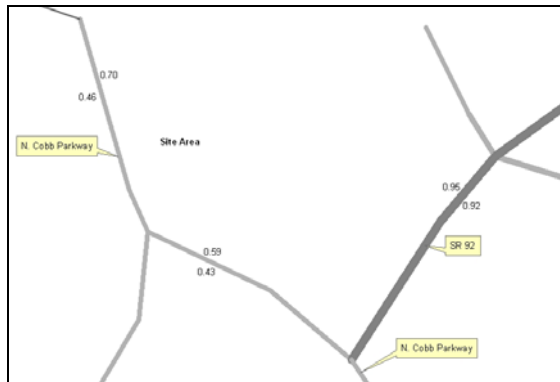
Projected traffic volumes from the Regional Travel Demand Model are compared to the assigned capacity of facilities within the study network. This data is used to calculate a volume to capacity (V/C) ratio. The V/C ratio values that define the LOS thresholds vary depending on factors such as the type of terrain traversed and the percent of the road where passing is prohibited. LOS A is free-flow traffic from 0 to 0.3, LOS B is decreased free-flow from 0.31 to 0.5, LOS C is limited mobility from 0.51 to 0.75, LOS D is restricted mobility from 0.76 to 0.9, LOS E is at or near capacity from 0.91 to 1.00, and LOS F is breakdown flow with a V/C ratio of 1.01 or above. 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.

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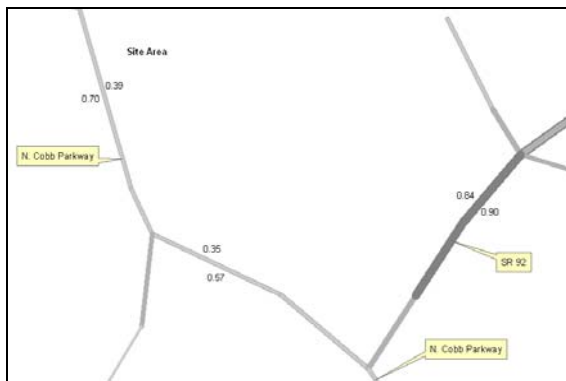
## V/C Ratios



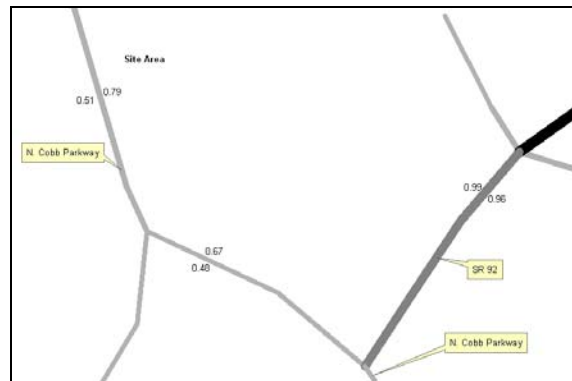
**2005 AM Peak**



**2005 PM Peak**



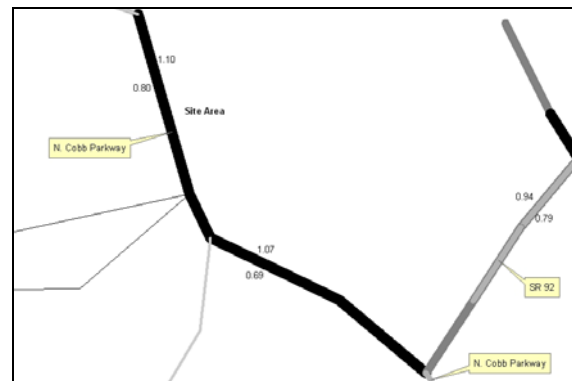
**2010 AM Peak**



**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 Mobility 2030, the 2030 RTP and the FY 2006-2011 TIP, approved in March of 2006. 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

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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.**

#### **2006-2011 TIP\***

ARC Number	Route	Type of Improvement	Scheduled Completion Year
CO-301	SR 92 (LAKE ACWORTH DRIVE / COWAN ROAD)	Roadway Capacity	2011
CO-311	SR 92 (LAKE ACWORTH DRIVE)	Bridge Capacity	2009
CO-325	SR 176 (LOST MOUNTAIN ROAD / MARS HILL ROAD) INTERSECTION IMPROVEMENTS	Roadway Operations	2008
CO-344A	CEDARCREST ROAD	Roadway Capacity	2011

#### **2030 RTP\***

ARC Number	Route	Type of Improvement	Scheduled Completion Year
CO-329	SR 92	Roadway Capacity	2012
CO-344B	CEDARCREST ROAD	Roadway Capacity	2015

*\*The ARC Board adopted the 2030 RTP and FY 2006-2011 TIP on February 22, 2006. USDOT approved on March 30<sup>th</sup>, 2006.*

**Summarize the transportation improvements as recommended by consultant in the traffic study for Johnson Ferry Baptist Church Mixed-Use Development.**

According to the findings, there will be some capacity deficiencies as a result of future year **background** traffic. The transportation consultant has made recommendations for improvements to be carried out in order to upgrade the existing level of service.

#### **N. Cobb Parkway at Mars Hill Road**

- Convert the existing northbound shared left/through lane to a dedicated left turn lane.
- The existing northbound right turn lane should be converted to a dedicated through lane.

According to the findings, there will be some capacity deficiencies as a result of future year **total** traffic. The transportation consultant has made recommendations for improvements to be carried out in order to upgrade the existing level of service. The recommendations stated in the no-build condition are also applicable to the build condition.

#### **N. Cobb Parkway at Fairway Villas Driveway/Main Site Driveway**

- Signalize this intersection.
- The westbound approach to the intersection should have separate left and shared through/right turn lanes for traffic exiting the development.
- Add a dedicated northbound right-turn lane on N. Cobb Parkway.

Preliminary Report:	December 21, 2006	<b>DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT</b>	Project:	Johnson Ferry Baptist Church #1239
Final Report Due:	January 20, 2007		Comments Due By:	January 4, 2007

**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 no transit service currently provided or planned for the area adjacent to the proposed development.

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

None proposed.

The development **DOES NOT PASS** the ARC's Air Quality Benchmark test.

<b>Air Quality Impacts/Mitigation (based on ARC strategies)</b>	<b>Credits</b>	<b>Total</b>
Where Office is dominant, 10% Residential or 10% Retail	4%	4%
PMP= reserved spaces for carpool vehicles, and monthly discount voucher raffles	3%	3%
Bike/ped networks connecting to land uses within and adjoining the site	4%	4%
<b>Total</b>		<b>11%</b>

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

According to the impact analysis in the traffic study, one intersection will function below the acceptable level of service in the future year background condition and two intersections function below the acceptable level of service in the future year total condition without implementing the recommended improvements. Implementing the recommended improvements specific to the future year background and future year total conditions allows all three intersections to return to operation at acceptable levels of service. It is suggested that all recommended improvements be implemented prior to construction completion.

## **INFRASTRUCTURE**

### **Wastewater and Sewage**

Based on regional averages, wastewater is estimated at 0.166 MGD.

**Which facility will treat wastewater from the project?**

Information submitted with the review states that wastewater will be treated at a facility in Paulding County via an intergovernmental agreement between Paulding and Cobb Counties.

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

The Pumpkinville facility will serve this plant.

PERMITTED CAPACITY MMF, MGD <sub>1</sub>	DESIGN CAPACITY MMF, MGD	2001 MMF, MGD	2008 MMF, MGD	2008 CAPACITY AVAILABLE +/-, MGD	PLANNED EXPANSION	REMARKS
0.5	0.5	0.058	1.0	-0.5	1.5mgd by 2005 with 1mgd discharge to Pumpkinville Creek and 0.5 mgd reuse.	2008 flow estimated by BC.

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

<sub>1</sub> 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?**

N/A

**INFRASTRUCTURE**

**Water Supply and Treatment**

**How much water will the proposed project demand?**

Water demand also is estimated at .133 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 999 tons of solid waste per year.

**Will the project create any unusual waste handling or disposal problems?**

No.

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

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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.

## **HOUSING**

**Will the proposed project create a demand for additional housing?**

No.

**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 Tract 301.01. This tract had a 32.2 percent increase in number of housing units from 2000 to 2005 according to ARC's Population and Housing Report. The report shows that 88 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 the development is approved with multiple price ranges of housing.



Preliminary Report:	December 21, 2006	<b>DEVELOPMENT OF REGIONAL IMPACT  <u>REVIEW REPORT</u></b>	Project:	Johnson Ferry Baptist Church #1239
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\* 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.

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January 8, 2007

Ms. Haley Fleming, AICP  
Senior Planner  
Atlanta Regional Commission  
40 Courtland Street, N.E.  
Atlanta, Georgia 30303

RE: DRI No. 1239 - Johnson Ferry Baptist Church/  
WellStar Health Systems, Inc. - Proposed project  
located at the intersection of U.S. Highway 41  
(Cobb Parkway) and Awtrey Church Road, Cobb County,  
Georgia

Dear Ms. Fleming:

This letter is sent in furtherance of the meeting held in your offices on January 5, 2007, wherein Applicant made a presentation primarily dealing with the WellStar Health Systems, Inc. (hereinafter "WellStar") component of the proposed project. The WellStar portion of the proposed project consists of retail, medical office, diagnostic and testing services, and possibly a smaller hospital of up to 150 beds. Discussion was further had concerning developmental issues, including, but not limited to, stormwater, sewer, parking, athletic fields, and landscaping and buffers. At the conclusion of the meeting, you requested that we provide, by letter, Applicant's plan for these developmental components, as follows:

- (1) Stormwater;
- (2) Landscaping, buffers, and roadway changes;
- (3) Sewer;
- (4) Parking; and
- (5) Athletic fields.

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We will discuss these components in the order listed above. It should be noted that Applicant has far exceeded the norm for the degree of investigation and research into these type issues as would be the case in the usual land use/zoning approval process. Applicant has performed extensive engineering studies, research, and planning for such items as sewer, stormwater, and roadway improvements.

### (1) Stormwater:

Due to the close location of tributaries feeding Lake Allatoona, maintaining superior water quality is a top priority of the proposed development. To ensure minimal impact on the water quality of Lake Allatoona, numerous stormwater ponds have been designed to capture and treat all site run-off to improve water quality. Additionally, careful landscape management will be implemented on site to minimize additional nutrification and contamination of run-off.

A detention pond is located behind the proposed church facility, adjacent to the ball fields. This pond is designed to treat only the field areas. All of the proposed drainage from the fields drain to drainage ditches that are planted with vegetation and stony bottoms that will help remove fertilizer and other pollutants (the drainage ditches will remove 80 percent of suspended solids, 50 percent of phosphorus, 50 percent of nitrogen, and 40 percent of metals). After the stormwater has been treated in the ditches, it will enter a stormwater conveyance system which will employ oil/grit separators (the oil/grit separators alone will remove 40 percent of suspended solids, 5 percent of phosphorus, and 5 percent of nitrogen). The stormwater will then flow into the proposed detention pond that has been designed specifically for the

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ball fields. This pond is unique because it has been designed to have internal swales within the pond in a series of baffles, with water quality pools. The water quality volume for this pond was designed as though the fields were all impervious with no infiltration, which results in larger water quality area within the pond. Also, the water quality calculations were designed off of 1.5 inches of rainfall instead of the allowed 1.2 inches. This design is above the recommendations of the Georgia Stormwater Management Manual. This pond has also been designed with channel protection volume so that the stream to which it discharges will not have any erosion due to any high discharge rates. This pond then discharges with very minimal flows to a stream which then discharges to Lake Allatoona, approximately 2,500 linear feet to the east.

The three remaining ponds on site have been designed to treat the remainder of the project's stormwater. All of these ponds will have an oil/grit separator upstream of them to help assist in any removal of pollutants prior to treatment within the ponds. All of the ponds will contain water quality pools, which will be planted with vegetation that will assist in removal of any pollutants. The other ponds have been designed so that any areas that are currently zoned residential will have a water quality calculation of 1.5 inches instead of 1.2 inches for water quality. This also exceeds the Georgia Stormwater Management Manual recommendations.

To minimize contamination of site run-off, landscape management will respond to the conditions and needs of the plantings on site. The athletic fields and planting areas will be fertilized only as necessary. Soil tests will be performed to determine the amounts and types of fertilizer needed. All planting areas will be mulched appropriately to minimize weed growth. The majority of weeds will be removed manually. Non-persistent herbicides (e.g.,

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glyophosphate) and pesticides will be used sparingly and selectively. By closely monitoring the amounts and types of chemicals applied to the site, and by having all run-off enter ponds where solids and contaminants can settle and excess nutrients can be absorbed, the stormwater leaving the site should not negatively affect downstream water quality on Lake Allatoona.

Additionally, Applicant and its engineers met with Mr. Ron Papaleoni, Director of Lake Allatoona Preservation Authority, to discuss the detailed stormwater plans for the proposed project. Mr. Papaleoni indicated that he was very much impressed with the degree of research and planning which had been done in order to protect Lake Allatoona. He further indicated that he much preferred this type of project as opposed to a standard residential subdivision because of the use of unfettered herbicides, pesticides, and fertilizers.

Also present at the January 5, 2007, meeting was Mr. David Breaden of Cobb County Stormwater Management Division. Mr. Breaden reported that he had reviewed the plans for stormwater for this project, and agreed that it certainly exceeded all Cobb County stormwater requirements for the proposed project.

### **(2) Buffers and Landscaping:**

From the inception of the proposed project to today's date, there have been continuing revisions and refinements to the proposed project. The latest being the site plan for the proposed project dated November 21, 2006, which is filed with the Atlanta Regional Commission and Cobb County Zoning Division. These revisions have occurred in response to comments and requests from departments of Cobb County, Georgia, and people within the community where the project

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is to be located. The latest site plan reflects a continuing effort to reduce the intensity to the rear of the project (or the most easterly side), and move the intensity to the west or the U.S. Highway 41 side of the project.

There is only one residentially utilized parcel of property located adjacent to the proposed project on any side. This residential property is owned by Ms. Teresa Stendahl and consists of a home and approximately ten (10) acres located immediately adjacent to the most easterly boundary of the Subject Property and reflected on the latest site plan. Applicant has proposed immediately adjacent to the Stendahl property a landscape buffer 50 feet in width running from Awtrey Church Road along the property line of Ms. Stendahl, reducing at detention pond 3 to 20 feet, and continuing to the edge of the non-impervious stream buffer. In the portion of the buffer which has a width of 50 feet, an earthen berm will be constructed with landscaping screening. The earthen berm will vary in height from 10 to 12 feet with landscaping material to be two staggered rows of evergreen trees installed at a height of 6 to 8 feet. Shrub planting is proposed to be maintenance free plant material; i.e., juniper and miscanthus. A wooden fence, 8 feet in height, is proposed to be installed on top of the berm to provide additional screening.

A landscape buffer 40 feet in width will be located along Awtrey Church Road from the Stendahl property to the most easterly entrance to the proposed project. This buffer will employ an earthen berm varying in height from 3 to 4 feet. Landscaping material for the berm is proposed to be three staggered rows of evergreen trees installed at an initial height of 6 to 8 feet. Maintenance free shrubs are proposed to be planted as described in the prior buffer. A wooden two-rail fence, 4 feet in height, is proposed to be

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installed at the bottom of the berm to provide additional screening and curb appeal.

The purpose of the buffers and landscape berms is to screen the proposed development from the residential site as hereinabove referenced, and especially the parking area located closest in proximity to the Stendahl property. This parking area is two levels with the top level being even with the surface level of the site. The parking area will be screened from sight from both the Stendahl property and any traffic traversing along Awtrey Church Road, immediately adjacent to the parking area.

In response to a community request, Applicant has agreed to turn Awtrey Church Road, as it approaches the most easterly entrance into the site as shown and reflected on the referenced site plan, in order to prevent traffic from traversing into the residential area, causing turnarounds.

Obviously, other landscaping will be contained within the proposed project, including the frontage and the structures within the proposed site.

### **(3) Sewer Service:**

Mr. Ken Horton is the developer of a mixed-use project known as Governor's Towne Club located directly across U.S. Highway 41 (Cobb Parkway) from the subject project and located along both sides of Cedarcrest Road. This development consists of single-family residential, golf course, and retail development. Prior to commencing development, Mr. Horton obtained from Paulding County, Georgia, an agreement to provide 250,000 gallons of sewer capacity for his development. This agreement was executed between Mr. Horton and Paulding County and approved by Cobb

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County. Mr. Horton's development, as well as the subject project, both gravity flow to Paulding County. Applicant has negotiated with Mr. Horton to obtain an assignment of 50,000 gallons of his 250,000 gallon capacity for purposes of the proposed project. Applicant and its engineers have met with the county staffs of both Cobb County and Paulding County together with elected officials of both counties with regard to the utilization of this sewer capacity.

The capacity obtained by Mr. Horton applied to the Paulding County Pumpkinvine Creek Sewer Plant. It is Applicant's understanding from the discussions with Paulding County and Mr. Horton that the allocation of capacity to Mr. Horton is as to existing capacity at Pumpkinvine Creek Sewer Plant and not future capacity. Cobb County Water and Sewer Department requested an in-depth study by Applicant as to sewer service and capacity, to ensure that there would be sufficient remaining capacity from Mr. Horton's original 250,000 gallon commitment, to allow assignment of the proposed 50,000 gallons to Applicant. As part of the study, and to show the degree of depth to which the study went, Applicant was required to go to the Governor's Towne Club clubhouse and count the exact number of bar stools in the restaurant area. Cobb County has estimated that if it were required to service the area north of Lake Acworth with sewer, the cost would approximate \$30 million. Therefore, it is indeed in the best interests of both Cobb County and Paulding County to seek for each to handle sewer needs of properties which gravity flow their respective counties. The Subject Property and the proposed project do and will gravity flow into the Paulding County Sewer Basin.

The assignment by Mr. Horton to Applicant of the above-referenced capacity would, of necessity, require the approval of both Paulding County and Cobb County. Obviously, this approval would not be forthcoming unless and until the proposed project for development. However,



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Atlanta Regional Commission  
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in discussions with both counties, Applicant's belief is that such assignment would be approved.

### (4) Parking:

When first looking at the site plan for the proposed project, it appears that the site could be "over-parked." However, due to the parking requirements of Cobb County for each of the detailed uses for the project, the parking is actually below that required. However, this shortfall is corrected by an agreement between the church and WellStar to utilize cross-parking easements to allow both parties to share their parking on their respective tracts. This shared parking arrangement will work because of the differing times of use for the projected uses of the proposed tracts. This shared parking arrangement will be detailed in an actual cross-easement agreement to be executed by both parties prior to the development of this site.

The church and WellStar have also been requested to consider alternative parking methods employing pervious parking areas at the edge of the parking facility shown and reflected on the site plan. This consideration is underway.

Finally, and most importantly, the WellStar portion of the proposed project will be a phased development over the next 10 to 30 years. In this regard, WellStar has agreed that it would stipulate that Office Building "F" and the surface parking area located most easterly on the referenced site plan would not be built for a minimum of 10 years following approval by Cobb County of the pending zoning request. This stipulation would accomplish several things:

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- (a) Previous areas would not be added immediately to the total project;
- (b) Sewer demands would be phased in over a longer period of time; and
- (c) Impact to the community would occur gradually rather than all at one time.

### (5) Athletic fields:

The church is proposing athletic fields located as a part of its church campus and located to the rear of the church or the most easterly portion of the Subject Property, immediately adjacent to the Army Corps properties. The primary utilization of the fields would be for church intramural play, but the church is open to working with local schools/organizations for scheduled and compatible use as available. The church has further agreed that it will abide by Cobb County Parks and Recreation lighting requirements as to the time in which any field may be lighted.

If you should need any further information or more detail on any of the subjects herein presented, please do not hesitate to contact me. As expressed to you during our meeting on January 5, 2007, Applicant is agreeable to an extension of the deadline for issuance of the recommendation by the Atlanta Regional Commission if more time is needed to obtain and provide any additional information. We appreciate your consideration of our request.

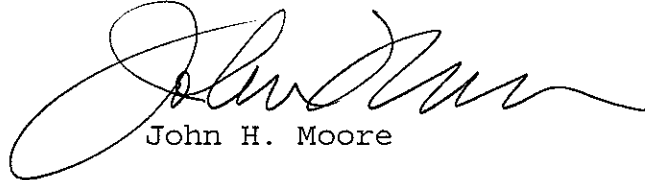
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With kindest regards, I remain

Very truly yours,

MOORE INGRAM JOHNSON & STEELE, LLP



John H. Moore

JHM:cc

c: Mr. John P. Pederson  
Planner III  
Zoning Division  
Cobb County Community Development Agency  
  
Johnson Ferry Baptist Church, Inc.  
  
WellStar Health Systems, Inc.

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February 9, 2007

Ms. Haley Fleming, AICP  
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40 Courtland Street, N.E.  
Atlanta, Georgia 30303

RE: DRI No. 1239 - Johnson Ferry Baptist Church, Inc./  
WellStar Health Systems, Inc. - Proposed Project  
located at the intersection of U.S. Highway 41  
(Cobb Parkway) and Awtrey Church Road, Cobb County,  
Georgia (the "Project")

Dear Ms. Fleming:

On behalf of Johnson Ferry Baptist Church, Inc. and WellStar Health Systems, Inc. (hereinafter collectively referred to as "Applicants"), we submitted a revised Site Plan dated January 25, 2007, responding to issues raised during the DRI process. The revisions made by the Applicants are several in number and are detailed, as follows:

## (1) Pervious Versus Impervious Area:

Applicants engaged its engineering firm, LAI Engineering, to revise the Site Plan to increase areas of pervious surface within the Project. Through the re-design of the Project, impervious areas within the Project have been reduced to 49 percent of the total land site area of the Project. This reduction was accomplished by increasing green areas within the Project and also the addition of pervious parking spaces. Pervious spaces within the parking lot cover an area of 103,250 square feet and are located as shown and reflected on the referenced, revised Site Plan. Applicants

## **MOORE INGRAM JOHNSON & STEELE**

Ms. Haley Fleming, AICP  
Senior Planner  
Atlanta Regional Commission  
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believe that achieving a total pervious area of 51 percent to be an outstanding and extraordinary achievement for projects of this type.

### **(2) Parking:**

Applicants have achieved a reduction in the total number of parking spaces, and thereby a reduction in impervious surface, as follows:

(a) Reduction of parking spaces from a total of 3,508 required spaces to a total of provided parking spaces of 2,887 spaces. This is a reduction in actual parking spaces provided from that number of spaces which is required of 621 parking spaces.

(b) Applicants have agreed to enter into a shared parking agreement between the Church and WellStar by utilizing parking areas of the respective properties at such times as each respective property has non-peak operating time versus peak operating time. Applicants believe that the two uses proposed here complement a shared parking arrangement in that off-peak hours for the Church would be peak hours for the office, medical, and retail; and vice versa.

### **(3) Relocation of WellStar Buildings:**

WellStar has agreed to move Buildings E, F, and G westerly toward the front of the Property and in closer proximity to U.S. Highway 41 than previously existed. By shifting these buildings, such buildings will be totally or primarily within the current zoning designation of Heavy Industrial ("HI"), and are also further removed from the residential properties located easterly and to the rear of the proposed Project.

## MOORE INGRAM JOHNSON & STEELE

Ms. Haley Fleming, AICP  
Senior Planner  
Atlanta Regional Commission  
Page 3 of 5  
February 9, 2007

### (4) Relocation of Access:

In response to comments by GRTA, Applicants have relocated the southernmost access into the proposed Project off U.S. Highway 41, northerly, away from the intersection of U.S. Highway 41 and Awtrey Church Road. Additionally, Applicants have provided interparcel access to the gas station located at the intersection of U.S. Highway 41 and Awtrey Church Road, which is not a part of the proposed Project.

### (5) Phasing of Project:

Applicants have agreed to phase their respective portions of the proposed Project so that the impact of the overall proposed Project will be implemented over a number of years. Applicants have agreed to condition their rezoning request before Cobb County to include phasing stipulations, as follows:

#### (a) WellStar:

WellStar has agreed not to develop approximately 245,000 square feet of the proposed Project space, said space being divided between Buildings E and F, for a period of ten (10) years after the date of final zoning approval by Cobb County. Also, the proposed parking deck located to the rear of Buildings E and F would not be built within the initial ten-year time frame.

#### (b) Church:

The Church has agreed that it will also phase its development by entering into a zoning stipulation that of its projected approximate 400,000 square feet of improvements, it will hold for a period of ten (10) years following zoning approval by Cobb County, worship, education and activity space consisting of

**MOORE INGRAM JOHNSON & STEELE**

Ms. Haley Fleming, AICP  
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Atlanta Regional Commission  
Page 4 of 5  
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approximately 277,500 square feet of the projected total space.

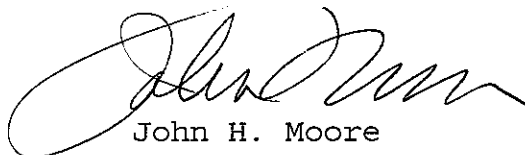
By phasing the proposed Project, the impact to the community will clearly not be that of immediate, full development. Also, by the time the second phases of the proposed Projects are ready to be implemented, other area traffic improvements should have been completed, totally minimizing the impact of this Project to this community. As you are aware, there is scheduled to be completed a four-lane major highway from Highway 61 in Paulding County, along Dabbs Bridge Road in northern Paulding County, connecting to Third Army Road and traversing through Bartow and Cobb Counties and intersecting with Interstate I-75. This traffic improvement will greatly alter the transportation alternatives currently present in this community, and the surrounding communities.

We believe that the substantial revisions presented to the ARC in this revised Site Plan greatly minimize the impact, if any, of this proposed Project to the immediate community, including Lake Allatoona. If you have any questions or desire any further information with regard to these changes, please do not hesitate to contact us. Thank you in advance for your consideration of these proposed revisions.

With kindest regards, I remain

Very truly yours,

MOORE INGRAM JOHNSON & STEELE, LLP



John H. Moore

JHM:cc

## **MOORE INGRAM JOHNSON & STEELE**

Ms. Haley Fleming, AICP  
Senior Planner  
Atlanta Regional Commission  
Page 5 of 5  
February 9, 2007

c: Ms. Robin Cailloux  
Senior Land Use Planner  
Georgia Regional Transportation Authority

Mr. John P. Pederson, AICP  
Planner III  
Zoning Division  
Cobb County Community Development Agency

The Honorable Samuel S. Olens  
Chairman, Cobb County Board of Commissioners

The Honorable Helen C. Goreham  
Western District Commissioner  
Cobb County Board of Commissioners

The Honorable Bob Hovey  
Member  
Cobb County Planning Commission

Teresa Stendhal  
Area Resident

Johnson Ferry Baptist Church, Inc.

WellStar Health Systems, Inc.



# MOORE INGRAM JOHNSON & STEELE

A LIMITED LIABILITY PARTNERSHIP

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RYAN G. PRESCOTT  
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OF COUNSEL:  
JOHN L. SKELTON, JR.†

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\*\* ALSO ADMITTED IN NM  
\*\*\* ALSO ADMITTED IN NC  
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ANGELA H. SMITH  
OPHELIA W. CHAN  
DARRELL L. SUTTON  
KASI R. WHITAKER

February 8, 2007

Ms. Haley Fleming, AICP  
Senior Planner  
Atlanta Regional Commission  
40 Courtland Street, N.E.  
Atlanta, Georgia 30303

RE: DRI No. 1239 - Johnson Ferry Baptist Church/  
WellStar Health Systems, Inc. - Proposed project  
located at the intersection of U.S. Highway 41  
(Cobb Parkway) and Awtrey Church Road, Cobb County,  
Georgia ("Subject Property")

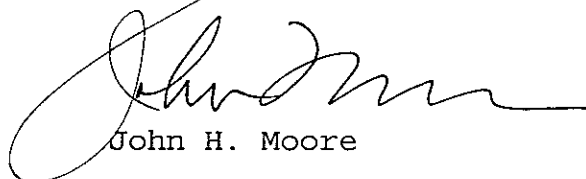
Dear Ms. Fleming:

Enclosed are copies of the Evaluation for Certificate of Need issued by the Georgia Department of Community Health and the Official Georgia Certificate of Need issued September 29, 2006, regarding the facilities proposed for location on the Subject Property. Once you have had an opportunity to review these documents, please do not hesitate to contact me if you should have any questions or wish to discuss any further aspect of the proposed development.

With kindest regards, I remain

Very truly yours,

MOORE INGRAM JOHNSON & STEELE, LLP



John H. Moore

JHM:cc

Enclosures

**MOORE INGRAM JOHNSON & STEELE**

Ms. Haley Fleming, AICP  
Senior Planner  
Atlanta Regional Commission  
Page 2 of 2  
February 8, 2007


c: Ms. Robin Cailloux  
Senior Land Use Planner  
Georgia Regional Transportation Authority

Mr. John P. Pederson, AICP  
Planner III  
Zoning Division  
Cobb County Community Development Agency

Johnson Ferry Baptist Church, Inc.

WellStar Health Systems, Inc.

# Official Georgia Certificate of Need

Project	Project Identifier: GA 2006-047    Project Name: Establish Freestanding Outpatient Imaging Center Defined Location: WellStar Kennestone Hospital Acworth Imaging Center, Acworth, Cobb County, Georgia 30101 Service Area: SSDR 3    Review Analyst: Bruce Henderson Approved Expenditure: \$14,144,602
Certificate Holder	Legal Name: Kennestone Hospital, Inc. d/b/a WellStar Kennestone Hospital Address: 677 Church Street, Marietta, Cobb County, Georgia 30060 Main Business Phone: (770) 793-5000    Contact Person: Caroline Aultman, Director of Strategic Planning
Conditions (This Certificate is Subject to the Defined Conditions)	<p><input checked="" type="checkbox"/> This Certificate is only valid for the certificate holder, defined location, expenditures, and service area listed herein. Should any of this information change, this Certificate shall no longer be valid, except that this Certificate may be transferred to another person who acquires the health care facility that is the subject of this Certificate. In addition, this Certificate is only valid for the defined scope identified in the Certificate of Need application and any and all attachments thereto. If the Certificate Holder discovers in implementing the project that the expenditures required will exceed the Maximum Expenditure identified herein, the Certificate Holder Agrees to immediately cease construction and apply for a Cost Overrun Certificate.</p> <p><input checked="" type="checkbox"/> This Certificate is granted based on assurances from the Certificate Holder that annual and periodic surveys and questionnaires requested by the Department will be answered and submitted completely, accurately, and timely. Should such surveys and questionnaires not be submitted completely, accurately, and timely, this Certificate shall be subject to revocation.</p> <p><input checked="" type="checkbox"/> This Certificate is predicated on accurate and timely progress reports as indicated in the Important Dates section below. If a certificate holder fails to accurately and timely report such progress by the reporting dates specified herein, this Certificate shall be subject to revocation.</p> <p><input type="checkbox"/> This Certificate is granted based on a phased approach to construction and completion of the project. The Certificate Holder must report progress on each phase within 45 days of the deadlines identified below or this Certificate shall be subject to revocation.</p> <p>Phase 1:                      Phase 2:                      Phase 3:                      Phase 4:                      Phase 5:</p> <p><input checked="" type="checkbox"/> This Certificate is granted based on a promise by the Certificate Holder to provide indigent and charity care to patients of the Certificate Holder at an annual rate of 3 % of adjusted gross revenue for the service. If the Certificate Holder fails to meet this commitment or, in the alternative, fails to remit the difference in the amount promised and the amount delivered to the Georgia Indigent Care Trust Fund, this Certificate shall be subject to revocation.</p> <p><input checked="" type="checkbox"/> This Certificate is subject to appeal within thirty (30) days from the Date of Approval noted herein. Should a bona fide request for an appeal be received, you will be notified, and this Certificate shall be suspended until the appeal is resolved. Upon the resolution of any such appeal, you will be issued a revised Certificate denoting corrected Important Dates. You are strongly advised not to make a substantial obligation of funds until the time period for requesting an appeal has expired.</p>
Important Dates	Date of Approval: 09/29/2006    Effective Date: 09/29/2006 Mandatory Commencement Date: 09/29/2007    Mandatory Completion Date: 04/25/2008
Approval	Approved by: Robert Rozier, Executive Director Division of Health Planning Signature:  Date: 09/29/2006





# Community Development Agency

Zoning Division

191 Lawrence Street

Marietta, Georgia 30060-1661

PHONE: (770) 528-2035 FAX: (770) 528-2003

Mark Danneman

Division Manager

January 3, 2007

Ms. Haley Fleming, AICP  
Senior Planner  
Atlanta Regional Commission  
40 Courtland Street, NE  
Atlanta, GA 30303

**VIA FAX**

## RE: Johnson Ferry Baptist Church #1239

Dear Haley:

This correspondence is sent for the purpose of commenting on the above referenced Development of Regional Impact (DRI). I would like to clarify some of the information contained in the Preliminary Report Summary (PRS), distributed on or about December 21, 2006.

The property is currently zoned R-20 (Single-family residential), HI (Heavy Industrial), TS (Tourist Services), and GC (General Commercial). The Future Land Use Map (FLUM) categorizes the subject property as Rural Residential, Industrial Compatible, and Neighborhood Activity Center. The below tables illustrates the current zoning (see table 1) and Future Land Use (see table 2). I am including these tables because the PRS does not discuss the property's acreage relating to zoning or future land use, which should impact any decision regarding the property.

Table 1  
Current Zoning Acreage and Percentage

	R-20	HI	TS	GC
Current zoning (acreage)	+/- 49.07 acres	+/- 13.1 acres	+/- 2.05 acres	+/- .83 acres
Current zoning (percentage)	+/- 75.48 %	+/- 20.1 %	+/- 3.15 %	+/- 1.27 %

Table 2  
Current FLUM Acreage and Percentages

	Rural Residential	Industrial Compatible	Neighborhood Activity Center
Current FLUM (acreage)	+/- 42 acres	+/- 22 acres	+/- 1 acre
Current FLUM (percentage)	+/- 65%	+/- 34%	+/- 1 %

The majority of the property is zoned R-20 and is designated for Rural Residential use on the Cobb County FLUM. Much of the proposal is inconsistent with the FLUM and the *Cobb County Comprehensive Plan*. However, it should be noted that a church and related facilities are an

Ms. Haley Fleming, AICP  
Senior Planner  
Atlanta Regional Commission  
Page 2 of 2  
January 3, 2007

allowable use in any Cobb County Zoning District, except CF (Future Commercial) or IF (Future Industrial). Cobb County Staff is concerned with the lack of transition in building scale, land use type and buffering from the commercial properties along U.S. Highway 41, to the rural residential properties adjacent to the proposal.

Page 2 of the PRS correctly states that the property is located within an area of the ARC's Unified Growth Policy Map (UGPM) identified as "Suburban Neighborhoods" and "Urban Redevelopment Corridors". However, there is a serious conflict with the UGPM. The UGPM also places this property within a "Regional Environmental Protection Area", which states "*These areas where development is restricted due to the sensitive nature of the environment*". According to the Development Types Matrix, properties under the Regional Environmental Protection Area are strongly recommended for a regional park or conditionally recommended for residential density at one (1) unit per acre and/or conservation/open space. This property is in the Regional Environmental Protection Area because Lake Allatoona is 2,500 feet downstream.

The second part of this letter seeks to clarify the *Supplemental Information for RDC's DRI (Form 2) Review*, submitted to the Atlanta Regional Commission (ARC) on or about December 15, 2006, by A & R Engineering. This document contains some statements that may be confusing or misunderstood, which are:

- a. Page 2 of the report proposes low rise office even though this use is not shown on the site plan (this may just be an oversight from the previous plan);
- b. Page 2 of the report infers the Cobb County Future Land Use Map will be updated January 2007 to accommodate this proposal, which is not scheduled to occur;
- c. Page 2 of the report says "*If the DRI is approved, the Comprehensive Plan could be updated to accommodate the development*". It should be understood that the DRI process has no bearing on the local government's Comprehensive Plan amendment process;
- d. Page 2 of the report fails acknowledge the Rural Residential Land Use Category which comprises +/-65% of the property;

Also attached to this letter are comments from Cobb County DOT (Exhibit A), Cobb County Water System (Exhibit B), Cobb County Stormwater Management (Exhibit C) and two letters from a neighboring property owner (Exhibit D1 & D2). I hope the above information is useful for ARC's final report. If you should have any questions or comments, please do not hesitate to contact me.

Very truly yours,



John P. Pederson, AICP  
Planner III, Cobb County Zoning Division

APPLICANT: Johnson Ferry Baptist Church, Inc.

PETITION NO.: Z-164

Exhibit A  
DRI #1239  
Page 1 of 2

PRESENT ZONING: R-20, TS, GC, HI

PETITION FOR: OL, LRO, NRC

\*\*\*\*\*

### TRANSPORTATION COMMENTS

The following comments and recommendations are based on field investigation and office review of the subject rezoning case:

ROADWAY	AVERAGE DAILY TRIPS	ROADWAY CLASSIFICATION	SPEED LIMIT	JURISDICTIONAL CONTROL	MIN. R.O.W. REQUIREMENTS
U.S. Highway 41	16380	Arterial	55 mph	GADOT	110'
Awtrey Church Rd	556	Local	35 mph	Cobb County	50'

Based on 2005 traffic counting data taken by GADOT. (U.S. Highway 41)  
Based on 2000 traffic counting data taken by Cobb County DOT. (Awtrey Church Road)

### COMMENTS AND OBSERVATIONS

U.S. Highway 41 is classified as an Arterial and according to the available information, the existing right-of-way does meet the minimum requirements for this classification.

Awtrey Church Road is classified as a Local and according to the available information, the existing right-of-way does meet the minimum requirements for this classification.

Install sidewalk curb and gutter along both road frontages.

*Remove the proposed tee intersection on Awtrey Church Road.*

*Construct a three lane section along the Awtrey Church Road between the west side driveway and the east side driveway. Construct a transitional area along the remaining section of road frontage along Awtrey Church Road to distinguish motorists are entering a residential neighborhood.*

Right-of-way will be required along the north side of Awtrey Church Road to accommodate the proposed development improvements.

Provide inter-parcel access to the convenience store.

Provide 100% funding for a traffic signal at the main entrance on U.S. Highway 41.

*Two right-in/right-out access points along U.S. Highway 41 or as determined by GADOT.*

*Construct a continuous auxiliary lane along the frontage of U.S. Highway 41.*

*A new interchange at Third Army Road and I-75 is proposed to help reduce congestion and to facilitate traffic movement in this area.*

GDOT permits will be required.

### RECOMMENDATIONS

Recommend applicant consider entering into a development agreement pursuant of O.C.G.A. 36-71-13 for dedication of the following system improvements to mitigate traffic concerns: a) donation of right-of-way on the north side of Awtrey Church Road, a minimum donation to accommodate the development improvements.

Recommend installing sidewalk, curb and gutter along both road frontages.

APPLICANT: Johnson Ferry Baptist Church, Inc.

PETITION NO.: Z-164

PRESENT ZONING: R-20, TS, GC, HI

PETITION FOR: OL, LRO, NRC

\*\*\*\*\*

**TRANSPORTATION COMMENTS cont.**

*Recommend removing the tee intersection along Awtrey Church Road at east side driveway.*

*Recommend constructing a three lane section along the Awtrey Church Road between the west side driveway and the east side driveway and constructing a transitional area along the remaining section of road frontage along Awtrey Church Road to alert motorist that they are entering a residential neighborhood.*

Recommend inter-parcel access with the convenience store.

Recommend developer provide 100% funding for the proposed signal if and when warranted.

*Recommend two secondary right-in/right-out access points to U.S. Highway 41.*

*Recommend a continuous auxiliary lane along the frontage of U.S. Highway 41.*

Recommend GDOT permits for all work that encroaches upon the State right-of-way.

Recommend applicant be required to meet all Cobb County Development Standards and Ordinances related to project improvements.



# REGIONAL REVIEW NOTIFICATION

Exhibit B  
DRI #1239  
Page 1 of 2

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



## DEVELOPMENT OF REGIONAL IMPACT

### DRI- REQUEST FOR COMMENTS

Instructions: The project described below has been submitted to this Regional Development Center for review as a Development of Regional Impact (DRI). A DRI is a development of sufficient project of sufficient scale or importance that it is likely to have impacts beyond the jurisdiction in which the project is actually located, such as adjoining cities or neighboring counties. We would like to consider your comments on this proposed development in our DRI review process. Therefore, please review the information about the project included on this form and give us your comments in the space provided. The completed form should be returned to the RDC on or before the specified return deadline.

Preliminary Findings of the RDC: Johnson Ferry Baptist Church See the Preliminary Report .

Comments from affected party (attach additional sheets as needed):

The Governor's Club, a nearby development, currently controls a fixed amount of capacity in Paulding's Pumpkinvine Wastewater treatment facility through agreement with Paulding County. Cobb County has a related agreement with Paulding to provide for treatment of certain wastewater generated in Cobb by Paulding. Both of these agreements define specifically the areas within Cobb from which flows will be treated by Paulding.

It is our understanding that an agreement has been struck between representatives of the Governor's Club and Johnson Ferry Baptist Church, Inc. (JFBC) to allow JFBC to purchase 50,000 gpd of capacity from the Governor's Club. The calculations submitted to us indicate that approximately 59,000 gpd of capacity not expected to be used by Governor's Club may be available for use by JFBC. Access to this 50,000 gpd of capacity for use at the proposed JFBC site would appear to require an amendment to the agreement between Governor's Club and Paulding, and amendment to the IGA between Paulding and Cobb.

While this 50,000 gpd would provide for a substantial portion of the wastewater treatment requirements of the JFBC development, additional capacity will be required to meet build-out needs. Cobb County is currently negotiating an IGA with Paulding whereby Paulding would construct additional capacity in its Pumpkinvine plant for Cobb's use. We would not expect this agreement to be executed prior to March 2007 at the earliest, assuming that no unexpected issues arise. The capacity contemplated by this agreement would not be available prior to 2010 at the earliest, assuming that no environmental or regulatory issues impact the project. Because of this situation, Cobb County would hope that the JFBC project will be phased such that we will not be asked to approve construction which cannot be accommodated by existing treatment capacity.

Cobb County has no wastewater treatment facilities available to the project site.

Individual Completing form:

Steve Innes

Local Government:

Cobb County

Department:

Water System  
Engineering

Telephone: (770)

419-6317

Signature:

Date:

Steve Innes 12/28/06

Please Return this form to:

Haley Fleming, Atlanta Regional Commission  
40 Courtland Street NE  
Atlanta, GA 30303  
Ph. (404) 463-3311 Fax (404) 463-3254  
hfleming@atlantaregional.com

Return Date: Jan 4 2007



APPLICANT Johnson Ferry Baptist Church, Inc

PETITION NO. Z-164

PRESENT ZONING R-20, TS, GC, HI

PETITION FOR OL, LRO, NRC

\*\*\*\*\*

NOTE: Comments reflect only what facilities were in existence at the time of this review.

**WATER COMMENTS:**

Available at Development? ☒ Yes ☐ No  
Fire Flow Test Required? ☒ Yes ☐ No

Size / Location of Existing Water Main(s): 12" DI / E side Hwy 41

Additional Comments: A master meter at an entrance is approvable for each tract

Developer may be required to install/upgrade water mains, based on fire flow test results or Fire Department Code. This will be resolved in the Plan Review Process.

\*\*\*\*\*

**SEWER COMMENTS:**

In Drainage Basin? ☐ Yes ☒ No  
At Development? ☐ Yes ☒ No

Approximate Distance to Nearest Sewer: 2000' west for Church & 300' SW for WellStar if elevs allow

Estimated Waste Generation (in G.P.D.): **A D F** 84,760 **Peak** 211,900

Treatment Plant:

PauldingCo

Plant Capacity Available? ☐ Yes ☐ No  
Line Capacity Available? ☐ Yes ☐ No  
Projected Plant Availability: ☐ 0 - 5 year ☐ 5 - 10 years ☐ over 10 years  
Dry Sewers Required? ☐ Yes ☐ No  
Off-site Easements Required? ☐ Yes\* ☐ No  
Flow Test Required? ☐ Yes ☐ No  
Letter of Allocation issued? ☐ Yes ☐ No  
Septic Tank Recommended by this Department? ☐ Yes ☒ No  
Subject to Health Department Approval? ☐ Yes ☒ No

\* If off-site easements are required, Developer must submit easements to CCWS for review / approval as to form and stipulations prior to the execution of easement(s) by the property owner(s). All easement acquisitions are the responsibility of the Developer.

Additional Comments:

Sewer service is not available without execution and/or revision of pertinent agreements, including the existing Intergovernmental Agreement between Cobb and Paulding. The Church and the WellStar tracts must each ultimately flow by gravity to sewer

Developer will be responsible for connecting to the existing County water and sewer systems, installing and/or upgrading all outfalls and water mains, obtaining on and/or off site easements, dedication of on and/or off site water and sewer to Cobb County, as may be required. Rezoning does not guarantee water/sewer availability/capacity unless so stated in writing by the Cobb County Water System. Permit issuances subject to continued treatment plant compliance with EPD discharge requirements.

APPLICANT: Johnson Ferry Baptist Church, Inc.

PETITION NO.: Z-164

Exhibit C  
DRI #1239  
Page 1 of 2

PRESENT ZONING: R-20, TS, GC, HI

PETITION FOR: OI, LRO, NRC

\*\*\*\*\*

**DRAINAGE COMMENTS**

FLOOD HAZARD: ☐ YES ☒ NO ☐ POSSIBLY, NOT VERIFIED

DRAINAGE BASIN: Lake Allatoona/ Pumpkinvine Cr FLOOD HAZARD INFO: Zone X

- ☐ FEMA Designated 100 year Floodplain Flood.  
☒ Flood Damage Prevention Ordinance DESIGNATED FLOOD HAZARD.  
☒ Project subject to the Cobb County Flood Damage Prevention Ordinance Requirements.  
☐ Dam Breach zone from (upstream) (onsite) lake - need to keep residential buildings out of hazard.

WETLANDS: ☒ YES ☐ NO ☐ POSSIBLY, NOT VERIFIED

Location: Identified on site plan (along existing stream and east of Office Bldg F)

- ☒ The Owner/Developer is responsible for obtaining any required wetland permits from the U.S. Army Corps of Engineer.

STREAMBANK BUFFER ZONE: ☒ YES ☐ NO ☐ POSSIBLY, NOT VERIFIED

- ☐ Metropolitan River Protection Area (within 2000' of Chattahoochee River) ARC (review 35' undisturbed buffer each side of waterway).  
☐ Chattahoochee River Corridor Tributary Area - County review (\_\_\_\_\_ undisturbed buffer each side).  
☒ Georgia Erosion-Sediment Control Law and County Ordinance - County Review/State Review.  
☒ Georgia DNR Variance may be required to work in 25 foot streambank buffers.  
☒ County Buffer Ordinance: 50', 75', 100' or 200' each side of creek channel.

**DOWNSTREAM CONDITION**

- ☐ Potential or Known drainage problems exist for developments downstream from this site.  
☒ Stormwater discharges must be controlled not to exceed the capacity available in the downstream storm drainage system.  
☒ Minimize runoff into public roads.  
☒ Minimize the effect of concentrated stormwater discharges onto adjacent properties.  
☒ Developer must secure any R.O.W required to receive concentrated discharges where none exist naturally  
☒ Existing Lake Downstream Lake Allatoona ~ 1800'.  
Additional BMP's for erosion sediment controls will be required.  
☒ Lake Study needed to document sediment levels.  
☐ Stormwater discharges through an established residential neighborhood downstream.  
☐ Project engineer must evaluate the impact of increased volume of runoff generated by the proposed project on downstream \_\_\_\_\_.

APPLICANT: Johnson Ferry Baptist Church, Inc.

PETITION NO.: Z-164

PRESENT ZONING: R-20, TS, GC, HI

PETITION FOR: OL, LRO, NRC

\*\*\*\*\*

DRAINAGE COMMENTS CONTINUED

SPECIAL SITE CONDITIONS

- ☒ Provide comprehensive hydrology/stormwater controls to include development of out parcels.
- ☒ Submit all proposed site improvements to Plan Review.
- ☒ Any **spring activity** uncovered must be addressed by a qualified geotechnical engineer (PE).
- ☒ Project must comply with the Water Quality requirements of the CWA-NPDES-NPS Permit and County Water Quality Ordinance.
- ☒ Calculate and provide % impervious of project site.
- ☐ Revisit design; reduce pavement area to reduce runoff and pollution.

ADDITIONAL COMMENTS/SUGGESTIONS

1. The majority of this site (55.8 Ac) drains to the northeast to an unnamed tributary to Lake Allatoona. Approximately 9.3 acres drains to the west to US Highway 41 and the Pumpkinvine Creek Basin. Site topography is gentle to moderate with slopes ranging from 5 to 15%. As indicated in the downstream conditions comments, Lake Allatoona is located approximately 1,800 feet downstream of the site. A pre- and post-development sediment study will be required to verify no impact to the lake during construction.
2. Lake Allatoona is a significant source of water supply for the metro-Atlanta area. Special measures must be taken during construction as well as post-construction as part of the site design to protect this valuable resource. Erosion control measures must be well-designed and maintained. It is recommended that onsite timber to be disturbed be mulched and used to establish mulch berms around the perimeter of the site, particularly along the northern and eastern boundary and adjacent to the stream buffers. The use of xeriscape landscaping and low maintenance turf grasses for the athletic fields are recommended to minimize non-point source pollution. All runoff from the athletic fields must be directed to the proposed storm water management ponds for water quality treatment. Also, to further reduce the non-point source impacts of the large parking area proposed, it is recommended that a minimum of 10% of the spaces utilize low impact pervious or grass pavers.
3. The proposed commercial/institutional use will result in significantly more land disturbance and stormwater impact than development under the existing underlying zoning and even the previous Z-201 (2004) proposal. With the exception of the stream buffer, the entire site will be mass graded. If approved, the First Flush Water Quality Best Management Practice Requirements must be elevated to the 1.5-inch rainfall event for the existing residentially zoned portion of the site to compensate for the loss of the natural buffering provided by this site.
4. The proposed layout encroaches on the existing stream buffer and required impervious setback as well as identified wetlands at the rear of Office Building F. This disturbance will require a Nationwide Permit from the Corps of Engineers as well as a Buffer Variance from Georgia EPD and Cobb County. The Stormwater Management Division is not in favor of granting this buffer/wetland disturbance due to the already extensive site disturbance proposed and the natural filtering capacity this area provides within such close proximity to Lake Allatoona.

Your DRI ID NUMBER for this submission is: **1239**  
 Use this number when filling out a DRI REVIEW REQUEST.  
 Submitted on: 9/29/2006 4:02:41 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 191 Lawrence Street Marietta, GA 30062
Telephone:	770-528-2024
Fax:	770-528-2003
E-mail ( <b>only one</b> ):	<a href="mailto:john.pederson@cobbcounty.org">john.pederson@cobbcounty.org</a>

\*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:	Johnson Ferry Baptist Church	
Development Type	Description of Project	Thresholds
Mixed Use	Mixed use development consisting of a 400000 s.f church 380000 s.f. of medical and professional office and 140000 s.f of retail with some restaurants.	<a href="#">View Thresholds</a>
Developer / Applicant and Mailing Address:	Johnson Ferry Baptist Church, Inc. c/o John H. Moore, Esq. 192 Anderson Street Marietta, GA 30060	
Telephone:	770-429-1499	
Fax:	770-429-8631	
Email:	<a href="mailto:tch@mijs.com">tch@mijs.com</a> or <a href="mailto:jmoore@mijs.com">jmoore@mijs.com</a>	
Name of property owner(s) if different from developer/applicant:	Ronald A. Lanier, Barbara L. Lanier, Nancy K. Lanier, Theresa T. Lee, Regina G. Terry	
Provide Land-Lot-District Number:	Land Lots 36 & 37; District 20	
What are the principal streets or roads providing vehicular access to the site?	U.S. Highway 41 and Awtrey Church Road	
Provide name of nearest street(s) or intersection:	U.S. Highway 41 and Awtrey Church Road	
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). ( <a href="http://www.mapquest.com">http://www.mapquest.com</a> or <a href="http://www.mapblast.com">http://www.mapblast.com</a> 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?	.75 miles to Bartow County; .8 miles to Paulding County; 1.1 miles to City of Acworth
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:	Rezoning
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?	Paulding County (if existing intergovernmental agreement is amended)
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: 2010 Overall project: 2010

### Local Government Comprehensive Plan

Is the development consistent with the local government's comprehensive plan, including the Future Land Use Map?	N
If no, does the local government intend to amend the plan/map to account for this development?	N
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?	Y
If yes, how have these improvements been identified:	
Included in local government Comprehensive Plan or Short Term Work Program?	
Included in other local government plans (e.g. SPLOST/LOST Projects, etc.)?	
Included in an official Transportation Improvement Plan (TIP)?	
Developer/Applicant has identified needed improvements?	N
Other (Please Describe): Improvements to be identified in the traffic study.	Y

Submitted on: 12/4/2006 3:36:36 PM

## 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 ( <b>only one</b> ):	<a href="mailto:john.pederson@cobbcounty.org">john.pederson@cobbcounty.org</a>

### Proposed Project Information

Name of Proposed Project:	Johnson Ferry Baptist Church
DRI ID Number:	1239
Developer/Applicant:	Johnson Ferry Baptist Church c/o John Moore
Telephone:	770-429-1499
Fax:	770-429-8631
Email(s):	jmoore@mijs.com or tch@mijs.com

### 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:	151300000
Estimated annual local tax revenues (i.e., property tax, sales tax) likely to be generated by the proposed development:	1013430
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)?	0.133 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:	Paulding County via intergovernmental agreement between Cobb & Paulding Counties.
What is the estimated sewage flow to be generated by the project, measured in Millions of Gallons Per Day (MGD)?	0.166 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?	Y
If there are plans to expand existing wastewater treatment capacity, briefly describe below: See supplemental information.	
If sewer line extension is required to serve this project, how much additional line (in miles) will be required?	400-feet

### 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.)	2,431 Sunday Peak trips
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: All necessary transportation improvements are identified in a traffic study by A & R Engineering as a supplement to this form.	

### Solid Waste Disposal

How much solid waste is the project expected to generate annually (in tons)?	999 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?	65%
Is the site located in a water supply watershed?	Y
If yes, list the watershed(s) name(s) below: Lake Allatoona and Etowah River Basin	
Describe any measures proposed (such as buffers, detention or retention ponds, pervious parking areas) to mitigate the project's impacts on stormwater management: Site plan includes buffers and detention ponds.	

### Environmental Quality

Is the development located within, or likely to affect any of the following:	
1. Water supply watersheds?	Y
2. Significant groundwater recharge areas?	N
3. Wetlands?	Y

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: There may be three wetland areas impacted by this development. See supplemental information.	
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?	N
2. Historic resources?	N
3. Other environmentally sensitive resources?	Y
If you answered yes to any question 1-3 above, describe how the identified resource(s) may be affected below: The property includes a tributary that flows into Lake Allatoona. See supplemental information.	

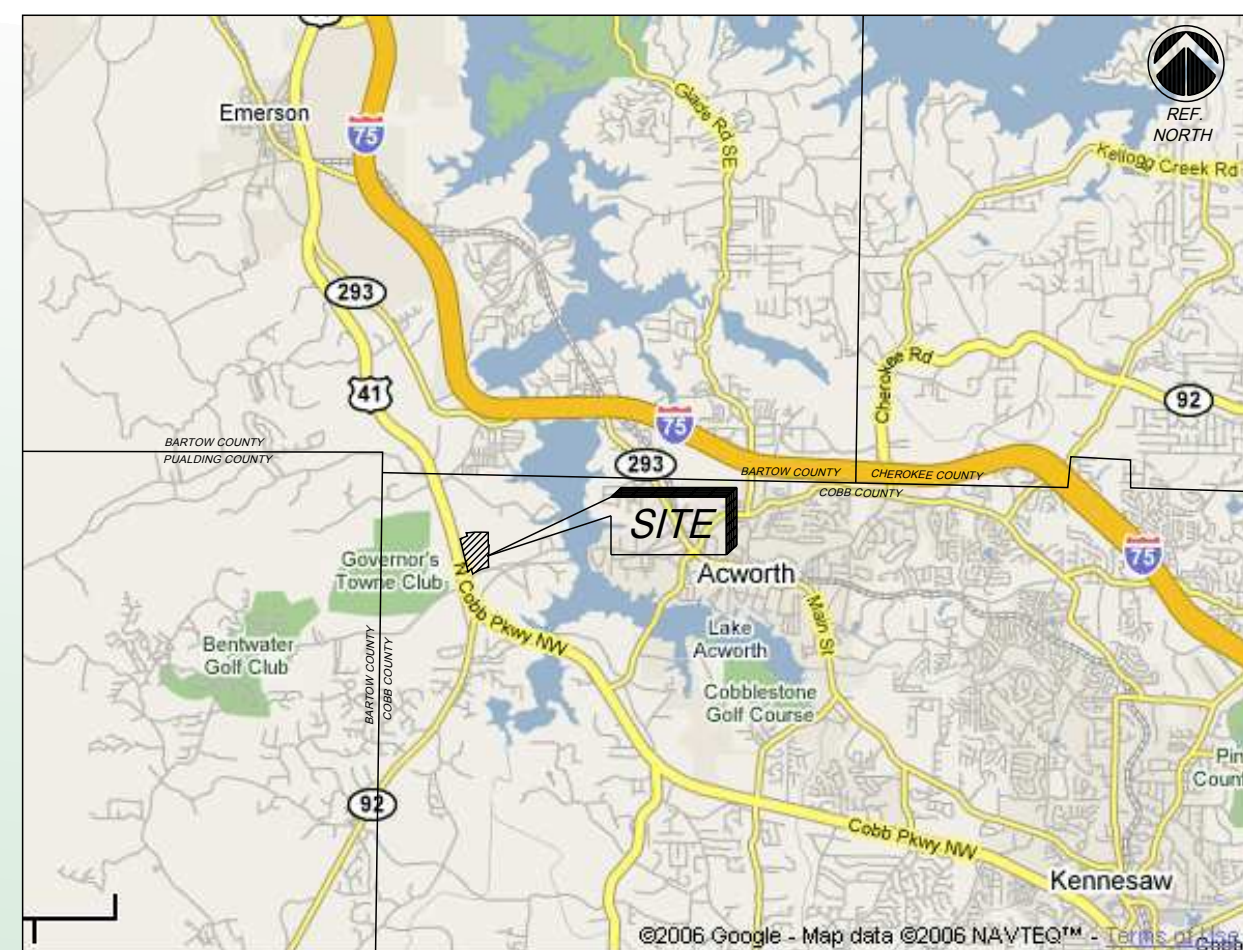


# **PERVIOUS "VS" IMPERVIOUS AREA CALCUALTION NOTE:**

PERVIOUS "VS" IMPERVIOUS AREA CALCULATIONS HAVE BEEN CALCULATED USING THE AUTOCAD LANDDEVELOPMENT PROGRAM. ALL AREA CALCULATIONS HAVE BEEN PERFORMED FROM BACK OF CURB. FOR CLARIFICATION OF CALCULATED AREAS PLEASE CALL THE ENGINEER AT 770-423-0807.

PERVIOUS AREA: 1,341,875 SF  
PERVIOUS PAVER AREA: 103,250 SF

TOTAL PERVIOUS AREA: 1,445,125 SF = 33.18 AC = 51%  
TOTAL IMPERVIOUS AREA: 1,388,453 SF = 31.87 AC = 49%  
TOTAL SITE AREA: 2,833,578 SF = 65.05 AC = 100%



AREA MAP  
N.T.S.



VICINITY MAP  
N.T.S.

TOTAL SITE ACERAGE: 65.05 ±AC

## **FLOOR AREA RATIO CALCULATIONS:**

TRACT 1 (O&I)	TRACT 2 (O&I)	TRACT 3 (NRC)
TOTAL AREA: 32.07 ±AC	TOTAL AREA: 22.58 ±AC	TOTAL AREA: 10.40 ±AC
FLOOR AREA: 400,000 S.F.	FLOOR AREA: 440,000 S.F.	FLOOR AREA: 14,150 S.F.
RATIO: 0.29	RATIO: 0.44	RATIO: 0.18

## **JOHNSON FERRY BAPTIST CHURCH**

USE	BUILDING AREA	PARKING CALCULATIONS	REQUIRED PARKING SPACES	PROVIDED PARKING SPACES
WORSHIP (3,000 SEATS FOR WORSHIP)	60,000 S.F.	3,000 SEATS/14	= 750 SPACES	
EDUCATION (WORSHIP, ADMIN SPACE, ACTIVITY SPACE)	290,000 S.F.	290,000 S.F./1,000 S.F. 280 SUNDAY SCHOOL CLASSROOMS X 2	= 580 SPACES	
ADMIN OFFICE	50,000 S.F.	1 PER 285 SF	= 175 SPACES	
	400,000 S.F.		1905 SPACES	1,200 SPACES

NOTE: ASSUMED CLASSROOM SIZE IS 25' X 40' OR APPROXIMATELY 1,000 S.F. IN AREA.

## **RETAIL**

USE	BUILDING AREA	PARKING CALCULATIONS	REQUIRED PARKING SPACES	PROVIDED PARKING SPACES
RETAIL "A"	10,000 S.F.	1 PER 285 S.F. + 5 FOR ATM	= 40 SPACES	35
RETAIL "B"	10,000 S.F.	1 PER 100 S.F.	= 100 SPACES	44
RETAIL "C"	10,000 S.F.	1 PER 200 S.F.	= 50 SPACES	34
RETAIL "D"	10,000 S.F.	1 PER 200 S.F.	= 50 SPACES	50
	40,000 S.F.		240 SPACES	163 SPACES

## **WELLSTAR**

USE	BUILDING AREA	PARKING CALCULATIONS	REQUIRED PARKING SPACES	PROVIDED PARKING SPACES
BUILDING E OFFICE	195,000 S.F.	1 PER 285 S.F.	= 684 SPACES	586 SPACES
BUILDING F HOSPITAL	245,000 S.F.	1 PER 285 S.F.	= 859 SPACES	710 SPACES
BUILDING G RETAIL	44,000 S.F.	1 PER 200 S.F.	= 220 SPACES	248 SPACES
	484,000 S.F.		1,763 SPACES	1,544 SPACES
	934,000 S.F.		3,608 SPACES	2,887 SPACES

NOTE: THE AMOUNT OF PARKING STALLS PROVIDED IS 621 SPACES LESS THAN REQUIRED BY CODE. HOWEVER, A SHARED PARKING AGREEMENT EXISTS BETWEEN THE HOSPITAL AND CHURCH (SEE NOTE BELOW).

PARKING NOTE: PARKING SPACES TO BE SHARED BETWEEN CHURCH, OFFICE/RETAIL USE. THE USE OF PARKING AREAS ARE TO OCCUR IN THE NEIGHBORING PROPERTY'S OFF HOURS OR NON-PEAK OPERATING TIME. THIS IS TO OCCUR WITH PERMISSION FROM ADJACENT OWNERS AND AT NO CHARGE.

## **CONTACT INFO:**

CONSULTANT:  
LAI ENGINEERING  
1800 PARKWAY CENTER  
SUITE 720  
MARIETTA, GA 30067  
PHONE: 770-973-5561  
FAX: 770-426-1262

CLIENT:  
JOHNSON FERRY BAPTIST CHURCH  
955 JOHNSON FERRY RD  
MARIETTA, GA 30068  
PHONE: 770-973-5561  
FAX: 770-795-3240

**THE GOVERNOR'S PAVILLION  
THE MARKET AT GOVERNOR'S CLUB  
TOTAL BUILD-OUT AREA: 78,700 S.F.  
ZONED: NRC**

TOTAL % IMPERVIOUS AREA: 63%

TOTAL % IMPERVIOUS AREA: 76%



## **REVISIONS**

**JOHNSON FERRY BAPTIST CHURCH**  
PREPARED FOR  
JOHNSON FERRY BAPTIST CHURCH  
AWTREY CHURCH ROAD & U.S. HIGHWAY 41  
ACWORTH, GA

LAI ENGINEERING  
PARKWAY CENTER -  
1800 PARKWAY PL. - STE. 720  
MARIETTA, GA 30067  
PHONE: 770-423-0807  
FAX: 770-423-1262  
WWW.LAIENGINEERING.COM

**LAI ENGINEERING**

JOB NO.: 6329  
DWG NAME: PROJ ALT

**SITE PLAN**

SHEET:

**2**

DATE: 01/25/2006

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NOT ISSUED FOR CONSTRUCTION