



REGIONAL REVIEW NOTIFICATION

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

DATE: Dec 21 2006

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.

SUPPLEMENTAL MEETING SCHEDULED

The Atlanta Regional Commission (ARC) has received the following proposal and is initiating a regional review. During the initial preliminary review, several issues related to this development were found. In order to complete this review, a supplemental meeting has been scheduled.

Name of Proposal: Johnson Ferry Baptist Church

Review Type: Development of Regional Impact

Meeting Date: Friday, January 5, 2007

Time: 10:00am

Location: Executive Conference Room, C Level, ARC Offices

Description: 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.

Submitting Local Government: Cobb County

Date Opened: Dec 21 2006

Deadline for Comments: Jan 4 2007

Earliest the Regional Review can be Completed: Jan 20 2007

THE FOLLOWING LOCAL GOVERNMENTS AND AGENCIES ARE RECEIVING 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 Mike Alexander, Review Coordinator, at (404) 463-3302.



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The Atlanta Regional Commission (ARC) has received the following proposal and is initiating a regional review to seek comments from potentially impacted jurisdictions and agencies. The ARC requests your comments regarding related to the proposal not addressed by the Commission's regional plans and policies.

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GEORGIA REGIONAL TRANSPORTATION AUTHORITY
BARTOW COUNTY
COBB COUNTY SCHOOLS

Attached is information concerning this review.

If you have any questions regarding this review, Please call Haley Fleming, Review Coordinator, at (404) 463-3311. If the ARC staff does not receive comments from you by 2007-01-03, we will assume that your agency has no additional comments and we will close the review. Comments by email are strongly encouraged.

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



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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):

Individual Completing form:

Local Government:

Department:

Telephone: ()

Signature:

Date:

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
hffleming@atlantaregional.com

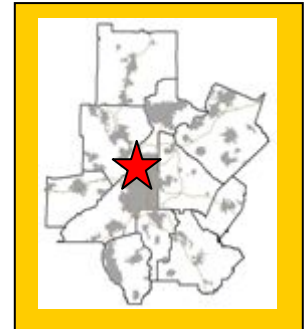
Return Date: Jan 4 2007

Preliminary Report:	December 20, 2006	DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT	Project:	Johnson Ferry Baptist Church #1239
Final Report Due:	January 19, 2007		Comments Due By:	January 3, 2007

PRELIMINARY 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.

This will be determined based on comments received from potentially impacted local governments.

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

This will be determined based on comments received from potentially impacted local governments.

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?

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.

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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?

The proposed development is a mixed use development that includes a church and medical office space for outpatient services. Due to the proposed development's size and uses, it is consistent with ARC's Unified Growth Policy Map which identifies the area as suburban neighborhood and is located along an urban redevelopment corridor. According to the Development Types Matrix, conditionally recommended for suburban neighborhoods is general commercial, and residential small lot, medium lot, large lot, and very low density. Development Types recommended for urban redevelopment corridors include mixed use activity centers, mixed use town centers, and medium and low rise residential uses.

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.

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PRELIMINARY 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 a 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:

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What new taxes will be generated by the proposed project?

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?

To be determined during the review.

NATURAL RESOURCES

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

Stream Buffers and Watershed Protection

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 water 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 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 produced after construction of the proposed development. These estimates are based on some

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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	10.93	18.69	190.18	1180.44	10744.19	13.44	2.40
Office/Light Industrial	54.11	69.80	926.90	6168.54	38309.88	80.08	10.28
TOTAL	65.04	88.49	1117.09	7348.98	49054.07	93.53	12.69

Total impervious: 73%

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

HISTORIC RESOURCES

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

None have been identified.

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

Not applicable.

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

Not applicable.

INFRASTRUCTURE

Transportation

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 7th 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
TOTAL NEW TRIPS	908	312	1220	563	1084	1647	21626	1235	1164	2399

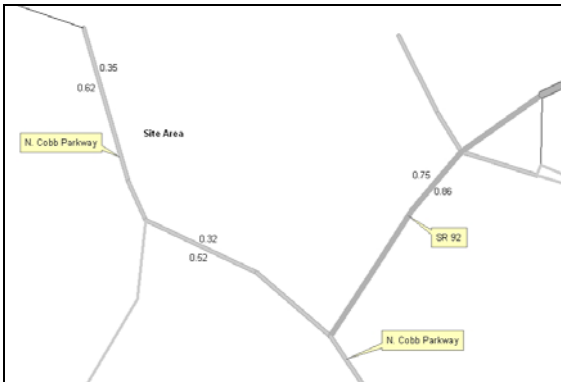
What are the existing traffic patterns and volumes on the local, county, state and interstate roads that serve the site?

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.

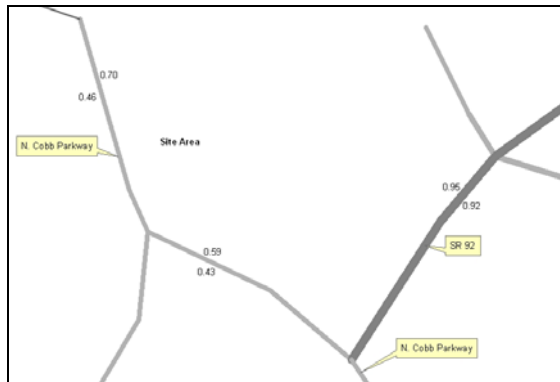
Projected traffic volumes from the Regional Travel Demand Model are compared to the assigned capacity of facilities within the study network. This data is used to calculate a volume to capacity (V/C) ratio. The V/C ratio values that define the LOS thresholds vary depending on factors such as the type 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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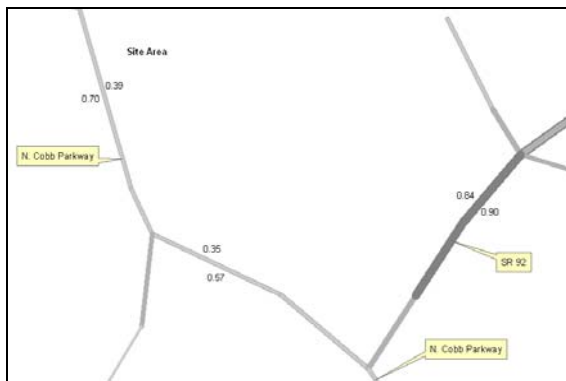
V/C Ratios



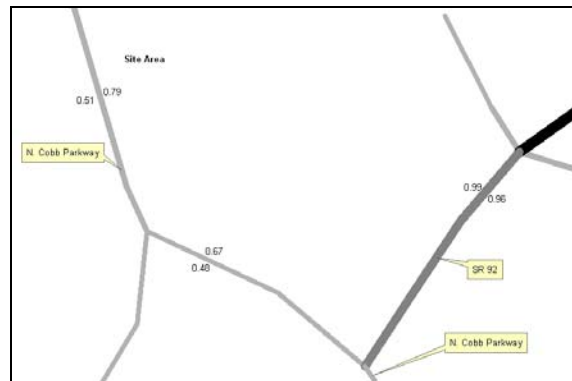
2005 AM Peak



2005 PM Peak



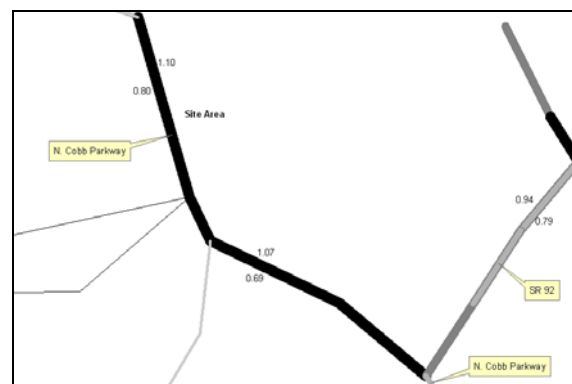
2010 AM Peak



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 30th, 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.

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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.

Air Quality Impacts/Mitigation (based on ARC strategies)	Credits	Total
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%
Total		7%

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.

Preliminary Report:	December 20, 2006	DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT	Project:	Johnson Ferry Baptist Church #1239
Final Report Due:	January 19, 2007		Comments Due By:	January 3, 2007

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

The Pumpkinville facility will serve this plant.

PERMITTED CAPACITY MMF, MGD ₁	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.

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

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

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.

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

No.

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



Preliminary Report:	December 20, 2006	DEVELOPMENT OF REGIONAL IMPACT <u>REVIEW REPORT</u>	Project:	Johnson Ferry Baptist Church #1239
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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.)?**

To be 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?

Preliminary Report:	December 20, 2006	DEVELOPMENT OF REGIONAL IMPACT <u>REVIEW REPORT</u>	Project:	Johnson Ferry Baptist Church #1239
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Likely, assuming the development is approved with multiple price ranges of housing.

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



MEMORANDUM

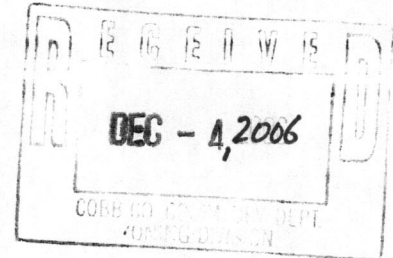
TO: OWEN BROWN, RETAIL PLANNING

FROM: JIM LOWE

DATE: 10/16/06

REVISED: 11/30/06

RE: SEWAGE FLOW COMPUTATIONS
JOHNSON FERRY BAPTIST CHURCH @ AWTREY ROAD & US 41
LAI #5329



	AREA (SF)	GPD
RBC Centura Bank	3390	339
America's Service Station	4,852	485
Bank of America	6,000	600
Eckerd	13,813	1,381
Sherwin-Williams	9,600	960
Governor's Pavilion	48,100	4,810
Discovery Point	10,378	1,038
Wachovia	4,056	406
Publix Shopping Center	77,059	7,706
Governor's Town Club: Total Residential Build Out	517 Res.	155,100
Governor's Town Club: 7 Golf Villas	7 Villas	1,190
Governor's Town Club: Golf Club House	41,000	4,100
Governor's Town Club: Golf Club House Restaurant & Grill (100 Seats & 30 Bar Seats)	5,000	1,740
Governor's Town Club: Golf Club House Ball Room (250 Seats)	4,000	500
Governor's Town Club: Amenity Club House & Sales	9,000	900
Governor's Town Club: Maintenance Facility	9,000	900
Governor's Town Square: Tract "C"	27,100	2,710
Governor's Town Square: Tract "D"	59,710	5,971
Total GPD		190,836

Per Steve Innes use the following:

100gpd/1000sf of office/retail/commercial

300gpd/residential

15 gal/seat/day for restaurant Seats & 8 gal/seat/day for Bar Seats

2 gal/seat/day for the Ball Room Seating

THE ABOVE SQUARE FOOTAGE IS BASED ON THE FULL BUILD OUT OF THE GOVERNOR'S TOWN CLUB AND WAS CONFIRMED WITH BOTH THE PAULDING COUNTY AND COBB COUNTY PLANNING DEPARTMENTS.

Pc: _____

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 (only one):	john.pederson@cobbcounty.org

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

Proposed Project Information

Name of Proposed Project:	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.	View Thresholds
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:	tch@mijs.com or jmoore@mijs.com	
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). (http://www.mapquest.com or http://www.mapblast.com are helpful sites to use.):		
Is the proposed project entirely located within your local government's jurisdiction?	Y	

If yes, how close is the boundary of the nearest other local government?	.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 (only one):	john.pederson@cobbcounty.org

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.	

