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: Apr 11 2008 **ARC REVIEW CODE**: R803121

TO: Chairman Charles Bannister
ATTN TO: Michael Jenness, Planner
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: Gwinnett County
Name of Proposal: **Crossroads Community Church**

Review Type: Development of Regional Impact	**Date Opened:** Mar 12 2008	**Date Closed:** Apr 11 2008

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: The project is located within the mega corridor on ARC's Unified Growth Policy Map. Mega corridors are defined as the most intensely developed radial corridors in the region that may include multiple regional centers.

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

ARC LAND USE PLANNING
ARC DATA RESEARCH
GEORGIA DEPARTMENT OF NATURAL RESOURCES
CITY OF LAWRENCEVILLE
ARC TRANSPORTATION PLANNING
ARC AGING DIVISION
GEORGIA DEPARTMENT OF TRANSPORTATION
ARC ENVIRONMENTAL PLANNING
GEORGIA DEPARTMENT OF COMMUNITY AFFAIRS
GEORGIA REGIONAL TRANSPORTATION AUTHORITY

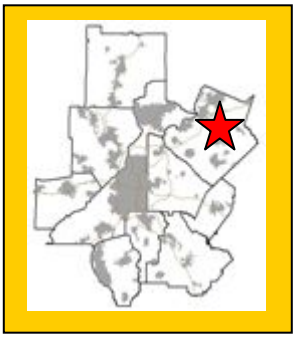
If you have any questions regarding this review, Please call Haley Fleming, Review Coordinator, at (404) 463-3311. This finding will be published to the ARC website.

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

Preliminary Report:	March 12, 2008	**DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT**	Project:	Crossroads Community Church #1707
Final Report Due:	April 11, 2008		Comments Due By:	March 26, 2008

FINAL REPORT SUMMARY

PROPOSED DEVELOPMENT:



Crossroads Community Church is a 103,928 square foot worship center with 2,500 seats on 69 acres in Gwinnett County. The development includes 999 parking spaces. The development is proposing to add parking to the facility for a total of 1,356 parking spaces. The development is located on State Route 20 between Wildcat Drive and Coronanda Trail.

PROJECT PHASING:

The project is being proposed in one phase with a project build out date 2008.

GENERAL

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

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

The project site is currently zoned R-100 and R-A-200. The DRI trigger for this project is the additional parking spaces. Information submitted for the review states that the proposed development is consistent with Gwinnett County's future land use plan which designates the area as light industrial.

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

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

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

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

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

No, the proposed development would not increase the need for services in the area.

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

The ARC has reviewed other major development projects, known as Area Plan (1984 to1991) or as a DRI (1991 to present), within a 1 mile radius of the proposed project.

YEAR	NAME
1988	Collins Hill Crossing
1986	Fairview Station
1985	Gwinnett Progress Center
1984	Collins Hill Residential

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 the Crossroads Community Church that was completed in January of 2008.

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

No.

Is the proposed development consistent with regional plans and policies?

The project is located within the mega corridor on ARC's Unified Growth Policy Map. Mega corridors are defined as the most intensely developed radial corridors in the region that may include multiple regional centers.

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.

Practice 2: Contribute to the area's jobs-housing balance. Strive for a job-housing balance with a three to five mile area around a development site.
Practice 3: Mix land uses at the finest grain the market will bear and include civic uses in the mix.
Practice 4: Develop in clusters and keep the clusters small. This will result in more open space preservation.
Practice 5: Place higher-density housing near commercial centers, transit lines and parks. This will enable more walking, biking and transit use.
Practice 6: Phase convenience shopping and recreational opportunities to keep pace with housing. These are valued amenities and translate into less external travel by residents if located conveniently to housing.
Practice 7: Make subdivisions into neighborhoods with well-defined centers and edges. This is traditional development.
Practice 8: Reserve school sites and donate them if necessary to attract new schools. This will result in neighborhood schools which provide a more supportive learning environment than larger ones.
Practice 9: Concentrate commercial development in compact centers or districts, rather than letting it spread out in strips.
Practice 10: Make shopping centers and business parks into all-purpose activity centers. Suburban shopping centers and their environs could be improved by mixing uses and designing them with the pedestrian amenities of downtowns.
Practice 11: Tame auto-oriented land uses, or at least separate them from pedestrian-oriented uses. Relegate "big box" stores to areas where they will do the least harm to the community fabric.

BEST TRANSPORTATION PRACTICES

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

BEST ENVIRONMENTAL PRACTICES

Practice 1: Use a systems approach to environmental planning. Shift from development orientation to basins or ecosystems planning.
Practice 2: Channel development into areas that are already disturbed.
Practice 3: Preserve patches of high-quality habitat, as large and circular as possible, feathered at the edges and connected by wildlife corridors. Stream corridors offer great potential.
Practice 4: Design around significant wetlands.
Practice 5: Establish upland buffers around all retained wetlands and natural water bodies.
Practice 6: Preserve significant uplands, too.
Practice 7: Restore and enhance ecological functions damaged by prior site activities.

Practice 8: Detain runoff with open, natural drainage systems. The more natural the system the more valuable it will be for wildlife and water quality.
Practice 9: Design man-made lakes and stormwater ponds for maximum environmental value. Recreation, stormwater management, wildlife habitat and others.
Practice 10: Use reclaimed water and integrated pest management on large landscaped areas. Integrated pest management involves controlling pests by introducing their natural enemies and cultivating disease and insect resistant grasses.
Practice 11: Use and require the use of Xeriscape™ landscaping. Xeriscaping™ is water conserving landscape methods and materials.

BEST HOUSING PRACTICES

Practice 1: Offer "life cycle" housing. Providing integrated housing for every part of the "life cycle."
Practice 2: Achieve an average net residential density of six to seven units per acre without the appearance of crowding. Cluster housing to achieve open space.
Practice 3: Use cost-effective site development and construction practices. Small frontages and setbacks; rolled curbs or no curbs; shared driveways.
Practice 4: Design of energy-saving features. Natural shading and solar access.
Practice 5: Supply affordable single-family homes for moderate-income households.
Practice 6: Supply affordable multi-family and accessory housing for low-income households.
Practice 7: Tap government housing programs to broaden and deepen the housing/income mix.
Practice 8: Mix housing to the extent the market will bear.

LOCATION

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

The proposed development is located along in Gwinnett County on the west side of I-20 between Wildcat Drive and Coronada Trail.

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 the County's jurisdiction. The proposed project is less than two miles from the City of Lawrenceville.

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

None were determined during the review. The proposed development is surrounded by residential and light industrial 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?

Estimated value of the development is $20,000,000. The Church is tax exempt.

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?

None were 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 proposed project site is not located within any water supply watershed and therefore no Part 5 Criteria apply. The property abuts the Yellow River and is crossed by an unnamed tributary of the Yellow River. Streams on the property are subject to the Gwinnett County stream buffer ordinance, which requires a 50-foot buffer and an additional 25-foot impervious surface setback on both banks of all streams under the ordinance's jurisdiction. The buffers are shown on both the Yellow River and its tributary. It appears that the walkways adjacent to the proposed parking areas may intrude on the setback and buffer. Such activity may require a variance from Gwinnett County. All state waters on the property are subject to the State Erosion and Sedimentation Act 25-foot stream buffer, which is administered by the Environmental Protection Division of Georgia DNR.

Storm Water / Water Quality

The project should adequately address the impacts of the proposed development on stormwater runoff and downstream water quality. During construction, the project should conform to the relevant state and federal erosion and sedimentation control requirements. After construction, water quality will be impacted due to polluted stormwater runoff. ARC has estimated the amount of pollutants that will be produced after construction of the proposed development. These estimates are based on some simplifying assumptions for typical pollutant loading factors (lbs/ac/yr). The loading factors are based on regional storm water monitoring data from the Atlanta Region. Because there are no estimates for institutional uses, office/light industrial was used in this calculation. The estimates are based on development of the entire property, so actual loadings will be lower than those 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
Office/Light Industrial	68.99	89.00	1181.80	7864.86	48844.92	102.11	13.11
TOTAL	68.99	89.00	1181.80	7864.86	48844.92	102.11	13.11

Total % impervious 70%

Water quality ponds are identified on the project plans. In the design of these ponds and other stormwater runoff quality measures, the project should include the stormwater management controls (structural and/or nonstructural) found in the Georgia Stormwater Management Manual (www.georgiastormwater.com) and meet the stormwater management quantity and quality criteria outlined in the Manual in order to fully address post-construction stormwater runoff quality. Where possible, the project also should use the stormwater better site design concepts included in the Manual.

HISTORIC RESOURCES

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

None have been identified.

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

Not applicable.

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

Not applicable.

INFRASTRUCTURE
Transportation

Georgia Regional Transportation Authority Review Findings

This DRI proposal is being considered for review under the Georgia Regional Transportation Authority Expedited Review. The site is a worship center and is proposing additional parking spaces in Gwinnett County.

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

GRTA and ARC review staff agreed with the methodology and assumptions used in the analysis. The net trip generation is based on the specific operational parameters being proposed by the developer.

Based on information submitted for the review and the proposed use on the site, the vehicle trips generated by the proposed development will be 947 trips per day.

What transportation improvements are under construction or planned for the Region that would affect or be affected by the proposed project? What is the status of these improvements (long or short range or other)?

2005-2010 TIP*

ARC Number	**Route**	Type of Improvement	Scheduled Completion Year

2030 RTP*

ARC Number	**Route**	Type of Improvement	Scheduled Completion Year
GW-020D	METRO ARTERIAL CONNECTOR [ALIGNMENT THROUGH CITY OF LAWRENCEVILLE] - SR 20 (BUFORD DRIVE) FROM I-85 NORTH TO ROCK SPRINGS ROAD	General Purpose Roadway Capacity	2030

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

What are the recommended transportation improvements?

No significant impacts have been estimated because of the development of this project.

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

With only an estimated 947 vehicle trips accessing the site daily, this development is permissible under the Expedited Review criteria.

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

Given the type of development, none are necessary and the Air Quality Benchmark test will not be used.

INFRASTRUCTURE

Wastewater and Sewage

Wastewater is estimated at 0.013 MGD based on information submitted for the review.

Which facility will treat wastewater from the project?

Beaver Ruin will provide wastewater treatment for the proposed development.

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

The capacity of Beaver Ruin Site is listed below:

PERMITTED CAPACITY MMF, MGD [1]	DESIGN CAPACITY MMF, MGD	2001 MMF, MGD	2008 MMF, MGD	2008 CAPACITY AVAILABLE +/-, MGD	PLANNED EXPANSION	REMARKS
4.5	4.5	4.46	4.5	0	None.	

MMF: Maximum Monthly Flow. Mgd: million of gallons per day.
*[1] Source: Metropolitan North Georgia Water Planning District **SHORT-TERM WASTEWATER CAPACITY PLAN**, August 2002.*

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

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

INFRASTRUCTURE
Water Supply and Treatment

How much water will the proposed project demand?

Water demand also is estimated at 0.013 MGD based on information submitted for the review

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 65 tons of solid waste per year and the waste will be disposed of in Gwinnett County.

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

No.

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

None stated.

INFRASTRUCTURE
Other facilities

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

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

None were determined during the review.

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?

Given the minimal number of employees, no housing impact analysis is necessary.

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

N/A

* 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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February 19, 2008

Mr. Michael Roberson
Transportation Engineer
Georgia Regional Transportation Authority
245 Peachtree Center Avenue, NE
Atlanta, GA 30303

RE: Traffic Memorandum
Crossroads Community Church
Completion Phase - DRI

Dear Michael:

Aquaterra Engineering on behalf of Crossroads Community Church, is submitting this traffic memorandum in accordance with GRTA procedures for DRI expedited review application under Section 3-102.B. (Limited Daily Trip Generation). This letter references available technical reports and applicable regulations to conclude that the developed site will generate less than 1,000 average daily vehicular trips and will not require an air quality permit from the Georgia Department of Natural Resources Environmental Protection Division.

- **Project Description:**
  The site is located in Land Lot 51 of the 7th district, Gwinnett County. The existing land use is a developed property, consisting of a two-story sanctuary and multi-purpose building, with associated parking lots and utilities. The proposed project will include construction & striping of additional parking spaces in accordance with the Gwinnett County parking variance case number ZVR2006 00126 approved June 13, 2006. The existing project's hydrology, utility and associated site design took the proposed expansion into consideration.

  The permitted site layout is designed in accordance with Gwinnett County Development Regulations. In particular, these standards were applied to sidewalk design, building access, internal driveway design, parking space and parking aisle geometry. Hence the completed project is expected to maintain efficient, on-site pedestrian and vehicular movements. The attached site plan, exhibit E1 details these characteristics.

- **Trip Generation:**
  Access to the site is provided at two points of Buford Highway (SR#20). One access point is at the North Eastern property boundary opposite Wildcat Drive and the other at the South Eastern property boundary opposite Coronado Trail. Driveway cuts and associated improvements are shown on the site plan as permitted by the Georgia Department of Transportation.

  To determine the projects vehicular Level of Service (LOS) and the projected trip generation and distribution, a traffic study was prepared by Street Smarts in June of 2005, and is included in this submittal. The trip generation chart shown in Table 4. of this report has been updated as shown to reflect current development conditions with a building footprint of 103,928 sf. The conceptual design used in the original report specifies a building footprint of 88,000 sf.
  The updated chart indicates that the developed site will generate less than 1,000 average daily vehicular trips.

TRIP GENERATION CHART

Current

Land Use (ITE Code)	Intensity	Daily	Weekday AM Peak		Weekday PM Peak		Sunday Peak	
		Total	In	Out	In	Out	In	Out
Church (560)	103,928 S.F.	947	40	34	36	33	611	611

Concept

Land Use (ITE Code)	Intensity	Daily	Weekday AM Peak		Weekday PM Peak		Sunday Peak	
		Total	In	Out	In	Out	In	Out
Church (560)	88,000 S.F.	802	34	29	30	28	517	517

Reference: ITE Trip Generation Manual, 7th edition

Section six of the report concludes that;

- For existing and year 2007 future with church traffic conditions, MUTCD signal warrant volume requirements are not met at either intersection.
- Although not necessary from an LOS (Level of Service) standpoint, the separate turn lanes will facilitate safer and more efficient movement on the site.

Based on the report, it can be concluded that vehicle access will not result in unacceptable congestion on adjacent roads and nearby intersections.

- **Air Quality**

In accordance with the Georgia Department of Natural Resources Environmental Protection Division, Rules for Air Quality Control Chapter 391-3-1.03 effective July 25, 2007, the church development is exempt from filing for the Construction or Operating (SIP) Permit. The developed facility is not expected to generate emissions that will have adverse effects to air quality.

Attached:

GRTA Expedited Review Application and Checklist
Site Plan (Exhibit E1)
Aerial Photograph - (E2 - Preconstruction, E3 & E4 - Construction Phase)
Traffic Study

Please contact our office with any questions or comments.

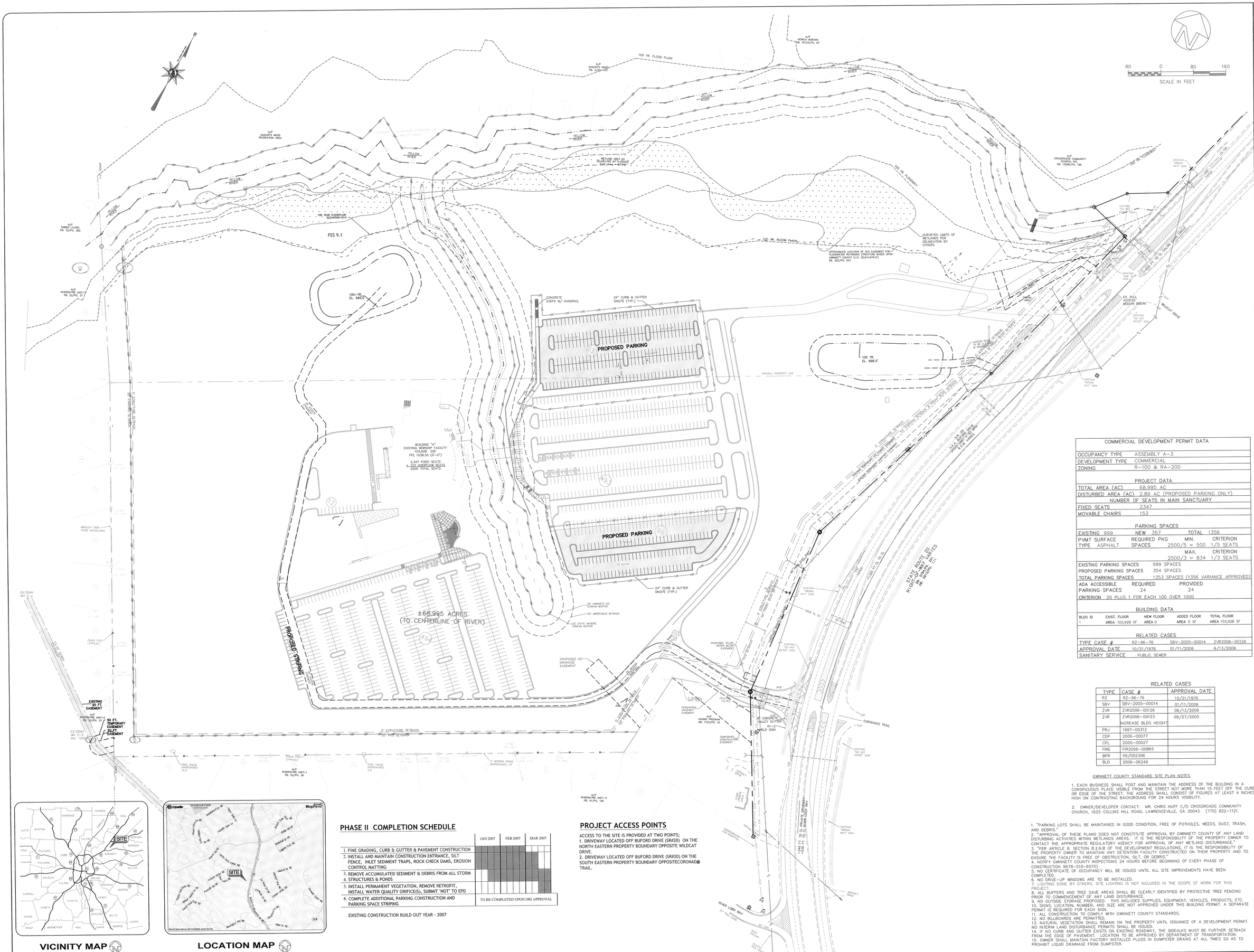
Thank you for your assistance.

Sincerely,

AQUATERRA ENGINEERING, LLC

Laura Mwirigi, E.I.
Project Engineer

Chanc W. Moore, P.E.
Office Manager


SCALE IN FEET
80 0 80 160
100 YR. FLOOD PLAIN
100 YR. FLOODWAY
YELLOW RIVER
WETLAND AREA A5 DELINEATED BY FLAGGING
100 YEAR FLOODPLAIN ELEVATION=974
FES 9.1
100-YR EL. 985.0
100 YR EL. 998.5'
SURVEYED LIMITS OF WETLANDS PER DELINEATION BY OTHERS
APPROXIMATE LOCATION OF SCS EASEMENT FOR FLOODWATER RETARDING STRUCTURE BASED UPON GWINNETT COUNTY G.I.S. (ELEV=974.0') DB. 283/PG. 657
N/F SADDLE'S WOOD RECREATION AREA
N/F SADDLE'S WOOD PB. 3/50-157
N/F MONICA MORARU DOB. 30125/PG. 87
N/F CROSSROADS COMMUNITY CHURCH, INC. DB. 15596/PG. 186
N/F TIMBER LAUREL PB. 32/PG. 280
N/F RIVERSHYRE UNIT-9 PB. 52/PG. 37
N/F RIVERSHYRE UNIT-5 PB. 52/PG. 37
N/F RIVERSHYRE UNIT-1 PB. 52/PG. 36
N/F RIVERSHYRE UNIT-11 PB. 81/PG. 156
N/F NADINE FREEMAN DB. 7133/PG. 18
BUILDING "A" EXISTING WORSHIP FACILITY 103,928 GSF FFE 1038.55 (0'-0")
2,347 FIXED SEATS + 153 OVERFLOW SEATS 2500 TOTAL SEATS
PROPOSED PARKING
PROPOSED PARKING
±68.995 ACRES (TO CENTERLINE OF RIVER)
PROPOSED STRIPING
CONCRETE STEPS W/ HANDRAIL
24" CURB & GUTTER ONSITE (TYP.)
24" CURB & GUTTER ONSITE (TYP.)
50' GWINNETT CO. STREAM BUFFER
75' IMPERVIOUS SETBACK
25' STATE WATERS STREAM BUFFER
5' STRUCTURE SETBACK
50' REAR SETBACK
EXISTING 50 FT. ACCESS EASEMENT
EXISTING 20 FT. ACCESS EASEMENT
50 FT. TEMPORARY EASEMENT
20 FT. ACCESS EASEMENT
EX. SSMH MH C-1
EX. SSMH MH C-2 INV. 1004
EX. SSMH MH C-3
EX. SSMH MH C-4
EX. SSMH MH C-5
EX. SSMH MH C-6
EX. SSMH MH C-7
EX. SSMH MH C-8
EX. SSMH MH C-9
EX. SSMH MH C-10
EX. SSMH MH C-11
EX. SSMH MH C-12
EX. SSMH MH