



## DEVELOPMENT OF REGIONAL IMPACT (DRI) REGIONAL REVIEW & REQUEST FOR COMMENTS

Three Rivers Regional Commission  
P. O. Box 818 Griffin, GA 30224 Telephone: 678-692-0510 Fax: 678-692-0513

### GENERAL INFORMATION

Name of Proposal:	Sentury Tire Plant	DRI Online ID #: 2708
Submitting Local Government:	City of LaGrange	Deadline for Comments: October 9, 2017
RC Contact:	James A. Abraham, Sr.	RC Info: Robert Hiatt,
Telephone:	678-692-0510	Interim Executive Director
Email:	abraham@threeriversrc.com	Three Rivers Regional Commission
		P. O. Box 818
		Griffin, Georgia 30224

### INSTRUCTIONS

The project described below has been submitted to the Three Rivers Regional Commission (TRRC) for review as a Development of Regional Impact (DRI). A DRI is a development project of sufficient scale or importance that it is likely to have impacts beyond the jurisdictions in which the project is actually located, such as adjoining cities or neighboring counties.

The Three Rivers Regional Commission (TRRC) would like to consider your review and comments on this proposed development in our DRI review process from all potentially Affected Government Parties. For the purposes of this review, "Affected Government Parties" are defined as: 1) any local government within geographic proximity that may be impacted by the DRI project located outside of its jurisdictional limits; 2) any local, state, or federal agencies that could potentially have concern about the project's impact on regional systems and resources; 3) Georgia Regional Transportation Authority (GRTA), if the proposed project is located within GRTA's jurisdiction; and 4) the host Regional Commission plus any Regional Commission within geographic proximity that could potentially have concern about the project's impact on regional systems and resources.

Therefore, please review the information about the project included with this form and give us your comments on the attached sheet as provided. Please contact the staff member identified in this package for any questions or comments. The completed form must be returned to the TRRC on or before the specified return deadline.

### PROJECT DESCRIPTION

Sentury Tire, is based in Qingdao, China. The company is locating its American Headquarters, research, development, distribution and manufacturing plant to the City of LaGrange in Troup County, Georgia. The plant will be developed on ± 400 acres off Pegasus Parkway at Sewon Boulevard. The first phase of the project will be an estimated \$530 million investment and employ 1,000 people (see the attached staff preliminary report for more details).

### PRELIMINARY FINDINGS AND COMMENTS OF THE TRRC AND GRTA (If applicable)

The Atlanta Regional Commission (ARC) administers, under contract, the Georgia Regional Transportation Authority's (GRTA's) functions pursuant to state law (OCGA §50-32-14). However, Troup County and the city of LaGrange are outside of GRTA's jurisdiction, so GRTA review does not apply to this review. This development would not fall under that agency's purview. Therefore, a review by that agency is not required. However, this DRI does have to undergo GDOT (Georgia Department of Transportation) review and comments because of the State route in the proposed development.



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Name of Project: Sentury Tire Plant

DRI Online ID #: 2708

The following Local Governments and Agencies are receiving Notice of this Request for Comments on this TRRC  
DRI review:

City of Grantville City of Hogansville Town of Lone Oak Coweta County Government Troup County Government Heard County Government Meriwether County Government Troup County School System (TCSS) LaGrange—Troup County Chamber of Commerce River Valley Regional Commission Georgia Department of Economic Development Coweta County Development Authority City of LaGrange Industrial Authority Meriwether County Chamber of Commerce Three Rivers Regional Commission Transit Georgia Department of Transportation (GDOT) Aviation Program	Georgia Department of Natural Resources (DNR) Georgia Department of Transportation (GDOT) Georgia Department of Community Affairs (DCA) City of West Point City of West Point Development Authority Harris County Government City of Franklin LaGrange—Callaway Airport Chambers County, State of Alabama Troup County Development Authority Meriwether Development Authority Heard County Chamber of Commerce EPD Air Protection Branch EPD Watershed Protection Branch EPD Land Protection Branch
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Name of Project: Sentury Tire Pant

DRI Online ID #: 2708

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

### AFFECTED PARTY AND LOCAL GOVERNMENTS INFORMATION

Individual Completing Form: \_\_\_\_\_

Name of Local Government or Affected Party: \_\_\_\_\_

Department Location: \_\_\_\_\_

Telephone: ( ) \_\_\_\_\_

Signature: \_\_\_\_\_

#### *Please Return This Form To:*

James A. Abraham, Sr., Planner  
Three Rivers Regional Commission  
P. O. Box 818  
Griffin, GA 30224  
Telephone: 678-692-0510  
Fax: 678-692-0513  
jabraham@threeriversrc.com

*Return Date: October 9, 2017*



## Developments of Regional Impact

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DRI #2708

### DEVELOPMENT OF REGIONAL IMPACT Initial DRI Information

This form is to be completed by the city or county government to provide basic project information that will allow the RDC to determine if the project appears to meet or exceed applicable DRI thresholds. Refer to both the [Rules for the DRI Process](#) and the [DRI Tiers and Thresholds](#) for more information.

#### Local Government Information

Submitting Local Government:

Individual completing form:

Telephone:

E-mail:

\*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:

Location (Street Address, GPS Coordinates, or Legal Land Lot Description):

Brief Description of Project:

#### Development Type:

- |  |   |   |
|--|---|---|
| <input type="radio"/> (not selected)                       | <input type="radio"/> Hotels                                | <input type="radio"/> Wastewater Treatment Facilities |
| <input type="radio"/> Office                               | <input type="radio"/> Mixed Use                             | <input type="radio"/> Petroleum Storage Facilities    |
| <input type="radio"/> Commercial                           | <input type="radio"/> Airports                              | <input type="radio"/> Water Supply Intakes/Reservoirs |
| <input type="radio"/> Wholesale & Distribution             | <input type="radio"/> Attractions & Recreational Facilities | <input type="radio"/> Intermodal Terminals            |
| <input type="radio"/> Hospitals and Health Care Facilities | <input type="radio"/> Post-Secondary Schools                | <input type="radio"/> Truck Stops                     |
| <input type="radio"/> Housing                              | <input type="radio"/> Waste Handling Facilities             | <input type="radio"/> Any other development types     |
| <input checked="" type="radio"/> Industrial                | <input type="radio"/> Quarries, Asphalt & Cement Plants     |   |

If other development type, describe:

Project Size (# of units, floor area, etc.):

Developer:

Mailing Address:

Address 2:

City:  State:  Zip:

Telephone:

Email:

Is property owner different from developer/applicant? ☐ (not selected) ☒ Yes ☐ No

If yes, property owner:

Is the proposed project entirely located within your local government's jurisdiction? ☐ (not selected) ☒ Yes ☐ No

If no, in what additional jurisdictions is the project located?	<input type="text"/>
Is the current proposal a continuation or expansion of a previous DRI?	<input type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> No
If yes, provide the following information:	Project Name: <input type="text"/>
	Project ID: <input type="text"/>
	<input type="checkbox"/> Rezoning
	<input type="checkbox"/> Variance
	<input type="checkbox"/> Connect Sewer
	<input type="checkbox"/> Connect Water
	<input type="checkbox"/> Permit
	<input type="checkbox"/> Other
	<input type="text"/>
The initial action being requested of the local government for this project:	
Is this project a phase or part of a larger overall project?	<input type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> No
If yes, what percent of the overall project does this project/phase represent?	<input type="text"/>
Estimated Project Completion Dates:	This project/phase: <input type="text" value="October 2019"/>
	Overall project: <input type="text" value="October 2019"/>
<div><div>Save Updates to Submitted Form</div><div>Save without Submitting</div><div>Cancel</div></div>	
<a href="#">Back to Top</a>	

You are logged in to the DRI Website as **Jabraham** . | [Change Password](#) | [Go to Applications Listing](#)

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## Developments of Regional Impact

[DRI Home](#)[Tier Map](#)[Apply](#)[View Submissions](#)[Logout](#)**DRI #2708**

### DEVELOPMENT OF REGIONAL IMPACT Additional DRI Information

This form is to be completed by the city or county government to provide information needed by the RDC for its review of the proposed DRI. Refer to both the [Rules for the DRI Process](#) and the [DRI Tiers and Thresholds](#) for more information.

#### Local Government Information

Submitting Local Government: LaGrange

Individual completing form: Leigh Threadgill

Telephone: 7068832088

Email: lthreadgill@lagrangega.org

#### Project Information

Name of Proposed Project: Sentury Tire Plant

DRI ID Number: 2708

Developer/Applicant: Sentury Tire LLC., Alexandra Segers

Telephone: 7068810445

Email(s): asegers@ssoe.com

#### Additional Information Requested

Has the RDC identified any additional information required in order to proceed with the official regional review process? (If no, proceed to Economic Impacts.)

☐ (not selected) ☒ Yes ☐ No

If yes, has that additional information been provided to your RDC and, if applicable, GRTA?

☒ (not selected) ☐ Yes ☐ No

If no, the official review process can not start until this additional information is provided.

#### Economic Development

Estimated Value at Build-Out:

430 Million USD

Estimated annual local tax revenues (i.e., property tax, sales tax) likely to be generated by the proposed development:

7.5 Million USD

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

☐ (not selected) ☒ Yes ☐ No

Will this development displace any existing uses?

☐ (not selected) ☒ Yes ☐ No

If yes, please describe (including number of units, square feet, etc):

1,700,000 square feet of building

#### Water Supply

Name of water supply provider for this site: City of LaGrange

What is the estimated water supply demand to be generated by the project,

435.7 MGD

measured in Millions of Gallons Per Day (MGD)?

Is sufficient water supply capacity available to serve the proposed project? ☐ (not selected) ☒ Yes ☐ No

If no, describe any plans to expand the existing water supply capacity:

Is a water line extension required to serve this project? ☐ (not selected) ☒ Yes ☐ No

If yes, how much additional line (in miles) will be required?

### Wastewater Disposal

Name of wastewater treatment provider for this site:

City of LaGrange

What is the estimated sewage flow to be generated by the project, measured in Millions of Gallons Per Day (MGD)?

422.629 MGD

Is sufficient wastewater treatment capacity available to serve this proposed project? ☐ (not selected) ☒ Yes ☐ No

If no, describe any plans to expand existing wastewater treatment capacity:

Is a sewer line extension required to serve this project? ☐ (not selected) ☒ Yes ☐ No

If yes, how much additional line (in miles) will be required?

### 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.)

4-5 trucks per hour, during day time operation

Has a traffic study been performed to determine whether or not transportation or access improvements will be needed to serve this project?

☐ (not selected) ☒ Yes ☐ No

Are transportation improvements needed to serve this project?

☐ (not selected) ☒ Yes ☐ No

If yes, please describe below:

### Solid Waste Disposal

How much solid waste is the project expected to generate annually (in tons)?

750 tons/year

Is sufficient landfill capacity available to serve this proposed project?

☐ (not selected) ☒ Yes ☐ No

If no, describe any plans to expand existing landfill capacity:

Will any hazardous waste be generated by the development?

☐ (not selected) ☒ Yes ☐ No

If yes, please explain:

### Stormwater Management

What percentage of the site is projected to be impervious surface once the proposed development has been constructed?

33%

Describe any measures proposed (such as buffers, detention or retention ponds, pervious parking areas) to mitigate the project's impacts on stormwater management:

Several retention ponds will be installed on site

### Environmental Quality

Is the development located within, or likely to affect any of the following:

- |   |  |
|---|--|
| 1. Water supply watersheds?                   | <input type="radio"/> (not selected) <input checked="" type="radio"/> Yes <input type="radio"/> No |
| 2. Significant groundwater recharge areas?    | <input type="radio"/> (not selected) <input checked="" type="radio"/> Yes <input type="radio"/> No |
| 3. Wetlands?                                  | <input type="radio"/> (not selected) <input checked="" type="radio"/> Yes <input type="radio"/> No |
| 4. Protected mountains?                       | <input type="radio"/> (not selected) <input checked="" type="radio"/> Yes <input type="radio"/> No |
| 5. Protected river corridors?                 | <input type="radio"/> (not selected) <input checked="" type="radio"/> Yes <input type="radio"/> No |
| 6. Floodplains?                               | <input type="radio"/> (not selected) <input checked="" type="radio"/> Yes <input type="radio"/> No |
| 7. Historic resources?                        | <input type="radio"/> (not selected) <input checked="" type="radio"/> Yes <input type="radio"/> No |
| 8. Other environmentally sensitive resources? | <input type="radio"/> (not selected) <input checked="" type="radio"/> Yes <input type="radio"/> No |

If you answered yes to any question above, describe how the identified resource(s) may be affected:

Save Updates to Submitted Form

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## PHASE

**CLIPPING INFORMATION**

30240

017-00737-01

[illegible]

**SITE LAYOUT  
PHASE 1 & TEST TRACK**

**Know what's below.**  
**Call before you dig.**



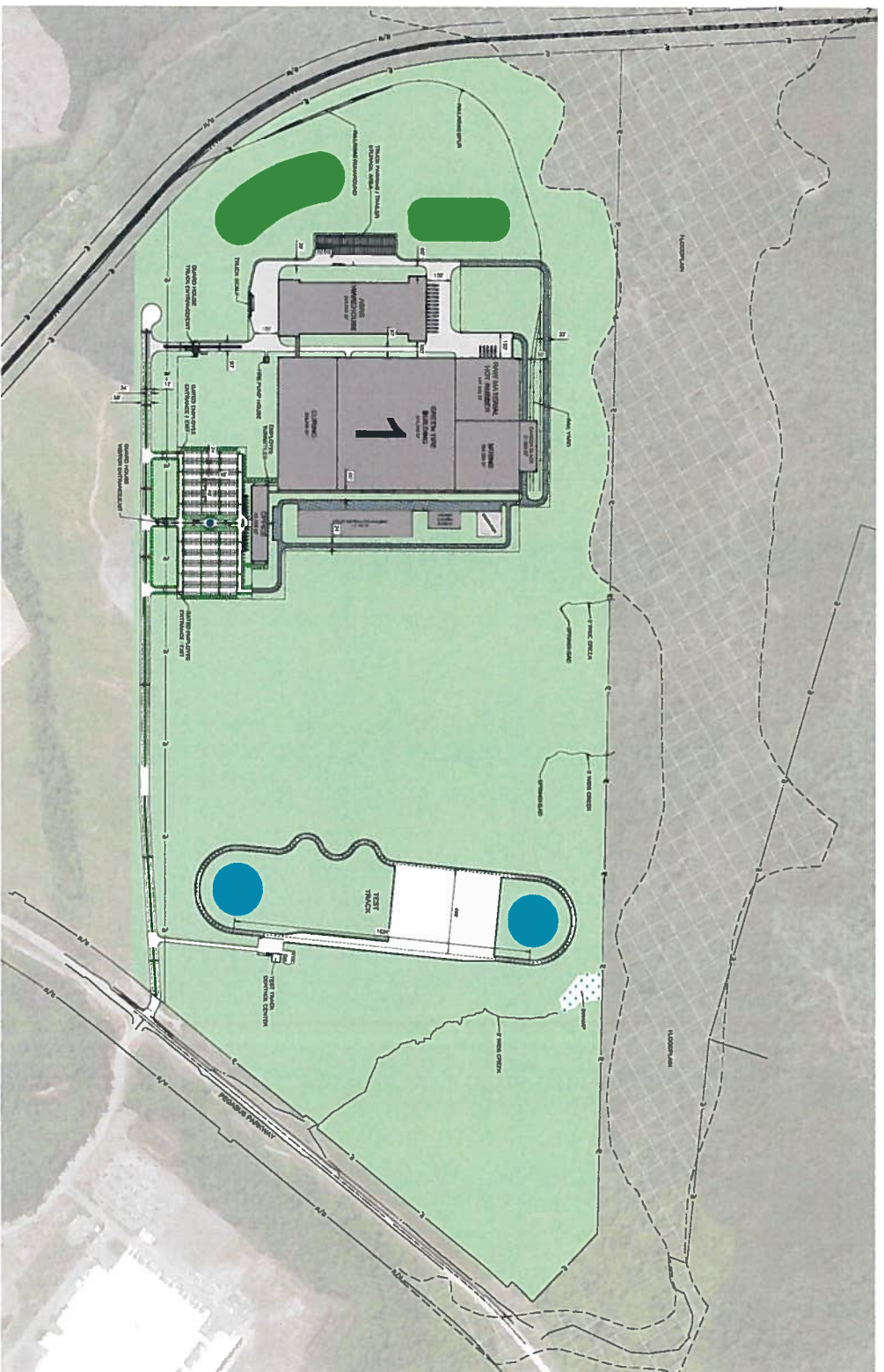
**Preliminary DWG  
in PROGRESS**



ITEM #	
ADDITIONAL PRIORITY MAIL	
COURIERING THE PRIORITY MAIL	
COURIERING THE PRIORITY MAIL	
FLORIDA MAIL SERVICE	
MAIL	

ITEM #	
ADDITIONAL PRIORITY MAIL	
COURIERING THE PRIORITY MAIL	
COURIERING THE PRIORITY MAIL	
FLORIDA MAIL SERVICE	
MAIL	



### PRELIMINARY SITE LAYOUT PHASE I AND TEST TRACK

**PLEASE**



**DRI (DEVELOPMENT OF REGIONAL IMPACT)  
REGIONAL REVIEW**

**STAFF PRELIMINARY REPORT**

**DRI # 2708**

**SENTURY TIRE PLANT, CITY OF LAGRANGE, GEORGIA**

**Prepared for**

Mayor and City Council  
City of LaGrange  
200 Ridley Avenue  
LaGrange, Georgia 30240  
[www.lagrange-ga.org](http://www.lagrange-ga.org)

**Reviewed and Prepared by**

James A. Abraham, Sr.  
Three Rivers Regional Commission  
120 North Hill Street  
P.O. Box 818  
Griffin, Georgia 30224  
[www.threeriversrc.org](http://www.threeriversrc.org)

September 22, 2017

## **BACKGROUND**

Based on Staff's research, Sentury Tire is a Chinese manufacturer of tires for cars and aviation. The company was ranked in 2015 as the 50th largest tire maker in the world by sales according to the trade publication Tire Business. The company's original main manufacturing site is located in its hometown of Qingdao, near the Qingdao Liuting International Airport. According to the company, the factory opened in 2009 and is one of the most automated tire factories in the world. Its other manufacturing facility is in Thailand where it opened a factory in 2015 with a capacity to produce 12 million units per year. The Chinese tire manufacturer entered a multi-million deal with the State of Georgia to move to the City of LaGrange, Georgia initially adding 1,000 jobs to the region. Mr. Rami Helminen, an executive formerly with Nokian Tyres will be overseeing the project.

Sentury's main products are passenger car tires. However, in 2013 the company became a new entrant in aviation tires, a specialized industry dominated by an oligopoly. The company product line in aviation includes the main landing gear tire for the Boeing 737-700/800/900 aircraft certified under Federal Aviation Administration technical standard TSOC62e-2006.

Sentury Tire has been considered a global advanced-technology tire manufacturer company of automotive and aircraft tires serving over 150 markets around the world. The company selected the City of LaGrange in the State of Georgia for the location of its new ±1.6 million-square-foot tire manufacturing facility. The SSOE Group, a global project delivery firm specializing in architecture, engineering, and construction management, is selected to design the LaGrange plant. Sentury Tire North America LLC is the U.S. based subsidiary of Sentury Tire.

The new ±\$530 million tire manufacturing facility in the City of LaGrange will serve as the North American Headquarters and will be located on ±436-acres about ±70 miles southwest of the City of Atlanta in the City of LaGrange Callaway South Industrial Park. The development is estimated to generate ±1,000 jobs in the State of Georgia and the Region. According to the developers, the plant is expected to be in full operation in August 2019. Production capacity at the plant is estimated to be up to 12 million units per year over a 3-4 years' period. The LaGrange plant will feature advanced 4.0 smart technology manufacturing, test track and proving grounds, research, and development, as well as warehouse and distribution operations. The plant will have an automatic storage and retrieval system for ±2 million tires.

According to the developer, the site is large enough to facilitate a second plant in the future (see site layout attached). The long-term development plan for the site takes into consideration an optional phase 2 expansion. Phase 1 will be operating 345 days per year 24 hours per day manufacturing up to 380 sizes of car and light truck tires from 14" to 24" in multiple different trademarks having over 1,600 stock keeping units.

The main raw materials are natural rubber, synthetic rubber, carbon black, chemicals, oils, and steel and textile cords. The annual inbound material volume is 150 million kg on a steady pace.



The materials are shipped to Savannah, then to an inland port, and from there they are trucked to the plant. The plant will have rail spur to serve part of the inbound material logistics by rail. In approximately 2-3 years from start-up, all the raw materials except natural rubber will be sourced locally from different U.S. suppliers once the plant organization can do the material supplier acceptances. The natural rubber will ship from Thailand in the long term. The total material consumption per year is equivalent to about 7,500 truckloads, an average of 22 trucks per day for each operational day once the plant is at full capacity.

The LaGrange plant will serve the U.S. and Canadian tire aftermarket. The company's main customers are national and regional wholesalers, tire distributors, and tire dealers. All deliveries will leave the plant on a truck directly to the final address or an intermodal facility. The outbound tire shipments require 16,700 truckloads per year; that is an average of 45 trucks per day once the plant is at full capacity. According to the developers for cost-effectiveness, only full trucks will be shipped out.

Both the inbound and outbound logistics will spread over the period from 6 AM to 10 PM. The estimated inbound traffic is  $\pm 1.4$  trucks per hour, and outbound traffic is  $\pm 2.8$  trucks per hour.

The chart below depicts the total personnel at built.

#### HEADCOUNT PLAN BY FUNCTIONS

	2019		2020		2021		2022		2023	
	White Col	Blue Col	White Col	Blue Col	White Col	Blue Col	White Col	Blue Col	White Col	Blue Col
<b>Wages</b>										
Production		181		292		519		519		519
Production services		123		202		373		373		373
Mixing		30		50		74		74		74
		28		40		72		72		72
<b>Production Ovhd's</b>										
Production	45		53		65		65		65	
Production services	17		17		19		19		19	
Mixing	19		24		27		27		27	
Purchasing	7		8		15		15		15	
	2		4		4		4		4	
<b>Marketing</b>										
Sales & marketing	26	8	39	22	56	40	56	40	56	40
Logistics & warehousing	20		31		45		45		45	
	6	8	8	22	11	40	11	40	11	40
<b>A&amp;G</b>										
Admin & finance	14		16		22		22		22	
HR	10		12		16		16		16	
	4		4		6		6		6	
<b>R&amp;D</b>										
	8		19		39	0	76		100	
<b>Personnel Total</b>	<b>93</b>	<b>189</b>	<b>127</b>	<b>314</b>	<b>182</b>	<b>559</b>	<b>219</b>	<b>559</b>	<b>243</b>	<b>559</b>
		<b>282</b>		<b>441</b>		<b>741</b>		<b>778</b>		<b>802</b>

The above personnel plan does not include personnel from online business customer service that could be  $\pm 200$  employees. According to the developer, the customer service team will be working, for the most part, remotely and from several locations away from the plant area.

The production work will be in four (4) teams each consisting of ±130 employees in a 12-hour shift rotation with shift changes from 6:00 AM and 6:00 PM. The operation will generate estimated traffic volumes for about ±130 employee vehicles entering and ±130 employee vehicles exiting.

The remainder of the staff would be ±283 employees who will work mainly during the daytime with flexible hours and Staff note that is the potential to add an additional ±283 vehicles entering and exiting the facility.

### **REGIONAL COMMISSION AUTHORITY**

The Georgia Planning Act authorizes the Department of Community Affairs to establish the specific thresholds, rules, and procedures for the identification of and communication about Developments of Regional Impact (DRI) that are provided in these rules. These rules apply to all local governments and Regional Commissions in the State of Georgia. The intent of the DRI rules is improved local, regional, and state level communication about new growth in the state. Communication of this nature will aid in maximizing the positive benefits of new development projects while minimizing their adverse effects. The result should improve development outcomes for the host jurisdiction, neighboring jurisdictions, the region, and the state. The DRI rules are also intended to coordinate, streamline, and provide consistency with the Georgia Regional Transportation Authority's (GRTA) required review and approval of state and federal expenditures required to create land transportation services and access to DRIs located within GRTA's jurisdictional area pursuant to O.C.G.A. 50-32-14.

This DRI (Development of Regional Impact) was triggered by a permitting application filed with the City of LaGrange by the developer Sentury Tire. The Three Rivers Regional Commission staff reviewed the information provided for the proposed development (DRI# 2708 – Sentury Tire Plant) (see attached) and has determined that in accordance with Chapter 110-12-3-.05 (a), 1. .2 that the proposed development meets or exceeds the threshold established in the rules established by the Georgia Department of Community Affairs' rules for Developments of Regional Impact.

### **STAFF ANALYSIS**

<b>Name of Proposal:</b>	Sentury Tire Plant
<b>Submitting Local Government:</b>	City of LaGrange, Georgia
<b>Initial Action Triggering the DRI:</b>	Permitting application
<b>Applicant Name:</b>	Sentury Tire LLC., Alexandra Segers
<b>Applicant Engineers:</b>	The SSOE Group
<b>Review Type:</b>	Development of Regional Impact (DRI)
<b>Date Review Opened:</b>	September 22, 2017
<b>Project Built out year:</b>	August 2019



**Regional Context:** The Three Rivers Regional Commission Regional Plan 2013-2033 (Regional Assessment) provides a framework for the region that involves all segments in developing a vision for the future. This framework helps to generate pride and enthusiasm about the future of the region, engages regional policymakers and stakeholders in implementing the plan, and provides a guide to everyday decision-making for use by government officials and other regional leaders.

The plan also serves as a technical guide to assist the Three Rivers Regional Commission in advancing Georgia's State Planning Goals which consist of the following:

- A growing and balanced economy.
- Protection of environmental, natural, cultural and historical resources.
- Provision of infrastructure and services to support efficient growth and development patterns.
- Access to adequate and affordable housing for all residents.
- Coordination of land use, planning and transportation planning to support sustainable economic development.
- Coordination of local planning efforts with local service providers and authorities, neighboring communities, and state and regional plans.

Based on Staff's research, the City of LaGrange and Troup County have experienced a few economic successes over the years. According to the LaGrange Economic Development website, they attributed the success to an engaged elected city official that help foster a positive business environment as well as a strong partnership between the City, LaGrange Economic Development Authority, and LaGrange-Troup County Chamber of Commerce.

Troup County has transitioned from a small textile community to a large industrial community in the region. Troup County has become a great place to work, live, and enjoy a good quality of life. The county now boasts of a diverse economic base including some well-known "Fortune 500" companies and is becoming one of the nation's leaders in advanced manufacturing, with leaders of national and foreign-owned multinational firms discovering the advantages of doing business in Troup County, Georgia. The county comprises of three municipalities that are the City of LaGrange, City of Hogansville, and the City of West Point.

The City of LaGrange where this DRI (Development of Regional Impact) is located is less than an hour from the world's busiest airport in Atlanta conveniently located off Interstate 85, 185, and the city is a regional hub for advanced manufacturing with a great job base. The City of LaGrange is home to a wide variety of manufacturing and service business with an abundant infrastructure to include water and sewer to support growth expansion needs in the area.

The City of LaGrange has retained and managed to control its small-town charm while having all the modern conveniences in the 21st century. The City of LaGrange Comprehensive Plan has been the City's policy document illustrating how the community will grow and develop.

The 2015–2035 Comprehensive Plan was developed in accordance with the rules established by the Georgia Department of Community Affairs (DCA) in Chapter 110-12-1 of the Standards and Procedures for Local Comprehensive Planning in the State of Georgia. The document was prepared with assistance from the Three Rivers Regional Commission planning staff and was adopted by the Mayor and City Council in October 2015.

Staff believes that this development will be a big benefit to the state, region, nation, and the local communities.

### **ECONOMIC DEVELOPMENT**

**Regional Context:** The Kia Motors is one of the most successful growth stories the auto industry has seen. The brand's success is due, in large part, to its U.S. assembly plant – Kia Motors Manufacturing Georgia (KMMG) – that has produced over 1.5 million vehicles in West Point, Georgia since 2009. That state-of-the-art plant – which represents an investment of more than \$1.1 billion – is responsible for the creation of more than 14,000 jobs in West Point and the region. The Sentury Tire Plant will only compliment the Kia Motors Plant and other manufacturing industries in the region. Also, the existing Kia rail spur, from the nearby CSX line, and the Century Plant rail spur can only expand the accessibility to shipment by rail.

The Three Rivers Economic Development District (TREDD) has a strong network of historic neighboring squares and main streets to provide amenities, jobs, and luxuries that residents desire for a good quality of life. Employment centers are in all ten counties (Butts, Carroll, Coweta, Heard, Lamar, Meriwether, Pike, Spalding, Troup, and Upson). Based on the Comprehensive Economic Development Strategy (CEDS), the Sentury Tire Plant – a global advanced-technology tire manufacturer company of automotive and aircraft tires serving over 150 markets around the world – will be an added asset to the District when completed in August 2019.

The purpose of the CEDS (Comprehensive Economic Development Strategy) is to explore the economic advantages of doing business in the Three Rivers Regional Commission Economic Development District. One of the major elements is access to interstates 75, 85, 185, Hartsfield-Jackson Atlanta International Airport, proximity to Atlanta, Macon, and Columbus. Staff believes that this development will contribute to the economic viability of the region, City of LaGrange and Troup County.

The LaGrange Economic Development plays an integral role in the local and regional development. It helps city leaders support workforce development by connecting economic development efforts with workforce development and working with the business community to identify talent needs, and convening stakeholders to align disparate activities toward a common goal. The Workforce Development Programs includes Youth Programs, Career Focus Days, High School Senior Sem, HYPE, Quick Start, Troup Trained and Troup Co-works.

The Three Rivers Region is connected to thriving business and commercial centers by interstate, highways, rail, and air. The City of LaGrange is an exceptional strategic location, positioned to serve local, national and international customers and in Staff's professional opinion, Sentury Tire is a perfect fit for the region and location.

### **TRANSPORTATION**

**Regional Context:** Staff wishes to note that Troup County is located near major interstate highways, a major international airport Hartsfield –Jackson Atlanta International Airport (ATL), and an extensive rail freight infrastructure — all providing convenient access to markets worldwide. There is also access to regional airports such as Birmingham International Airport (BHM), Middle Georgia Regional Airport (MCN), Columbus Metropolitan Airport (CSG), and Montgomery Regional Airport (MGM).

The Atlanta Regional Commission (ARC) administers, under contract, the Georgia Regional Transportation Authority's (GRTA's) functions pursuant to state law (OCGA §50-32-14). For clarification: The City of LaGrange is not in the GRTA (Georgia Regional Transportation Authority) jurisdiction and, as such, this DRI would not fall under that agency's purview. Therefore, a review by that agency is not required. However, this DRI does have to undergo GDOT (Georgia Department of Transportation) review and comments because of the State route in the proposed development. The project is in the City of LaGrange, east of I-85 and north of SR 16, on approximately ±339 acres (see attached preliminary site layout prepared by SSOE Group, Inc.).

The Troup County Multi-Modal Transportation Study, prepared by HNTB for the Georgia Department of Transportation, dated November 2006 has been significant to the region and the municipalities but may require updating or revisiting as the area and region grows.

#### **Airports:**

The following airports are near the plant and its International personnel.

- The Hartsfield-Jackson Atlanta International Airport is approximately 45 minutes away via Interstate 85.
- The LaGrange-Callaway Airport is a public use airport located three nautical miles southwest of the central business district of LaGrange and features one 5,600-foot runway (with a planned expansion to 6,500 feet), and an additional 5,000-foot runway. ILS-equipped, the airport offers full-service maintenance and storage. The City of LaGrange and Troup County owns the airport.

Staff preliminary review based on the applicant's site conceptual layout revealed that the location and height of the building might create some concerns for the LaGrange – Callaway Airport. Initial review indicates that the development and building appear to be very close to the Global Positioning System for approaches to the runway.

The approach appears to be 200 feet while the development is at  $\pm 120$  feet and that may be very close (see photo below). Staff is yielding that decision to the airport and aviation authority.



Also, staff wishes to note that Form 7460 is required to be filed with the Federal Aviation Administration and staff recommends that the developer proceed to file that Form with the FAA at its earliest convenience.

#### **Highways:**

The following highways are near the plant.

- Interstates I-85 and I-185.
- Federal routes are US Hwy 29 and US Hwy 27. Hwy 27 is a four-lane corridor in west Georgia running north to Chattanooga, Tennessee and south to Tallahassee, Florida.
- State routes are Georgia Hwy 109 and Hwy 219

#### **Rail Service:**

- Full-service rail facilities are provided by CSX (both East/West and North/South lines).

#### **Bus Service:**

- Greyhound bus lines serve LaGrange.

**Truck Lines:**

- Interstate carriers total – 9
- Intrastate carriers total - 30
- Three local terminals serve the area.

**Overnight Delivery Service:**

- UPS, Federal Express, Purolator, Greyhound, Emery, and Atlanta Air Cargo provide delivery services in the area.

**Seaports:**

- Port of Savannah, GA – 280 miles
- Port of Mobile, AL – 270 miles

**ENVIRONMENTAL (Water, Sewer, Wastewater, Stormwater runoff, Air Pollution, etc.)**

**Regional Context:** Staff wishes to note that the proposed development will be partially surrounded by a Floodplain. Wetlands are a fundamental part of the natural water system. Federal law defines freshwater wetlands as those areas that are inundated or saturated by surface or groundwater at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions. These areas include swamps, marshes, bogs, and similar areas in the region. Water supply watershed is one of the most vital natural resources necessary to maintain an acceptable quality of life for the residents of the Three Rivers Regional Commission Region.

Staff notes that the water supply watersheds provide drinking water, sewage treatment, electrical generation, industry and mining, recreation, and irrigation of crops. The three major watersheds in the region are Chattahoochee, Flint, and Ocmulgee. Therefore, it is imperative that the City of LaGrange protects such natural resources and incorporate into this development best management practices and methodology.

Three Rivers Regional Commission region's water resources include rivers, water supply watersheds, significant groundwater recharge areas, wetlands and stream corridors. These specific resources have been identified by the Georgia Department of Natural Resources (DNR) as the State of Georgia Vital Areas and are depicted on the Three Rivers Regional Commission's (RIR) Regionally Important Resource map. These resources are addressed in the DNR's Environmental Planning Criteria. Therefore, it is important to have guidelines in place to protect these significant resources.

**Water:**

The City of LaGrange is a full-service city and provides all necessary utility services including water, sewer, electricity, natural gas, telecommunications, and commercial sanitation.

Water will be supplied by the City of LaGrange through the raw water resources of the Chattahoochee River and West Point Lake Reservoir.

- Water treatment plant has a capacity = 22 million gallons per day (mgd)
- Current usage = 7 mgd, average/ 12 mgd Peak
- 6.6 million gallons finished capacity/5 million gallons of elevated storage

**Wastewater sewage:**

The treatment of wastewater is provided by the City of LaGrange which has an excess wastewater and sewerage capacity of 4,000,000 gallons per day.

- Wastewater treatment facility adjacent to industrial park
- Permitted flow limit = 12.5 mgd (monthly average)
- Current flows = 7 mgd/excess capacity ~4 mgd

**Commercial Sanitation**

The City of LaGrange provides sanitation services and manages solid waste handling for residents.

- The City's state-licensed landfill ensures a capacity sufficient for many years to come
- Industrial garbage/trash pickup is performed by the City's commercial sanitation services and individual contractors

Source: LaGrange Economic Development

**Air Quality:**

Staff wishes to note that pursuant the Georgia Air Quality Act, O.C.G.A Section 12-9-1, et seq, the Rules, Chapter 391-3-1, the applicant will have to apply for an Air Quality – Part 70 Operating Permit with the Georgia Department of Natural Resources, Environmental Protection Division. The applicant will have to make a Title V application and Staff recommends that the applicant contact EPD to begin the process.

The GEOS Electronic Permit Application (Georgia EPD Online System) designed to update and streamline the permitting process. This system is currently available for Title V applications.



**Impervious area:**

The tables below depict the impervious and pervious areas based on the developer's current master plan. The rail and test track were included within the Phase 1 Areas.

<b>Phase 1 Area only</b>		
	<b>SQ FT</b>	<b>ACRES</b>
Total Site	17,473,592.88	401.14
Pavement	2,013,820.58	46.23
Buildings	1,658,110.78	38.06
Green Space	13,801,661.52	316.84
Total Impervious	3,671,931.36	84.30
Total Pervious	13,801,661.52	316.84
	Impervious %	21%
	Pervious %	79%

<b>Phase 2 Area only</b>		
	<b>SQ FT</b>	<b>ACRES</b>
Total Site	17,473,592.88	401.14
Pavement	537,501.18	12.34
Buildings	1,486,068.48	34.12
Green Space	15,450,023.22	354.68
Total Impervious	2,023,569.66	46.45
Total Pervious	15,450,023.22	354.68
	Impervious %	12%
	Pervious %	88%

Phase 1 & 2 Areas		
	SQ FT	ACRES
Total Site	17,473,592.88	401.14
Pavement	2,551,321.76	58.57
Buildings	3,144,179.26	72.18
Green Space	11,778,091.86	270.39
Total Impervious	5,695,501.02	130.75
Total Pervious	11,778,091.86	270.39
	Impervious %	33%
	Pervious %	67%

#### **OTHER GOVERNMENTAL SERVICES IMPACT**

**Regional Context:** Staff wishes to note that other government services such as law enforcement, emergency services, Fire, HAZMAT, EMA and other rapid local and regional response Task Force Teams, water and sewer, roads, courts, and general administration also will experience an increased demand because of the industrial nature of the development.

#### **SCHOOL SYSTEM**

**Regional Context:** Troup County School System and other neighboring school systems will not be impacted by this development because there are no “residential” components or phases to the proposed developments. Therefore, the Sentury Tire Plant will not have any negative impact or demands for educational system expansions.

Staff would note, however, that the possibility of employees relocating to the area may potentially cause increase student enrollments in local schools. However, Staff does not foresee the increased enrollments creating a demand for educational expansions or services.

**LOCAL GOVERNMENTS, AGENCIES, STAKEHOLDERS AND/OR POTENTIALLY AFFECTED PARTY**

**Regional Context:** The following Local Governments and Agencies listed below are receiving this notice of Request for Comments:

City of Grantville	City of West Point
City of Hogansville	Harris County Government
Town of Lone Oak	City of Franklin
Coweta County Government	LaGrange – Callaway Airport
Chambers County, State of Alabama	Three Rivers Regional Commission GIS
Heard County Government	Troup County Development Authority
Meriwether County Government	Meriwether Development Authority
Troup County School System (TCSS)	Heard County Chamber of Commerce
LaGrange – Troup County Chamber of Commerce	EPD Watershed Protection Branch
River Valley Regional Commission	EPD Air Protection Branch
Coweta County Development Authority	Troup County School System
City of LaGrange Industrial Authority	EPD Historic Preservation Division
Meriwether County Chamber of Commerce	EPD Land Protection Branch
Three Rivers Regional Commission Transit	
Georgia Department of Transportation (GDOT), Atlanta Office	
Georgia Department of Community Affairs (DCA)	
Georgia Department of Natural Resources (DNR)	
Georgia Department of Transportation (GDOT) Aviation Program	
Georgia Department of Transportation (GDOT), District 3	
Three Rivers Regional Commission Workforce Development	
Three Rivers Regional Commission Area Agency on Aging	
City of West Point Development Authority	