REGIONAL REVIEW FINDING

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DATE: Jun 4 2008 **ARC REVIEW CODE**: R805051

TO: Mayor Harold Logsdon
ATTN TO: David Rast, Planning Director
FROM: Charles Krautler, Director

NOTE: This is digital signature.
Original on file.

The Atlanta Regional Commission (ARC) has completed regional review of the following Development of Regional Impact (DRI). Below is the ARC finding. The Atlanta Regional Commission reviewed the DRI with regard to conflicts to regional plans, goals, and policies and impacts it might have on the activities, plans, goals, and policies of other local jurisdictions and state, federal, and other agencies. The finding does not address whether the DRI is or is not in the best interest of the local government.

Submitting Local Government: City of Peachtree City
Name of Proposal: SANY America

Review Type: Development of Regional Impact	**Date Opened:** May 5 2008	**Date Closed:** Jun 4 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: According to the Unified Growth Policy Map, the proposed development is located in an area designated as a suburban neighborhood. Suburban Neighborhoods are defined as distinct areas that are located in an urban area that are developed at a suburban scale with appropriate commercial development. The site is also located within a Regional Freight Area. Regional Freight Areas are strategic freight areas that are existing freight or industrial uses.

Information submitted for the review states that the proposed development is seeking Leadership in Energy and Environmental Design (LEED) certification. LEED certification is the nationally accepted certification for Green Building design, construction, and operation. With LEED certification, and being develop in Regional Freight Area, this development meets many Regional Development Plan Policies.

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

ARC LAND USE PLANNING
ARC DATA RESEARCH
GEORGIA DEPARTMENT OF NATURAL RESOURCES
FAYETTE COUNTY
CHATTAHOOCHEE-FLINT RDC
ARC TRANSPORTATION PLANNING
ARC AGING DIVISION
GEORGIA DEPARTMENT OF TRANSPORTATION
COWETA COUNTY
CSX RAILROAD
ARC ENVIRONMENTAL PLANNING
GEORGIA DEPARTMENT OF COMMUNITY AFFAIRS
GEORGIA REGIONAL TRANSPORTATION AUTHORITY
CITY OF SENIOA

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.

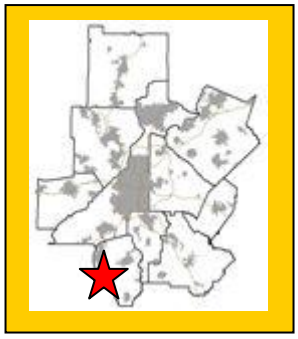
The ARC review website is located at: http://www.atlantaregional.com/landuse .

Preliminary Report:	May 5, 2008	DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT	Project:	SANY America #1779
Final Report Due:	June 4, 2008		Comments Due By:	May 19, 2008

FINAL REPORT SUMMARY

PROPOSED DEVELOPMENT:

The proposed SANY America is a manufacturing plant located on 228 acres in the City of Peachtree City. The proposed development will consist of 139,930 square feet of office space, 322,917 square feet of Assembly/painting, and 107,639 square feet of distribution space. The proposed development is located west of GA 74 and southeast of Falcon Field.



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 General Industrial and no zoning change is required. Information submitted for the review states that the proposed development is consistent with the City of Peachtree City's Future Land Use Map, which designates the areas as employment center-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 identifying inconsistencies with any potentially affected 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?

Yes, the proposed development would increase the need for services in the area for existing and future employees.

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 10 mile radius of the proposed project.

YEAR	NAME
2006	West Village
2000	Shoal Creek WRF Replacement
1997	Crowning Pointe
1996	Wieland Tyrone PUD

Will the proposed project displace housing units or community facilities? If yes, identify and give number of units, facilities, etc.

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?

According to the Unified Growth Policy Map, the proposed development is located in an area designated as a suburban neighborhood. Suburban Neighborhoods are defined as distinct areas that are located in an urban area that are developed at a suburban scale with appropriate commercial development. The site is also located within a Regional Freight Area. Regional Freight Areas are strategic freight areas that are existing freight or industrial uses.

Information submitted for the review states that the proposed development is seeking Leadership in Energy and Environmental Design (LEED) certification. LEED certification is the nationally accepted certification for Green Building design, construction, and operation. With LEED certification, and being develop in Regional Freight Area, this development meets many Regional Development Plan Policies.

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 in the City of Peachtree City, west of GA 74 and southeast of Falcon Field.

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 City of Peachtree City; however the proposed development is adjacent to Coweta County and the City of Senoia.

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.

Comments were received from GDOT-Intermodal Programs regarding the potential impacts of the proposed project on Peachtree City-Falcon Field.

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 $70,000,000 with an expected $30,000,000 in annual local tax revenues.

How many short-term jobs will the development generate in the Region?

Short-term jobs will depend upon construction schedule.

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

Yes.

In what ways could the proposed development have a positive or negative impact on existing industry or business in the Region?

The proposed development will add manufacturing and skilled trade employment within an existing industrial center.

NATURAL RESOURCES

Water Supply Watersheds and Stream Buffers

The project property abuts Line Creek. It is located downstream of both the Fayette County and City of Newnan water supply intakes and therefore is not in a water supply watershed. In addition to Line Creek, which forms the southern boundary of the project property, the USGS regional coverage shows three unnamed perennial and intermittent streams on the property, which are also shown on the project plans. The City of Peachtree City has an adopted stream buffer ordinance which requires a 50-foot undisturbed vegetative buffer and an additional 25-foot impervious surface setback (total 75 feet) on all perennial streams as defined in the ordinance. The buffer and setback are shown on Line Creek and the mapped tributaries. The Georgia EPD's 25-foot erosion and sedimentation buffer is also shown along these streams. The State 25-foot buffer is also required on all state waters on the property.

The site plan shows a proposed structure, identified as Assembly #1, and its access drives located over one of the unnamed mapped tributaries. It is also shown as partially covering wetlands at the headwaters of the aforementioned stream. If this portion of the project is built as shown in this location, it will require a variance from Peachtree City for the stream buffer intrusion, variances from Georgia EPD for the 25-foot erosion and sedimentation buffer intrusion and work in state waters and a Section 404 permit from the US Army Corps of Engineers for work in the wetlands and stream. No mitigation is shown on the plans.

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, using impervious areas based on estimated averages for land uses in the Atlanta Region. The actual amount of impervious surface may vary,

which will affect the actual loadings. The Forest/Open acreage is based on the 100-year floodplain acreage shown on the plans, the only open space acreage provided. The following table summarizes the results of the analysis:

Pollutant loads (lb./yr.)

Land Use	Land Area (acres)	TP	TN	BOD	TSS	Zinc	Lead
Forest/Open	77.00	6.16	46.20	693.00	18095.00	0.00	0.00
Heavy Industrial	151.00	218.95	2905.24	19328.00	120045.00	250.66	31.71
TOTAL	228.00	225.11	2951.44	20021.00	138140.00	250.66	31.71

Total Estimated Impervious: 53% in this analysis

Any stormwater plan developed for this project will need to address how stormwater impacts will be controlled, including water quality, downstream channel protection and attenuation of peak flows to prevent downstream flooding. 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.

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

INFRASTRUCTURE
Transportation

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

The proposed development will have two access points to SR 74. The main access point will be on Cooper Circle (north), between SR 54 to the north and SR 85 to the south. This full movement

signalized driveway will consist of one ingress lane and one exclusive left-turn egress lane and one shared through/right egress lane. A secondary access point is proposed south of the primary access at Cooper Circle (south). This full movement stop unsignalized driveway will consist of one ingress lane, and one exclusive right-turn egress lane and one share through/left-turn egress lane. A multi-use path is proposed to connect the site via a multi-use tunnel under SR 74 south of the site.

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

Carter Burgess Jacobs 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:

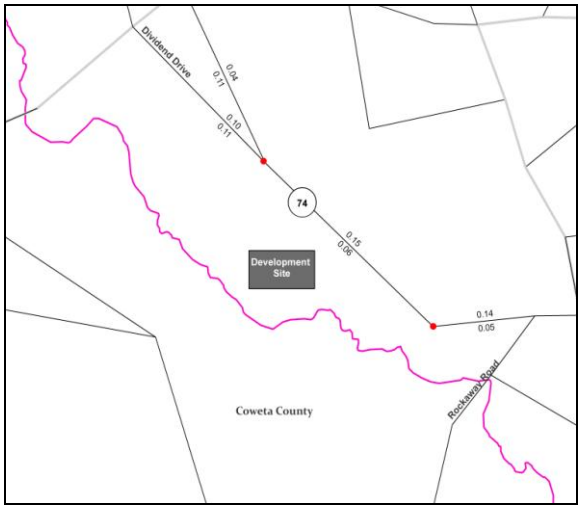
Land Use	A.M. Peak Hour			P.M. Peak Hour			24-Hour
	Enter	Exit	2-Way	Enter	Exit	2-Way	2-Way
Manufacturing 325 employees	95	35	130	62	68	130	865
Mixed-Use Reductions	*n/a*	*n/a*	*n/a*	*n/a*	*n/a*	*n/a*	*n/a*
Alternative Mode Reductions	*-2*	*-1*	*-3*	*-1*	*-1*	*-2*	*-17*
Pass-By Reductions	*n/a*	*n/a*	*n/a*	*n/a*	*n/a*	*n/a*	*n/a*
TOTAL NEW TRIPS	**93**	**35**	**217**	**61**	**67**	**128**	**848**

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

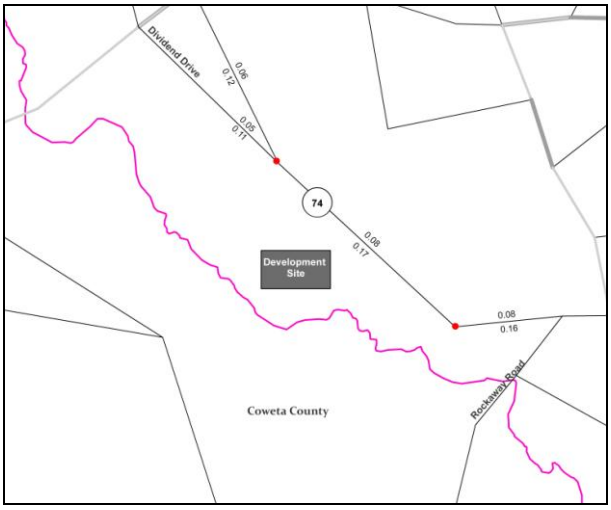
Incorporating the trip generation results, the transportation consultant distributed the traffic on the current `roadway network. An assessment of the existing Level of Service (LOS) and projected LOS based on the trip distribution findings helps to determine the study network. The results of this exercise 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.

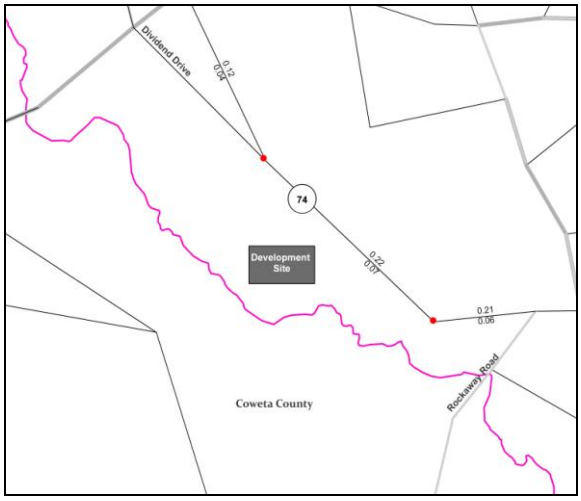
V/C Ratios



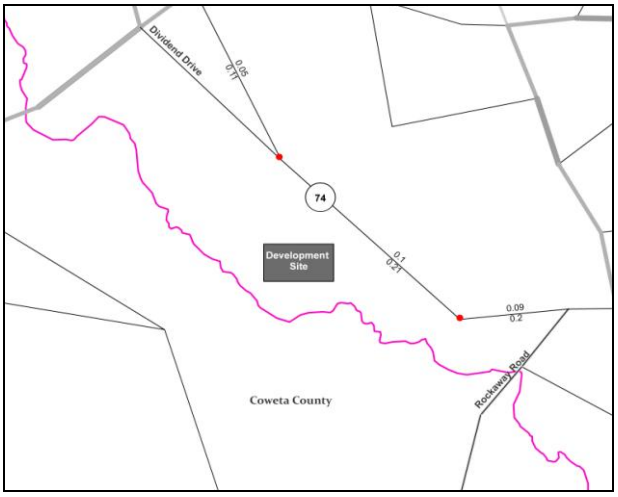
2010 AM Peak



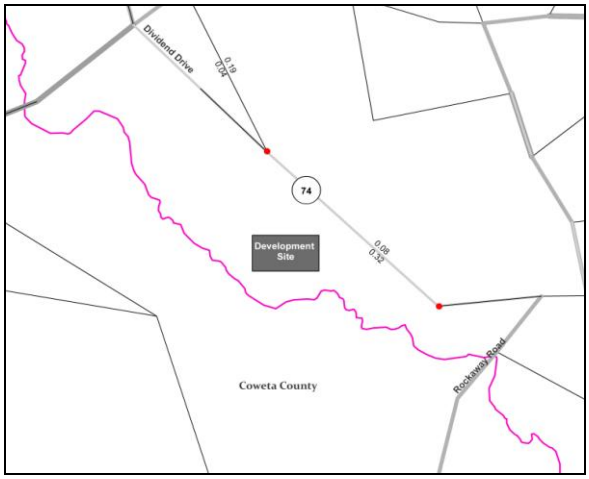
2010 PM Peak



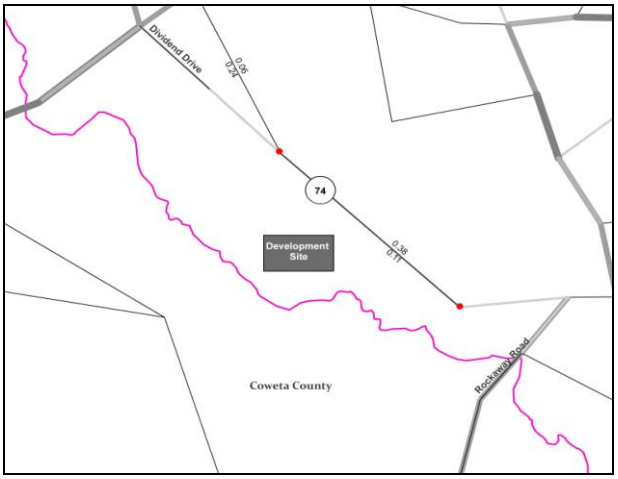
2020 AM Peak



2020 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 2010, 2020 and 2030 AM/PM peak volume data generated from ARC's 20-county travel demand model utilizing projects from Envision6 and the FY 2008-2013 TIP. The 20-county networks are being used since they consist of the most up to date transportation networks and data. 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 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.

2008-2013 TIP*

ARC Number	**Route**	Type of Improvement	Scheduled Completion Year
FA-074B1	SR 74 from SR 85 to south of Crosstown Drive	General Purpose Roadway Capacity	2009
FA-074B2	SR 74 at Flat Creek	Bridge Capacity	2009
FA-253	TDK Boulevard extension from McIntosh Trail in Coweta County to Dividend Drive in Peachtree City	General Purpose Roadway Capacity	2010
FA-AR-BP024	SR 74 multi-use path connections	Bicycle/Pedestrian Facilities	2010

Envision6 RTP (Long Range Projects)*

ARC Number	**Route**	Type of Improvement	Scheduled Completion Year
	No long range projects in the vicinity		

**The ARC Board adopted the Envision6 RTP and FY 2008-2013 TIP on September 26th, 2007.*

Summarize the transportation improvements as recommended by consultant in the traffic study for SANY America.

According to the findings, there will be no capacity deficiencies as a result of future year **background** traffic. The transportation consultant has made no recommendations for improvements to be carried out in order to upgrade the existing level of service.

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

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?

No transit is available in the area.

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

The developer is proposing to include bicycle parking with shower facilities as well as parking reserved for golf carts in order facilitate non SOV trips.

The development **PASSES t**he ARC's Air Quality Benchmark test.

Air Quality Impacts/Mitigation (based on ARC strategies)	Credits	Total
Clean-fueled vehicles 2% per ea.10% of fleet	10%	10%
Transportation Management Association or Parking Management program	3%	3%
Bike/ped networks connect to adjoining uses	2%	2%
Total Calculated ARC Air Quality Credits (15 % reduction required)		**15%**

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

- ARC staff has no transportation related comments/recommendations for the proposed development.

INFRASTRUCTURE

Wastewater and Sewage

Wastewater is estimated at .2 MGD based on information submitted for the review.

Which facility will treat wastewater from the project?

Line Creek Treatment Plant will provide wastewater treatment for the proposed development.

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

The capacity of Line Creek 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
2	2	1.23	2	0	Upgrade to all for reuse and seasonal discharge by 2004.	

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 0.2 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 500 tons of solid waste per year and the waste will be disposed of in Fayette County.

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

No.

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

Yes, as part of the projects LEED certification, storage and collection of its recyclables are required.

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?

Yes, the proposed project will create a demand for additional housing.

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 1403.06. This tract had a 9 percent increase in number of housing units from 2000 to 2007according to ARC's Population and Housing Report. The report shows that 88 percent, respectively, of the housing units are single-family, compared to 69 percent for the region; thus indicating is a lack of multi-family housing options around the development area.

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

Likely, assuming any future housing 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.

REGIONAL REVIEW NOTIFICATION

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

DEVELOPMENT OF REGIONAL IMPACT

DRI- REQUEST FOR COMMENTS

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

Preliminary Findings of the RDC: SANY America *See the Preliminary Report*.

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

The proposed SANY America manufacturing plant is shown to be located on 228 acres, consisting of 139,930 square feet of office space, 322,917 square feet of Assembly/painting, and 107,639 square feet of distribution space. The proposed location of the SANY facilities is located directly along the extended centerline of the runway and has the potential to negatively affect the Peachtree City – Falcon Field Airport.

The Department's greatest concern is related to the current and future instrument approach procedures for runway 13 and 31 at the airport. Any development of facilities or equipment on the SANY site that would penetrate established FAA approach and departure surfaces would be a hazard to aircraft and could cause the instrument approach procedure minimums to be raised or cancelled which would be a detriment to safety and the airport.

In the past 17 years the airport has completed more than $13 million dollars in airport improvement projects utilizing federal, state and local funds. The proposed SANY development has the potential to negatively impact the public investment in this airport, as much of the past development at the airport was completed to enhance the instrument procedures.

The Department is an ardent supporter of economic development and generally has no objections to locating industry adjacent to an airport. However, an industry's location cannot negatively impact instrument approach procedures or the safe operation of the airport.

If we can provide additional information, please do not hesitate to contract Carol Comer at 404-505-4869. We appreciate your thoughtful review of our comments.

Individual Completing form: Harvey D. Keepler

Local Government: Georgia Department of Transportation

Department: Intermodal Programs

Telephone: (404) 631-1242

Signature: Harvey D. Keepler

Date: May 19, 2008

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

Return Date: *May 19 2008*

Coweta County Planning Department Review

Sandra R. Parker, AICP, Comprehensive Planner
May 13, 2008

Inter-jurisdictional Review: Development of Regional Impact # 1779
SANY America, Peachtree City, GA

The proposed SANY America is a manufacturing plant located on 228 acres in the City of Peachtree City. The proposed development will consist of 139,930 square feet of office space, 322,917 square feet of Assembly/painting, and 107,639 square feet of distribution space. The proposed development is located west of GA 74 and southeast of Falcon Field.

Environmental Impact

With the implementation of Best Management Practices for control of erosion and sedimentation and storm water run off, during and after construction; and control of the use and disposal of hazardous materials, no adverse impact is expected.

Transportation Impact

Tavores Edwards, Coweta County Transportation Planner -

The proposed project is located on 228 acres and is expected to generate 848 daily trips, 217 AM peak hour trips, and 128 PM peak hour trips. SANY America will employ 325 workers. Based on my review, I offer the following comments:

1. The traffic study indicates that 77% of the trips to and from the project will come from the area north of the site along SR 74. Twenty percent (20%) of the trips would come from the area south of the site along SR 74. Although 20% of the proposed trips for this development is not a significant number, there could be impacts felt along connector roadways in the area such as Rockaway Road and SR 85 as residents in Coweta County, Senoia, and possibly residents from neighboring counties commute to employment at SANY. These roadways and their intersections with SR 74 should be evaluated to access any impacts and necessary improvements required (there may be minimal impacts at these intersections due to the current widening of SR 74).
2. ARC should consider in their review that the 20% trip distribution number for the area south of the site could be higher, particularly as SANY workers may look to Coweta County and Senoia for affordable housing options that may not be found in Peachtree City and Fayette County.

Impact to Other Public Service Programs

Minimal impact is expected.

Housing Impact

Housing options are available in Coweta County.

Employment Impact

The project has the potential for positive impact. The current unemployment rate in Coweta County is 4.8%, an increase from the November 2007 rate of 3.6 %.

c: via email to:
Haley Fleming
L. Theron Gay
Roxie Clark
Robert L. Tolleson
Tavores Edwards

Haley Fleming

From: Richard Ferry [rferry@senoia.com]
Sent: Thursday, May 08, 2008 10:38 AM
To: Haley Fleming
Cc: 'Edwards, Tavores'
Subject: Sany DRI

Ms. Fleming,

The City of Senoia believes this is a great project for the area. We appreciate the opportunity to have input into the DRI process.

Many residents of the City of Senoia and neighboring areas of unincorporated Coweta County work in the industrial parks of Peachtree City. If I am reading the report correctly, I understand that Sany is planning to employ 325 people at the factory. Our analysis of a recent expansion of one of the industries in Senoia showed that most of the new employees came from unincorporated Coweta County and Meriwether County. I believe Sany's hiring will reach further than expansion mentioned above, but I am convinced that due to the lack of affordable housing in the immediate area of the project that many of the employees will come from outside of Fayette County. A transportation analysis should concentrate on trips generated to the south of the development into areas including eastern Coweta County, Meriwether County and Spalding County. I would appreciate a copy of the results of the transportation analysis, once it has been completed.

Finally, in the list of local governments receiving notice, the City of Senoia is listed as Senoia County. Though in 1876 the City petitioned to become the County seat, we never petitioned for County status.

If you have any questions or comments please feel free to contact me.

Thank you,

Richard Ferry
City Administrator
(770) 599-3679

Developments of Regional Impact

DRI #1779

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:	Peachtree City
Individual completing form:	David E. Rast, ASLA
Telephone:	770.487.5731
E-mail:	planner@peachtree-city.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:	SANY America - Peachtree City manufacturing facility (Phase 1)
Location (Street Address, GPS Coordinates, or Legal Land Lot Description):	Cooper Circle (no address assigned yet) Peachtree City, GA 30269 GPS coordinates - 33° 20' 46"/ 8
Brief Description of Project:	SANY is based in China and is a worldwide manufacturer of heavy construction equipment. This development will include assembly/ office/ distribution facilities and will serve as SANY's North American headquarters.

Development Type:

○ (not selected)	○ Hotels	○ Wastewater Treatment Facilities
○ Office	○ Mixed Use	○ Petroleum Storage Facilities
○ Commercial	○ Airports	○ Water Supply Intakes/ Reservoirs
○ Wholesale & Distribution	○ Attractions & Recreational Facilities	○ Intermodal Terminals
○ Hospitals and Health Care Facilities	○ Post-Secondary Schools	○ Truck Stops
○ Housing	○ Waste Handling Facilities	○ Any other development types

○ Industrial	○ Quarries, Asphalt & Cement Plants
If other development type, describe:	

Project Size (# of units, floor area, etc.):	Total of 570,486 SF (Phase 1), overall project site of 228 acres
Developer:	Mr. Jianguo (Jack) Tang/ Mr. Kevin M. Woods, Jr.
Mailing Address:	SANY America, Inc.
Address 2:	1180 Peachtree Street, NE, Suite 2618
	City:Atlanta State: GA Zip:30309
Telephone:	404.685.8318
Email:	TJG@sany.com.cn/ kevinmwoodsjr@bellsouth.net
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?	
Is the current proposal a continuation or expansion of a previous DRI?	○ (not selected) ○ Yes ○ No
If yes, provide the following information:	Project Name:
	Project ID:
The initial action being requested of the local government for this project:	☐ Rezoning ☐ Variance ☐ Sewer ☐ Water ☐ Permit ☑ Other conceptual site plan approval
Is this project a phase or part of a larger overall project?	○ (not selected) ○ Yes ○ No
If yes, what percent of the overall project does this project/phase represent?	35%
Estimated Project Completion Dates:	This project/phase: October, 2009 Overall project: 5-10 years

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Developments of Regional Impact

DRI #1779

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:	Peachtree City
Individual completing form:	David E. Rast, ASLA
Telephone:	770.487.5731
Email:	planner@peachtree-city.org

Project Information

Name of Proposed Project:	SANY America - Peachtree City manufacturing facility (Phase 1)
DRI ID Number:	1779
Developer/Applicant:	Mr. Jianguo (Jack) Tang/ Mr. Kevin M. Woods, Jr.
Telephone:	678.936.1848
Email(s):	kevinmwoodsjr@bellsouth.net

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:	$70,000,000

Estimated annual local tax revenues (i.e., property tax, sales tax) likely to be generated by the proposed development:	$30,000,000 by year 5
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):	

Water Supply

Name of water supply provider for this site:	Fayette County Water Department
What is the estimated water supply demand to be generated by the project, measured in Millions of Gallons Per Day (MGD)?	0.2 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:	Peachtree City Water and Sewerage Authority
What is the estimated sewage flow to be generated by the project, measured in Millions of Gallons Per Day (MGD)?	0.18 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.)	128 peak hour trips (PM)
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)?	500 tons
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?	20%
Describe any measures proposed (such as buffers, detention or retention ponds, pervious parking areas) to mitigate the project's impacts on stormwater management:The site has been designed in accordance with the Georgia Stormwater Management Manual, including stormwater detention and stormwater quality treatment. Stormwater quality treatment is to be provided primarily by wet ponds, dry extended detention ponds, sand filters, and conservation areas. Buffers are provided around all streams and wetlands in accordance with local ordinances.	

Environmental Quality

Is the development located within, or likely to affect any of the following:	
1. Water supply watersheds?	○ (not selected) ○ Yes ○ No

2. Significant groundwater recharge areas?	○ (not selected) ○ Yes ○ No
3. Wetlands?	○ (not selected) ○ Yes ○ No
4. Protected mountains?	○ (not selected) ○ Yes ○ No
5. Protected river corridors?	○ (not selected) ○ Yes ○ No
6. Floodplains?	○ (not selected) ○ Yes ○ No
7. Historic resources?	○ (not selected) ○ Yes ○ No
8. Other environmentally sensitive resources?	○ (not selected) ○ Yes ○ No
If you answered yes to any question above, describe how the identified resource(s) may be affected: A permit will be submitted seeking approval to fill and/ or pipe a small wetland associated with an intermittent stream that traverses a portion of the overall site.	

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GRTA Home Page | ARC Home Page | RDC Links | DCA Home Page Site Map | Statements | Contact

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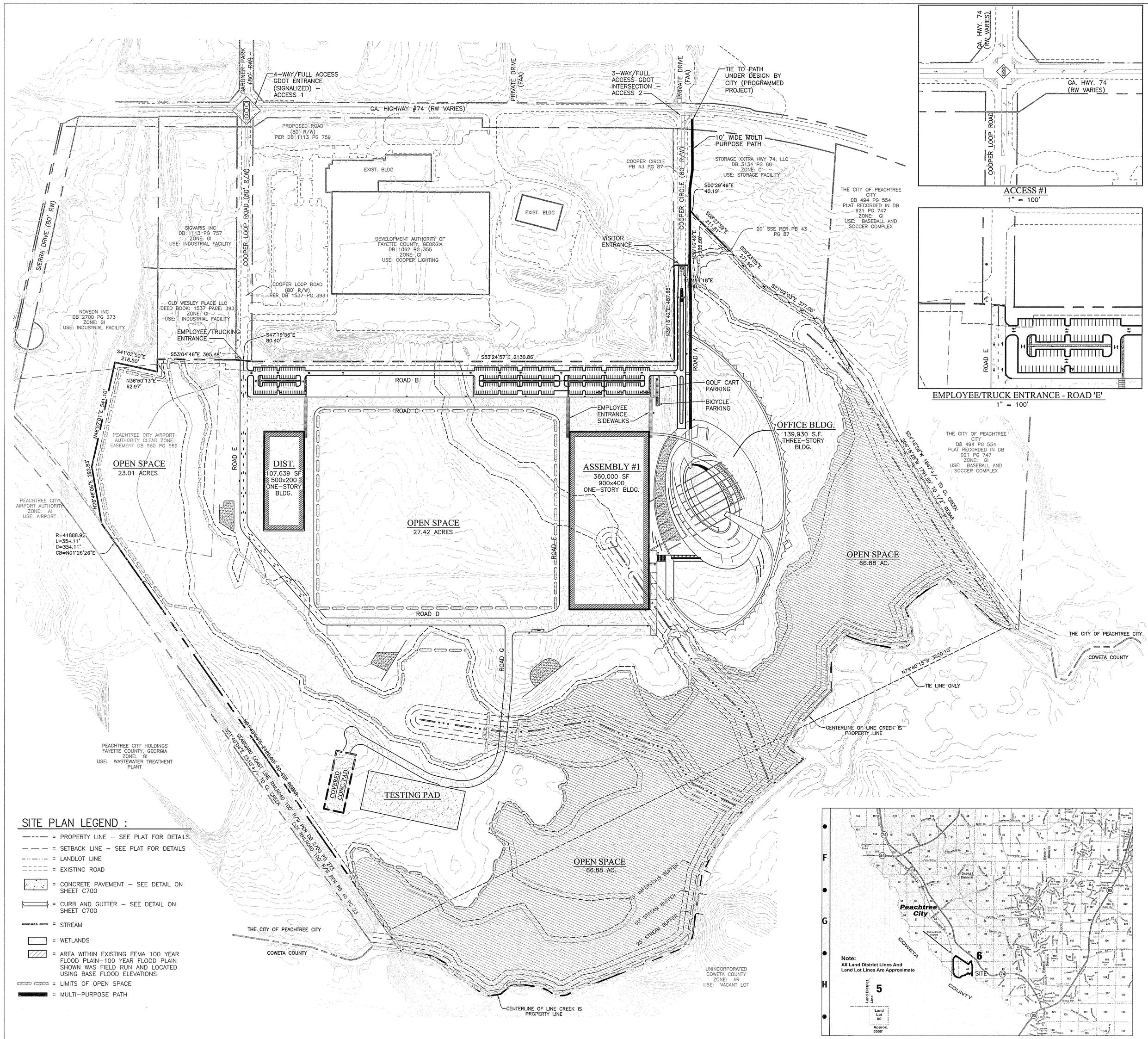
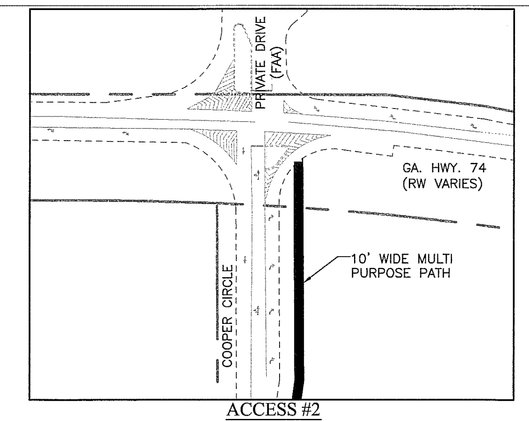


OVERALL SITE PLAN

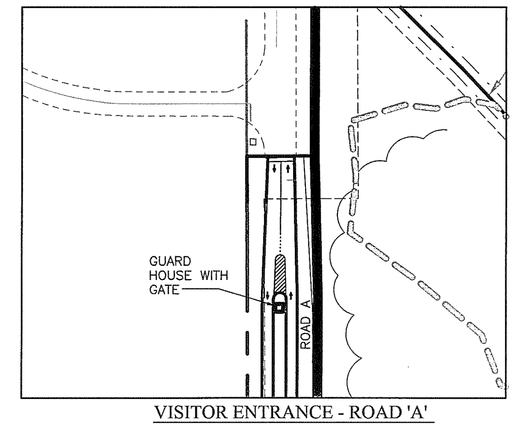
SCALE: 1" = 200'

ACCESS #1
1" = 100'



ACCESS #2
1" = 100'

EMPLOYEE/TRUCK ENTRANCE - ROAD 'E'
1" = 100'



VISITOR ENTRANCE - ROAD 'A'
1" = 100'

SITE PLAN NOTES:

A. SITE:
SANY MANUFACTURING FACILITY
COOPER LOOP ROAD
PEACHTREE CITY, GA 30269

B. OWNER:
SANY GROUP CO., LTD
1180 PEACHTREE STREET NE
ATLANTA, GA 30309

C. ARCHITECT:
PERKINS AND WILL
1382 PEACHTREE STREET NE
ATLANTA, GEORGIA 30309
CONTACT: DON REYNOLDS (404) 443-7607

D. ENGINEER:
INTEGRATED SCIENCE & ENGINEERING
105 McINTOSH CROSSING
FAYETTEVILLE, GA. 30214
CONTACT: JASON WALLS, P.E. (770) 461-4292

E. WETLANDS ECOLOGICAL CONSULTANTS
WETLANDS AND ECOLOGICAL CONSULTANTS, LLC.
3225 SOUTH CHEROKEE LANE
WOODSTOCK, GA. 30188
CONTACT:

F. SEE SHEET G101 FOR ADDITIONAL SITE PLAN NOTES.

G. CONTRACTOR SHALL VERIFY ALL BUILDING DIMENSIONS WITH THE ARCHITECTURAL PLANS. BUILDING FOOTPRINT SHOWN FOR SITE LAYOUT PURPOSES ONLY.

H. SITE DATA:
ZONING: GI
TOTAL SITE AREA = 228 AC.

I. BUILDING SUMMARY
ASSEMBLY BUILDING 360,000 S.F.
MANUFACTURING OF ENGINEERING MACHINERY
DENSITY: 360,000 SF/ 228 AC.
= 1578.95 SF BLDG. / AC.

DISTRIBUTION BUILDING 107,639 S.F.
DISTRIBUTION CENTER OF ENGINEERING MACHINERY
DENSITY: 107,639 SF/ 228 AC.
= 472.10 SF BLDG. / AC.

OFFICE BUILDING 139,930 S.F.
RESEARCH AND DEVELOPMENT, CAFETERIA, RESTING AREA, TRAINING FACILITY AND EXECUTIVE OFFICES
DENSITY: 139,930 SF/ 228 AC.
= 613.73 SF BLDG. / AC.

TOTAL BUILDING: 607,569 S.F.
TOTAL DENSITY: 2,664.79 SF BLDG. / AC.
TOTAL OPEN SPACE: 116.31 ACRES

J. BUFFERS:
WETLANDS 25'
STREAM 50'
IMPERVIOUS 75'

SETBACKS:
FRONT 50'
SIDE 20'
REAR 20'

K. PARKING SUMMARY
PARKING REQUIREMENTS:
ASSEMBLY BUILDING 280 SPACES PROVIDED
DISTRIBUTION BUILDING 88 SPACES PROVIDED
OFFICE BUILDING 29 SPACES PROVIDED

TOTAL REQ'D SPACES 325
TOTAL PROV. SPACES 397
HANDICAP SPACES 21
GOLF CART SPACES 11

PARKING STALL DATA: 9' x 18'
10' x 18' ADJOINING MEDIANS
GOLF CART STALL: 6' x 10'

L. ALTERNATIVE TRANSPORTATION SUMMARY

PUBLIC TRANSPORTATION ACCESS – NOT AVAILABLE
BICYCLE STORAGE – AVAILABLE (40 SPACES)
LOW EMITTING & FUEL EFFICIENT VEHICLES – AVAILABLE (20 SPACES)
PARKING CAPACITY/CARPOOLS – AVAILABLE (20 SPACES)

M. IMPERVIOUS SURFACE CALCULATIONS:
ALLOWED: 60% TOTAL SITE AREA
.60 x 228 = 136.8 AC. MAX.
TOTAL: 79.8 AC. (35%)

SITE PLAN LEGEND :

- = PROPERTY LINE – SEE PLAT FOR DETAILS
- = SETBACK LINE – SEE PLAT FOR DETAILS
- = LANDLOT LINE
- = EXISTING ROAD
- = CONCRETE PAVEMENT – SEE DETAIL ON SHEET C700
- = CURB AND GUTTER – SEE DETAIL ON SHEET C700
- = STREAM
- = WETLANDS
- = AREA WITHIN EXISTING FEMA 100 YEAR FLOOD PLAIN–100 YEAR FLOOD PLAIN SHOWN WAS FIELD RUN AND LOCATED USING BASE FLOOD ELEVATIONS
- = LIMITS OF OPEN SPACE
- = MULTI-PURPOSE PATH

LOCATION MAP

PERKINS +WILL
1382 Peachtree St. NE
Atlanta, GA 30309
t: 404.873.2300
f: 404.892.5823
www.perkinswill.com

Executive Headquarters & Assembly Plant

SANY
Sany America Inc.
phone (404) 685-8318
fax (404) 685-5318

In association with:

CKGP-PW
MANUFACTURING ENGINEER
phone (248) 577-0400
fax (248) 589-8379

Integrated Science & Engineering
CIVIL ENGINEER
phone (770) 461-4292
fax (770) 461-4801

HESM&A
MECHANICAL & ELECTRICAL ENGINEER
phone (404) 881-5300
fax (404) 881-0928

Stanley D. Lindsey & Associated, Ltd.
STRUCTURAL ENGINEER
phone (770) 850-1347
fax (770) 850-1362

60% SUBMITTAL

Revisions

NO.	ISSUE	DATE

Sheet Information

Date	04/22/08
Job Number	800750.000
Drawn	
Checked	
Approved	

Title

DRI SITE PLAN

C1

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