



Introduction

Under non-expedited review, the applicant will be required to prepare a traffic impact study. During the methodology meeting and the pre-application meeting, specific issues pertaining to the traffic impact study will be determined. The following sections represent a sample report format for the required information that may be used to assist the traffic consultant in the preparation of the traffic impact study.

A. Project Description

1. Project Phasing, Pods, and Uses

[Indicate the proposed land uses, densities, acreage, and build-out year.]

a. Development by phase.

[For all multiple phase DRI's, provide a phasing schedule. Note the land use type and densities for each interim year.]

b. Location.

[Note the site location and the location of each land use by phase.]

c. Amenities.

[Describe the amenities to be developed with each phase.]

2. Site Plan

[The site plan should be prepared in accordance with Section 4-104 of the DRI Review Package Technical Guidelines and the GRTA Site Plan Information Guidelines.

The Traffic Impact Study report shall include a project description, including a location map, aerial photograph, and a tabular description of site area, including natural features, existing land uses, proposed land uses, intensity of uses, off street parking, and any features related to the interaction between uses, trip making and alternative modes of transportation. Additionally, state current and proposed zoning and the local approval that is sought (rezoning, special use permit, site plan approval, etc.).]

Provide a description of the unique features or characteristics, for instance retail centers composed of specialty uses, without large anchor tenants, or retail on the 1st floor with office on the 2nd floor.]

[Provide an explanation of the proposed physical relationship between the different uses and any design features that encourage interaction between uses. These proposed connections should be shown on the site plan.]

FIGURE – Provide a site location map that indicates the site’s location relative to the study network.
FIGURE – Provide an aerial photograph that indicates the site’s location and all surrounding adjacent land uses.

3. Site Access (Vehicular, non-vehicular, to-adjacent-land-use, to-adjacent-roadways)

[While the DRI review may constitute a conceptual review for access points, it is not a permit application and, therefore, the applicant is not required to include specific design requirements (geometry) until the time of permit application.]

a. Access Points.

[Identify the proposed number and location of access points for driveways, median openings and roadways necessary to accommodate the proposed development. Indicate the existing and proposed laneage at the access points.]

b. Facilities.

[What provisions, including but not limited to sidewalks, bicycle paths, internal shuttles, ridesharing and public transit, will be made for the movement of people by means other than the single occupant vehicle? Refer to internal design, site planning, parking provisions, location, etc.]

4. Bicycle and Pedestrian Facility on site

[If proposed, provide a description of proposed bicycle and pedestrian connections between uses within the proposed DRI that will encourage interaction between the uses, the proposed bicycle and/or pedestrian connections between the proposed DRI and existing or planned offsite facilities, and the relationship between the proposed DRI and non-DRI bicycle and pedestrian plans.]

a. Non-Motorized Travel.

[Description of any site provisions for non-motorized travel.]

b. Regional Trails.

[Indicate the location and character of any nearby local and regional trails and any site connections.]

c. Bike Paths.

[Note the location of bicycle paths and sidewalks in the immediate vicinity of the proposed DRI.]

d. Offsite Connections.

[Note proposed bicycle and/or pedestrian connections between the proposed DRI and existing or planned offsite facilities.]

e. Internal Connections.

[Provide a description of proposed bicycle and transit connections between uses within the proposed DRI to encourage interaction between the uses.]

5. Transit Access on site, or nearby

[Provide a description of transit facilities in the vicinity of the DRI.]

a. Transit Connections.

[If proposed, identified the location and character of connections to offsite transit facilities or bus stops.]

b. Bus Stops.

[If bus stops are proposed on-site, provide a description of the on site design features that allow access to the stops, as well as a description of any amenities for the stop (shelters, benches, etc.).]

c. Shuttle Service.

[If proposed, provide a description of the shuttle service (number of vans and capacity) and a description of the on site design features that are being proposed.]

[Where applicable, identify Transportation System Management (TSM) alternatives (e.g., signalization, one-way pairs, ridesharing, etc.) that will be used and any other measures necessary to mitigate other impacts such as heavy truck movements.]

6. Parking

a. Parking Required versus Parking Provided.

[Indicate the number of parking spaces required by local code versus parking provided (proposed) together with any shared parking or preferential carpool/vanpool spaces anticipated for the development. If the development will be constructed in phases, sub-totals by phase should be provided.]

B. Traffic Analyses Methodology & Assumptions

1. Growth Rate & Methodology

[Identify the methodology and assumptions used in the analysis. For example, specify whether historical traffic counts were utilized and/or the projected volumes contained in the travel demand model.

If historical traffic count information is used, then this section should include a summary table identifying the roadway segment with volumes and calculated growth rates. If ARC's travel demand model is used, then the table should identify the roadway segment, projected volumes, and projected growth rate by segment.

[Additionally, it may be necessary to estimate non-project traffic and background vested traffic, which is traffic from approved projects that have not been built yet, by phase.

TABLE – Provide a table summarizing the traffic growth patterns in the study network.

2. Traffic Data Collection

[Identify whether old traffic counts are being utilized or new tube and new turning movement counts. Indicate the date the traffic counts were performed. Additionally, indicate the peak 1-hour hour (for each peak period analyzed) for each intersection that is being analyzed.]

3. Detailed Intersection Analysis

[Identify the methodology and assumptions used in this analysis. This should include the analysis software being proposed for the analysis, and identification of the peak periods being analyzed.]

4. Detailed Segment Analysis

[If applicable, identify the methodology and assumptions used in this analysis. This should include the analysis software being proposed for the analysis, and identification of the peak periods being analyzed.]

5. Planning Level Segment Analysis

[Identify the methodology and assumptions used in this analysis. This should include the analysis software being proposed for the analysis, and identification of the peak periods being analyzed. The HCM is one method of analysis for roadway segments. However, the simplified analysis developed by the Florida Department of Transportation (FLOS tables), or any other previously approved methodology may be used.]

6. Trip Generation

[Identify the methodology and assumptions used in the analysis. State whether the Trip Generation equation or average rates were used. Additionally, if a Trip Generation comparable was utilized, then provide the methodology and assumptions used in the collection of the data.]

C. Study Network

1. Gross Trip Generation

[The gross trips to be generated by the proposed DRI shall be identified in tabular format based on 6th Edition, Trip Generation ITE, 1997, or most recent edition. The table to be included shall identify the ITE land use category, the daily, AM (inbound, outbound and total) and PM (inbound, outbound and total) peak hour trips. In some instances, a Saturday peak hour may be required.]

TABLE – Provide a gross trip generation table.

2. Trip Distribution

[Identify the trip distribution utilized in the traffic impact study]

FIGURE – Provide a figure that illustrates the trip distribution in the study network.

3. Level of Service Standards

[Identify the Level of service standards (for each County in the study network) used for the traffic impact study.]

4. Study Network Determination

[Utilizing the "7% rule," document the DRI's study network.]

5. Study Elements

[Identify the individual intersections that will be analyzed. Additionally, identify the roadway segments that will require detailed analysis as well as a planning level analysis.]

a. Peak Periods.

[The standard procedure is to include an AM and PM peak and daily trip generation analysis of traffic conditions; however, GRTA may request other peak periods or may waive requirements for the AM and PM. Such requests for waivers must be discussed and agreed upon at the Methodology/Pre-Application Meeting, based on local conditions and the peaking characteristics of the proposed land uses.]

6. Existing Facilities

[Provide a description of the existing major transportation facilities in the study network, including the number of lanes, and other pertinent data. The information shall be shown on a map and shall describe the existing geometric features of roadway segments and intersections within the study network.]

FIGURE – Provide a figure that graphically depicts the existing laneage of all roadways and intersections within the study network.

D. Trip Generation

[Provide a projection of vehicle trips expected to be generated by this development. State all standards and assumptions used, including trip end generation rates by land use type, sources of data, modal split, etc., as appropriate. The acceptable methodology to be used for projecting trip generation shall be determined at the Methodology/Pre-Application meeting. GRTA DRI information shall include an explanation of all assumptions used and a summary of the total trips to be generated by, or attracted to the proposed DRI, including any reductions attributable to internal capture, transit modal splits, alternative modes, and pass-by trips.]

[If ITE trip generation rates are not available or applicable, trip generation rates shall be provided by the applicant and the data collection methodology shall follow the guidelines established in the ITE Trip Generation Handbook Chapter 4, "Conducting A Trip Generation Study." Any proposed generation study methodology, and potentially preliminary results must be discussed and agreed upon at the Pre-Application Meeting.]

1. Internal Capture

[Mixed-Use Trip reduction analyses shall be prepared in accordance with the ITE Trip Generation Handbook Chapter 7, multi use development. In order to qualify for a reduction in trip generation, the GRTA DRI review package shall demonstrate that site design features justify the application of mixed-use reductions to the proposed DRI. Additionally, the mixed-use reductions shall be limited per Table 3 – Adjustments to ITE Handbook Mixed-Use Reductions located in GRTA's Technical Guidelines.]

[Estimate the internal/external split for the generated trips at the end of each phase of development.]

2. Alternative Modes of Transportation

[Summarize the trip reduction because of alternative modes of transportation. If a reduction in site vehicle trips through the use of transit to and from the DRI is anticipated, the amenities, facilities or programs to be included in the proposed DRI to justify these reductions shall be shown on the site plan.]

[If the proposed DRI relies upon bicycle and or pedestrian travel as the basis for reducing offsite traffic impacts through on-site and off-site interactions between land uses, then include a detailed explanation of the justification for the proposed reductions, and the assumptions on which the explanation is based. All applicable amenities shall be identified on the site plan.]

3. Pass-By Trips

[Describe the analysis and justifications for the trip reduction because of pass-by trips. Check to make sure that the pass-by trips do not exceed 10 percent of the non-DRI background trips on the immediately adjacent roadway.]

[Calculate gross trips first, and then reduce for internal capture, then alternative modes of travel, then for pass-by trips.]

TABLE – Display DRI trip generation in tabular format, showing gross trips generated, reductions (if any) for each of the above conditions, and the resulting Net trips generated by the DRI, by phase (see sample table).

Sample Table Trip Generation		
	Phase I	Phase II (Total Build-out)
Gross Trip Generation:	20,000	30,000
(-)Mixed-use reductions	-500	-800
(-)Alternative modes	-500	-700
(-)Pass-by trips	-2,000	-3,000
Net Trips:	17,000	25,500

E. Trip Distribution & Assignment

[There are four methods of trip distribution that are acceptable for the use in DRI analysis. They are GRTA's trip tool, Census Tract methodology, the Market analysis methodology, and ARC's Travel Demand Model. Currently, GRTA's trip tool is the only pre-approved method. All other methods must be approved at the methodology or pre-application meeting.]

[Describe the procedure used to estimate and distribute the traffic at build-out and at the interim phase years.]

1. GRTA Trip Tool (Preferred Method)

[This is the preferred method for determining the trip distribution. GRTA "Trip Distribution GIS Tool" utilizes the following information to determine the trip distribution: build-out year, TAZ, type of use, daily trips, select distance, and power.]

2. Census Tract Analysis

[List the census tracts that will be used. Summarize the employment and population in each census tract. Note that percentage of total represented in each census track. Overlay these percentages on the transportation map. Estimate trip distributions on the major transportation facilities.]

3. Market Analysis

[Note the source of the market study. Describe the purpose, methodology and results of the market study. Provide clear and convincing documentation as to why the market study is a valid and accurate method to determine the trip distribution for this DRI.]

4. TRANPLAN Analysis.

[Interpolate the land use and social economic data sets to project conditions for the build-out year of the phase are project. Verify that the transportation network includes only existing and committed facilities. Input amount of development proposed for the project. Determine total trips generated by the project zone, so that the percentage of project trips designed by the model can be determined. If there are additional roadways that should be part of the study network and are not included in the model, then conduct post model adjustments. Calculate the percentage of trips assigned to each roadway segment in the project vicinity.

Assignment involves determining the traffic that will use each access point and its route on the roadway network. This step is sometimes confused with trip distribution. Trip distribution is a step in determining where trips wish to go. Assignment is a step in which trips are put on the network to reach the desired destination.]

FIGURE – Provide a figure that graphically displays the site’s trip distribution and assignment percentages throughout the study network. Note: For mixed-use developments, the distribution percentages may vary by land use.

FIGURE(S) – Provide a figure that graphically displays the site traffic generated by the DRI, distributed throughout the study network by turning movements for AM and PM peak (and/or other required) periods.

F. Traffic Analysis

1. Existing Traffic

a. Existing Traffic

FIGURE(S) – Provide a figure that graphically displays the existing traffic in the study network by turning movements for AM and PM peak (and/or other required) periods. Additionally, indicate the existing daily traffic volumes along the roadways in the study network.

b. Existing Conditions

[Provide a summary of the existing conditions LOS analysis in a tabular form and provide graphics that show the improvements required, if any, to provide acceptable operating conditions for all roadway segments and intersections in the study network. In situations where roadway segments or intersections are currently operating at LOS F, then an improvements analysis shall be conducted to determine the minimum improvements required to provide LOS E.

TABLE – Provide a table displaying all existing intersection and roadway segment LOS, minimum required improvements (if necessary), and the resulting LOS after improvements.

FIGURE (if needed) – Provide a figure showing the laneage required for all roadway segments and intersections to operate at the LOS standard. This figure should differentiate between existing laneage and the additional laneage (if applicable) required to achieve an acceptable LOS.

2. Background Traffic (Future “No-Build”)

[Future “no-build” traffic considers existing traffic plus an additional amount of traffic to account for growth in the study network. It does not include the proposed DRI traffic volumes. Using a diagram and possibly a table as a base, indicate the future conditions on the highway network (intersections and roadway network) within the Study Network. This section may need to be expanded by phase for multi-phase developments.]

a. Future “no-build” Traffic

FIGURE(S) - Provide a figure that graphically displays the future “no-build” traffic (existing traffic plus growth background traffic growth) in the study network by turning movements for AM and PM peak (and/or other required) periods.

b. Future “no-build” conditions

[Provide a summary of the future “no-build” conditions for the year of build-out and at the end of each phase. As appropriate, if “no-build” conditions do not operate at the appropriate LOS standard, identify the improvements needed to restore the LOS standard, and the resulting LOS. NOTE: In some instances where the existing level of service is LOS E or F, then the LOS standard that is required for the future “no-build” conditions is LOS E.]

TABLE – Provide a table displaying all future “no-build” intersection and roadway segment LOS, minimum required improvements (if necessary), and the resulting LOS after improvements.

c. Future “no-build” required laneage

FIGURE – Provide a figure that graphically depicts the laneage required for all roadway segments and intersections within the study network to operate at an acceptable LOS in the future “no-build” condition. This figure should differentiate between existing laneage and the additional laneage required for “no-build” conditions.

d. Future “Build” Traffic

[Future “build” traffic considers the future “no-build” traffic plus the additional traffic associated with the proposed DRI. Using a diagram and possibly a table as a base, indicate the future conditions on the highway network (intersections and roadway segments) within the study network. This section may need to be expanded by phase for multi-phase developments.]

e. Future “build” Traffic

FIGURE(S) - Provide a figure that graphically displays the future “build” traffic (background traffic plus site-generated traffic) in the study network, by turning movements for AM and PM peak (and/or other required) periods.

f. Future “build” conditions

[Provide a summary of the future “build” conditions for the year of build-out and at the end of each phase. As appropriate, analyze future “Build” conditions with any improvements added in the “No-Build” condition. If future “Build” conditions do not operate at the appropriate LOS standard, identify additional improvements required to restore the LOS standard.]

Clearly identify the geometric changes required at each intersection and roadway link to achieve an acceptable LOS.

NOTE: In some instances where the existing level of service is LOS is E or F, then the LOS standard that is required for the future conditions is LOS E.]

TABLE - Provide a table displaying all future intersection and roadway segment LOS, minimum required improvements (if necessary), and the resulting LOS after improvements.

g. Future “build” required laneage

FIGURE - Provide a figure that graphically depicts the laneage required for all roadway segments and intersections within the study network to operate at an acceptable LOS in the future “Build” condition. This figure should differentiate between the future “no-build” laneage and the additional laneage required for “build” conditions.

G. Off-site Facility Needs

1. Mitigation Measures Summary

[As appropriate, summarize the improvements or mitigation measures needed to serve the proposed DRI. Improvements may include, but are not limited to the following:

Construction of new roadway or intersection facilities

Addition of general use lanes

Implementing Transportation System Management strategies

Site Plan and land use changes or reductions

Add intersection turning lanes

Construct an Interchange at an existing intersection

Implement incident management programs

Increase the DRI driveways spacing to better distribute the traffic generated by the DRI to reduce localized impacts

Reduce the number of DRI driveways

Adding or removing median openings

Change traffic signals phasing and/or timings

Improve signal progression by changing the signal timing splits and/or cycle lengths.]

TABLE - The results of these analyses should be presented in a tabular form showing the following: Improvements necessary and the LOS before and after necessary improvements.

H. Identification of Programmed Projects

[Note planned and programmed improvements in the Study Network]

[The applicant should review the transportation improvement program, the State Transportation Improvement Program, the Regional Transportation Plan, MARTA's work program and GDOT's Construction Work Program. The purpose of this review will be to identify projects planned or programmed within the Study Network during the development schedule of the proposed DRI. The applicant and GRTA must discuss, at the Pre-Application meeting, any planned and programmed improvements that are located in the study network and the timing of the improvements and the capacity added from such improvements.]

[Note the information source, a contact name and number, and the adoption date of the information. Attach appropriate excerpts from published capital improvements plans, budgets and programs showing schedules and types of work and letters from the appropriate agencies stating the current status of the planned, programmed and committed improvements that will be in place and in the horizon year, including any improvements required in the existing conditions analysis.]

[Note: The future "no-build" and the future "build" analyses should NOT automatically include/assume the additional lanes/capacity associated with planned and programmed improvement projects unless those roadway projects are currently under construction. Instead, the traffic consultant should recommend the additional laneage required to satisfy the level of service standard.]

1. Description

[Describe any transportation improvements listed in the short-term work programs (TIP, STIP, and RTP) within the vicinity of the DRI.

Provide a description of the project, including the project name and the character of the improvement.]

2. Cost

[Provide the programmed cost of the project.]

3. Source of Funds

[Identify the sponsor of the project and the funding source(s).]

4. Open-to-Traffic Date

[Identify the date that the proposed improvement will be open to traffic. Coordination with ARC, County representatives, and others may be required to obtain this information.]

I. Ingress/Egress Analysis

[GRTA's policy evaluates each DRI relative to Ingress and Egress. Therefore, the proposed DRI should be designed so that ingress and egress to any onsite parking facilities and all access points to adjacent public roads are likely to operate in a safe and efficient manner and are not reasonably anticipated to result in peak hour ingress and egress congestion on adjacent roads and at nearby intersections.]

A narrative summary should be provided that addresses the following questions:

Are pedestrian facilities provided at all vehicular access points to the site? Are they safe relative to the parallel roadway into the site?

Does the site plan include pedestrian walkways that provide access to adjacent properties?

Does the site plan include pedestrian walkways that provide access to adjacent roadways?

Does the plan take advantage of any opportunities for secondary access points to adjacent roadways or adjacent land uses?

Are the vehicular accesses into the parking facilities likely to operate in a safe and efficient manner?

Are all access points to adjacent public roadway likely to operate in a safe and efficient manner?

Are there any excess queuing problems at the site driveways for vehicles turning into or out of the site?

Are any signalized access points proposed?

Additionally, the traffic consultant should review the site plan and make recommendations on how to improve the site's pedestrian and vehicular ingress/egress.

J. Internal Circulation Analysis

[GRTA's policy evaluates each DRI relative to Internal Circulation. Therefore, the proposed DRI should be designed so that on site vehicle and pedestrian movements are efficient and will avoid delays during peak access periods.]

A narrative summary should be provided that addresses the following questions:

List specific design features that promote efficient on-site pedestrian movements.

List any design features that result in inefficient on-site pedestrian movements, and provide improvement recommendations.

Does the site plan include sidewalks along all internal roadways and along adjacent roadways (along the border of the site)?

Are any on site land uses not connected by sidewalks?

List all streets, and sides, where sidewalks are provided.

How are pedestrian path distances minimized (e.g., by providing direct pedestrian walkways between uses where no road access exists)?

Do any internal roadway intersections or internal entrances to parking facilities, as proposed in the plan, result in a deficient level of service?

How are on-site conflicting vehicle-pedestrian movements addressed?

List specific on-site design features that promote efficient vehicle movements.

Additionally, the traffic consultant should review the site plan and make recommendations on how to improve the site's internal pedestrian and vehicle circulation.]

The following sections K, L, M7 may be submitted under separate cover if desired.

K. Compliance with Comprehensive Plan Analysis

[An explanation as to how the proposed DRI relates to the local government's Comprehensive Plan and any transportation improvements listed in the short-term work programs within the vicinity of the DRI shall be provided.]

Describe the relationship to the local government Comprehensive Plan, particular the transportation and capital improvement elements.

Describe how the project will complement the protection of existing, or development of proposed, transportation corridors designated by local governments in their Comprehensive Plans.

Indicate the current and proposed zoning of the site. Also, indicate the existing land use category as well as the future land use category from the future land use map.]

L. Area of Influence

[Area of Influence Analysis may be included here or in a separate document.]

M. Answer Criteria (8 questions)

1. Quality, Character, Convenience, and Flexibility of Transportation Options

§ 3-103.A.1., P&P

The proposed DRI is likely to promote improved regional mobility in terms of the quality, character, convenience and flexibility of transportation options.

[List the transportation options (rail, bus, and carpooling/vanpooling) within ¼ mile available for people traveling to/from the site.]

2. Vehicle Miles Traveled

§ 3-103.A.2., P&P

The proposed DRI is likely to promote improved regional mobility by reducing vehicle miles of travel.

[Indicate the proposed trip generation and reductions, by phase.

Are there characteristics (trip interception) of the development that result in people driving a shorter distance?]

3. Relationship Between Location of Proposed DRI and Regional Mobility

§ 3-103.A.3., P&P -

The proposed DRI is likely to promote improved regional mobility because it is located in an urban core, town center, an activity center previously designate by an RDC, a rail/transit station development or is a part of a publicly sponsored redevelopment or infill initiative.

[What's the distance from, or is the DRI located within an urban core, town center, or activity center?

Is the DRI within ½ mile walk distance of a rail station, express bus park and ride lot, or commuter rail station?

Is the DRI part of a publicly sponsored redevelopment or infill initiative?]

4. Relationship Between Proposed DRI and Existing or Planned Transit Facilities

§ 3-103.A.4., P&P

The proposed DRI is located sufficiently close to existing or planned transit facilities to indicate a likelihood of significant use of transit by residents, employees and visitors of the proposed DRI.

[What is the walk distance from the DRI to the closest rail stations or express bus park and ride lots?

How many bus/shuttle stops are located within ¼ mile walk distance of the DRI, and how many buses serve (with frequency) these stops?

Are there any new transit facilities or operations proposed by the applicant?

Are any proposed publicly sponsored transit facilities (rail station, bus/shuttle stop, or commuter rail station, etc.) proposed to be opened within ½ mile walk distance of the site? Please compare the opening date of the facility to build-out year of the DRI.]

5. Transportation Management Area Designation

§ 3-103.A.5., P&P

The proposed DRI is located within an established Transportation Management Area which creates likelihood that the proposed DRI is reasonably anticipated to result in improved regional mobility as a result of the Transportation Management Area.

[If the site is within a TMA, please list the official name of the TMA and a contact person (name, title, phone, fax, email, mailing address).]

6. Offsite Trip Reduction and Trip Reduction Techniques

§ 3-103.A.6., P&P

Offsite trip generation from the proposed DRI is reduced by at least fifteen percent (15%), or, in the event that a proposed DRI is unable to satisfy the trip reduction standard established in this subsection because of other conditions which are beyond the control of the developer or the affected local government, the proposed DRI implements all available trip reduction techniques which are reasonably practical.

[What "alternative modes of transportation" and "mixed-use" trip reductions are being proposed and what percentage of DRI traffic is anticipated?

What specific trip reduction techniques are being proposed?

If 15% not met, provide a list of "other conditions which are beyond the control of the developer or the local government."]

7. Balance of Land Uses – Jobs/Housing Balance

§ 3-103.A.7., P&P

Does the proposed DRI:

contain a mix of uses which are reasonably anticipated to contribute to a balancing of land uses such that it would be affordable for at least ten (10%) of the persons who are reasonably anticipated to be employed in the proposed DRI are reasonably anticipated to have an opportunity to reside within the DRI? OR

Is the proposed DRI located in an Area of Influence where the proposed DRI is reasonably anticipated to contribute to a balancing of land uses within the Area of Influence such that twenty-five (25%) of the persons who are reasonably anticipated to be employed in the proposed DRI have an opportunity to live within the Area of Influence? OR

Is the proposed DRI located in an Area of Influence with employment opportunities which are such that at least twenty-five (25%) of the persons who are reasonably anticipated to live in the proposed DRI and are reasonably expected to be employed will have an opportunity to find employment appropriate to such persons' qualifications and experience within the Area of Influence?

8. Relationship Between Proposed DRI and Existing Development and Infrastructure

§ 3-103.A.8., P&P

The proposed DRI is not located in any area where the existing level of development and availability of infrastructure within the Area of Influence of the proposed DRI is such that the proposed DRI is reasonably anticipated to result in unplanned and poorly served development which would not otherwise occur until well-planned growth and development and adequate public facilities are available.