



WHAT IS EXPEDITED REVIEW?

GRTA recognizes that some DRI Plans of Development do not justify full-blown GRTA review because their impacts on regional mobility and air quality are negligible or even positive. Accordingly, expedited review, with shortened timeframes and reduced submittal requirements, is available under certain circumstances. In general, Developments of Regional Impact (DRIs) that:

1. generate less than 1,000 average daily vehicular trips and do not require an air quality permit from the Georgia Department of Natural Resources Environmental Protection Division;
2. provide a mix of uses that creates a trip reduction of at least 50% below standard trip generation rates based on internal capture and transportation by means other than single occupant vehicles;
3. significantly reduce average vehicle miles traveled; or
4. significantly promote the use of alternatives to the single-occupant vehicle,

may be eligible for expedited review. Expedited Review will be granted to DRI Plans of Development that satisfy the specific expedited review criteria in Sections 3-101 and 3-102 of the *Procedures and Principles for GRTA Development of Regional Impact Review*, as determined pursuant to acceptable methodologies and supporting data:

EXPEDITED REVIEW CRITERIA

(excerpted from Procedures and Principles for GRTA Development of Regional Impact Review)

Section 3-101. General Criteria Applicable to All Proposed DRIs.

- A. **Internal Circulation.** The proposed DRI is designed so that on site vehicle and pedestrian movements are efficient and will avoid delays during peak access periods.
- B. **Ingress and Egress.** The proposed DRI is 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.

Section 3-102. Criteria for Expedited Review.

- A. **General.** A proposed DRI shall be eligible for Expedited Review if the Proposed DRI complies with the requirements of any one of the subsections B, C, D, or E of this Section 3-102.
- B. **Limited Daily Trip Generation.** The proposed DRI is projected to generate less than one thousand (1,000) daily trips and does not require an air quality permit from Georgia Environmental Division.
- C. **Mixed Uses.** The proposed DRI contains two or more complementary, interconnected or interdependent uses so that the vehicular trips generated by each independent use of the proposed DRI are reasonably anticipated to be reduced by a trip reduction of at least fifty percent (50%)

below standard trip generation rates based on internal capture of trips and use of alternative modes of transportation other than single occupant vehicles, provided that a trip reduction of at least fifteen percent (15%) is attributable to internal capture and at least fifteen percent (15%) is attributable to use of alternative modes of transportation; and

D. **Area of Influence.** Land uses in the proposed DRI are such that when considered in the context of existing approved uses in the proposed DRI's Area of Influence, it is likely that:

1. The proposed DRI is designed so that ingress and egress to any on-site 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, and either:
2. At least sixty-five percent (65%) of the single occupant automobile trips generated by the proposed DRI are reasonably anticipated to have a trip length of six (6) miles or less; or,
3. At least fifty percent (50%) of the work-related single occupant vehicle trips generated by the proposed DRI are reasonably anticipated to have a trip length of six (6) miles or less.

E. **Alternative Modes of Transportation.** As a result of the location, character or design of the proposed DRI, the DRI is reasonably anticipated to be served by modes of transportation other than single occupant vehicles, and:

1. Is designed so that ingress and egress to any on-site 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, and either:
2. At least twenty-five percent (25%) of the trips generated by the proposed DRI are likely to be by way of modes of transportation other than the single occupant vehicle; or,
3. The proposed DRI includes improvements and facilities which substantially increase the likelihood that a significant percentage of the residents, employees or visitors are reasonably anticipated to use alternative modes of transportation other than the single occupant vehicle and that there are no other reasonable measures which could be implemented to increase use of alternative modes of transportation; or,
4. The proposed DRI is located within an area which has been designated by GRTA as a Transit Enabled Area and is consistent with any land use parameters established by GRTA as a part of the designation of the area as a Transit Enabled Area.

F. **Required Factual Showing.** In determining whether a particular DRI complies with the criteria in subsections B, C, D or E of this Section for eligibility for approval by Expedited Review, the Executive Director or the DRI Committee, as the case may be, may consider statistical information in regard to existing and planned jobs, projected and existing household incomes, and housing costs in the proposed DRI or the Area of Influence as the case may be, as a sufficient factual basis for approval, provided that the source of such information is derived from a reliable and appropriate source of public or private information. Data from the 2000 U. S. Census, current property tax records, public agencies responsible for planning, implementation or management of land use, housing economic development or transportation, private sector

providers of demographic studies, and published real estate information including listing and sale prices shall be considered appropriate sources of information. In the event that the factual showing involves analysis, derivation or extrapolation from source information, the methodology and assumptions shall be submitted to GRTA. In the event that GRTA determines that such analysis, derivation or extrapolation is unreliable, GRTA may reject such information as insufficient to demonstrate the required showing for eligibility for Expedited Review.

EXPEDITED REVIEW METHODOLOGY CHECKLIST

This checklist is intended to assist applicants who wish to seek expedited review, by listing the specific information that the applicant should bring to a meeting with GRTA staff regarding the data and methodology that will be used to evaluate the applicant’s DRI application. To minimize inadequate or incomplete submittals for expedited review, **GRTA strongly recommends that you schedule a “Methodology Meeting” with GRTA’s Professional Staff to discuss the analysis required for expedited review before applying for development approval from your local government.**

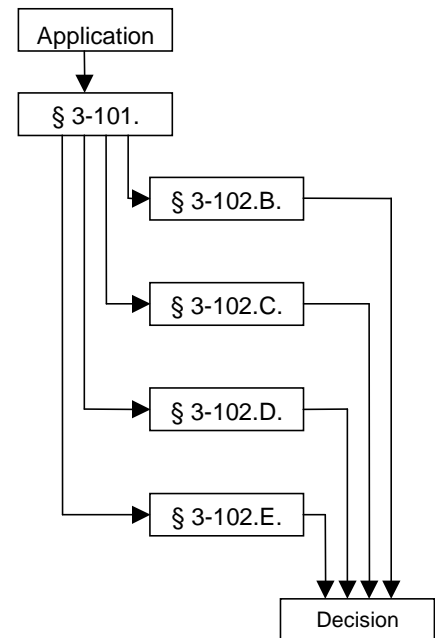
Applicant Name: _____ Date of Meeting: _____

Applicant Contact Information: _____

DRI Name:- _____ DRI Number: _____

Section 3-101. (ALL APPLICATIONS)

- A map and narrative describing the proposed project’s location, size, and character.
- Project phasing and build-out schedule (list phase year, identification of pods cumulatively built, and associated development figures).
- Description of the existing and proposed zoning and land use category.
- A site plan that clearly illustrates the uses, intensities of use, internal vehicular and pedestrian circulation, parking areas (including ingress and egress points), and access points (vehicular and pedestrian) to adjacent public roadways and to adjacent land uses. A designation of each land use should be clearly delineated as “pods” on the plan—these should exactly match the land use categories used in the trip generation analyses.
- Description of parking requirements (ratios and total numbers), proposed parking, location, and proposals for shared parking.



Expedited Review Alternatives

- Description of the location of driveways, any plans for shared driveways, and the identification of the permitting agency for driveway access.
- Listing of peak periods (PM, AM, Saturday Peak, Friday evening, peak hour of generator) and project phase years to be analyzed.
- Description of adjacent land uses (desired to be shown using a combination of an aerial photograph and local land use plan).
- Recommended list of the access points, internal roadways, adjacent roadways, and nearby intersections to be analyzed.
- LOS standards, rural/urban designation, and functional classification for the *adjacent* roadways.
- Trip generation data sources, including all variables and assumptions used to calculate the proposed trip generation (including reductions):
 - Table of mixed-use reductions **and** the justification (provision of bike/pedestrian facilities and distance between uses) shown on the site plan;
 - Table of pass-by trip reductions and application of limits test;
 - Alternative mode split assumptions, including justification as to how they were reached (includes transit, external bike and pedestrian); description of existing and proposed transit service (routing, frequency/headway, and stop locations, plus distance from each use); description of transit amenities provided on the site plan; discussion of parking supply and effect on competition of alternative modes.
- Proposed capacity analysis procedures for: (1) detailed intersection and (2) detailed segment. Provide the name and version of software to be used.
- Proposed methodology to be used for traffic distribution and assignment for site driveways and internal roadways.
- Proposed methodology to be used for calculating future year background traffic for site driveways and “adjacent” roadways.
- Sources of data (turning movement counts [may be up to 12 months old] and 24-hour two-way counts [may be up to 24 months old]) to be used and assumptions related to the collection and analysis of that data. Methodology of processing existing conditions derived from observed data: balancing (between close intersections), growing (from older counts to “existing”), and rounding (to nearest 5 *AFTER* balancing and growing).

Applications Under Section 3-102.B. (limited trip generation)

- Information required for Section 3-101 (above).
- Trip generation data sources, including all proposed variables and assumptions used to calculate proposed trip generation (including reductions), showing that the site generates less than 1,000 net external daily trips.
- Documentation that the development does not require an air quality permit from Georgia Environmental Protection Division (EPD).

Applications Under Section 3-102.C. (mixed uses)

- Information required for Section 3-101 (above).
- Proposed mode split assumptions, including justification as to how they were reached.
- Proposed calculation methodology and supporting data for showing at least 15% of the 50% trip reduction is attributable to internal capture and at least 15% of the 50% trip reduction is attributable to alternative modes of transportation.
- Provide documentation that justifies the source and details of the proposed data, including assumptions used in collecting and analyzing the data; provide information showing the methodology and assumptions used for the analysis, derivation, or extrapolation from the source information, consistent with “Required Factual Showing” (Section 3-102.F).

Applications Under Section 3-102.D. (specified reductions in vehicle miles traveled)

- Information required for Section 3-101 (above).
- Proposed methodology and supporting data showing *either*:
 - that at least 65% of the single occupant vehicle trips are shorter than 6 miles; *or*
 - that at least 50% of the single occupant vehicle work-related trips are shorter than 6 miles.
- Provide documentation that justifies the source and details of the proposed data, including assumptions used in collecting and analyzing the data; provide information showing the methodology and assumptions used for the analysis, derivation, or extrapolation from the source information, consistent with “Required Factual Showing” (Section 3-102.F).

Applications Under Section 3-102.E. (alternative modes of transportation)

- Information required for Section 3-101 (above).
- Proposed calculation methodology and supporting data showing either:
 - at least 25% of the trips generated by the proposed DRI will be by means other than the single occupant vehicle:
 - Supporting data and calculation methodology for transit mode split.
 - Supporting data and calculation methodology for walk mode split.
 - Supporting data and calculation methodology for bicycle mode split.

or

- the improvements and facilities of the DRI will substantially increase the likelihood that a significant percentage of residents, employees, or visitors will not travel by single occupant vehicle (SOV), and that those improvements and facilities are the maximum reasonable measures that can be taken in this regard:
 - List of “improvements and facilities of the DRI” that will substantially decrease use of the single-occupant vehicle.
 - Provide percentage of residents, employees, or visitors likely to travel by SOV.
 - Demonstration that the “improvements and facilities of the DRI” are the maximum reasonable measures—referencing the locals’ zoning code, land use plan, and development standards.

or

- the proposed DRI is located within a GRTA-designated Transit Enabled Area and meets the requirements for expedited review under that designation:
 - Documentation that the proposed DRI is located within a GRTA-designated Transit Enabled Area.
 - Documentation that the proposed “character and magnitude” of development is consistent with and will further GRTA’s goals and objectives to improve regional mobility and air quality.
- Provide documentation that justifies the source and details of the proposed data, including assumptions used in collecting and analyzing the data; provide information showing the methodology and assumptions used for the analysis, derivation, or extrapolation from the source information, consistent with “Required Factual Showing” (Section 3-102.F).

SCHEDULING A MEETING WITH GRТА STAFF

GRТА Staff are available to meet with you to discuss your application. Please contact GRТА Staff at: 245 Peachtree Center Avenue, NE, Suite 900, Atlanta, Georgia 30303-1223, by telephone at (404) 463-3000, by fax at (404) 463-3060, or by e-mail at dri@grta.org to schedule a meeting at your convenience.

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