

Developments of Regional Impact (DRI)

2015 Annual Report / Procedures Update

ARC Land Use Coordinating Committee

March 31, 2016



ATLANTA REGIONAL COMMISSION

Purpose

- Identify developments that may have impacts outside local government's jurisdiction
- Improve communication and coordination between local governments and agencies (regional, state, etc.) regarding new growth and development
- Provide means for assessing potential impacts of developments before conflicts arise

History

- Area Plan Review (APR) - 1970s on
 - Protection of MARTA corridors
 - Review of large-scale developments added in 1984
- Georgia Planning Act – 1989
 - Created statewide DRI program
 - Gave Georgia DCA authority to establish DRI rules
 - Tasked Regional Commissions with review management
- Georgia Regional Transportation Authority (GRTA) – 1999
 - Tasked with DRI review in 1999
 - Created current DRI program and rules in 2002 – separate focus
- DCA Rules revised – 2011-2012
 - Gave RCs option to create alternative rules
 - ARC exercised this option in 2012-2013
 - Removed “in the best interest” Finding, among other things

Review Determination

- Review warranted when proposed development meets or exceeds ARC threshold(s)
 - Thresholds organized by use and size/scale/intensity
 - Thresholds tied to ARC Unified Growth Policy Map (UGPM)
- DCA maintains base thresholds for rest of state
- Any local government action can trigger review
 - Rezoning
 - Land Disturbance Permit
 - Building Permit
- ARC determines whether review is warranted
- ARC determination triggers GRTA DRI review

Review Process

- Review initiated by local government
- DCA maintains central application portal
- Review by ARC and GRTA staff
- Review by potentially affected governments or agencies
 - Neighboring local governments
 - State and other agencies – GDOT, DNR/EPD, MARTA, etc.
- ARC generates final report for local government with staff recommendations and comments received during review
- Forum for resolution of conflicts if time permits

Review Process

- Request from local government
- ARC reviews project information
- ARC schedules pre-review meeting
 - *Unless otherwise requested:*
 - Scheduling: within 5 days of first contact
 - Meeting itself: within 10 days of first contact
- DRI determination
 - At pre-review meeting or within 5 days of meeting
- Form 1, Form 2, Traffic Study (if needed)
 - Within 90 days of pre-review meeting
 - Applicant and local government complete forms; LG submits
- ARC issues preliminary report/review notice
 - Within 5 days of all information being received
 - This opens ARC review/comment period (15 days)
- ARC issues final report
 - Within 5 days of review/comment period ending
 - This closes ARC's review

2015 in Review

2015	
Mixed Use	9
Ind/Ware/Dist	8
Comm/Retail	1

2014	
Mixed Use	5
Ind/Ware/Dist	4
Res	2

2013	
Res	3
Ind/Ware/Dist	2
Mixed Use	2
Solid Waste	1

2015	
Cherokee County	1
City of Alpharetta	1
City of Atlanta	1
City of Buford	1
City of Decatur	1
City of Dunwoody	1
City of Fayetteville	1
City of Roswell	1
City of Sandy Springs	1
Clayton County	1
Cobb County	2
DeKalb County	1
Douglas County	1
Gwinnett County	2
Henry County	2

2014	
City of Atlanta	2
City of Fairburn	2
City of Sandy Springs	1
City of Union City	1
Cobb County	3
Gwinnett County	2

2013	
City of Atlanta	2
City of Conyers	1
City of Fairburn	1
City of Sandy Springs	1
City of Johns Creek	1
City of Union City	1
Cobb County	1

2015...and beyond

- Numbers are up
 - Number of reviews
 - Square footage (all uses)
 - Units (residential)
 - Geographic distribution
- Still not back to pre-recession (e.g., 44 DRIs in 2008)
- 2016 outlook:
 - 6 reviews opened / 11 in pre-review = 17
 - ***Almost as many as in all of 2015, and it's only March***
 - Mostly Mixed-Use with significant Office component
 - Some Commercial and Industrial
 - Many inside Perimeter or just outside
 - Midtown/Downtown
 - DeKalb/Brookhaven/Chamblee/Doraville
 - Perimeter Center – Sandy Springs/Dunwoody
 - Suburban: Woodstock, Cobb, Henry, Gwinnett
 - Many in Livable Centers Initiative (LCI) areas
 - Many near MARTA stations

Next: Overview of GRTA Process

Then: Q&A

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Developments of Regional Impact (DRI)

*As required by state law, GRTA reviews and approves all
Developments of Regional Impact within its 13-county
metro Atlanta jurisdiction*

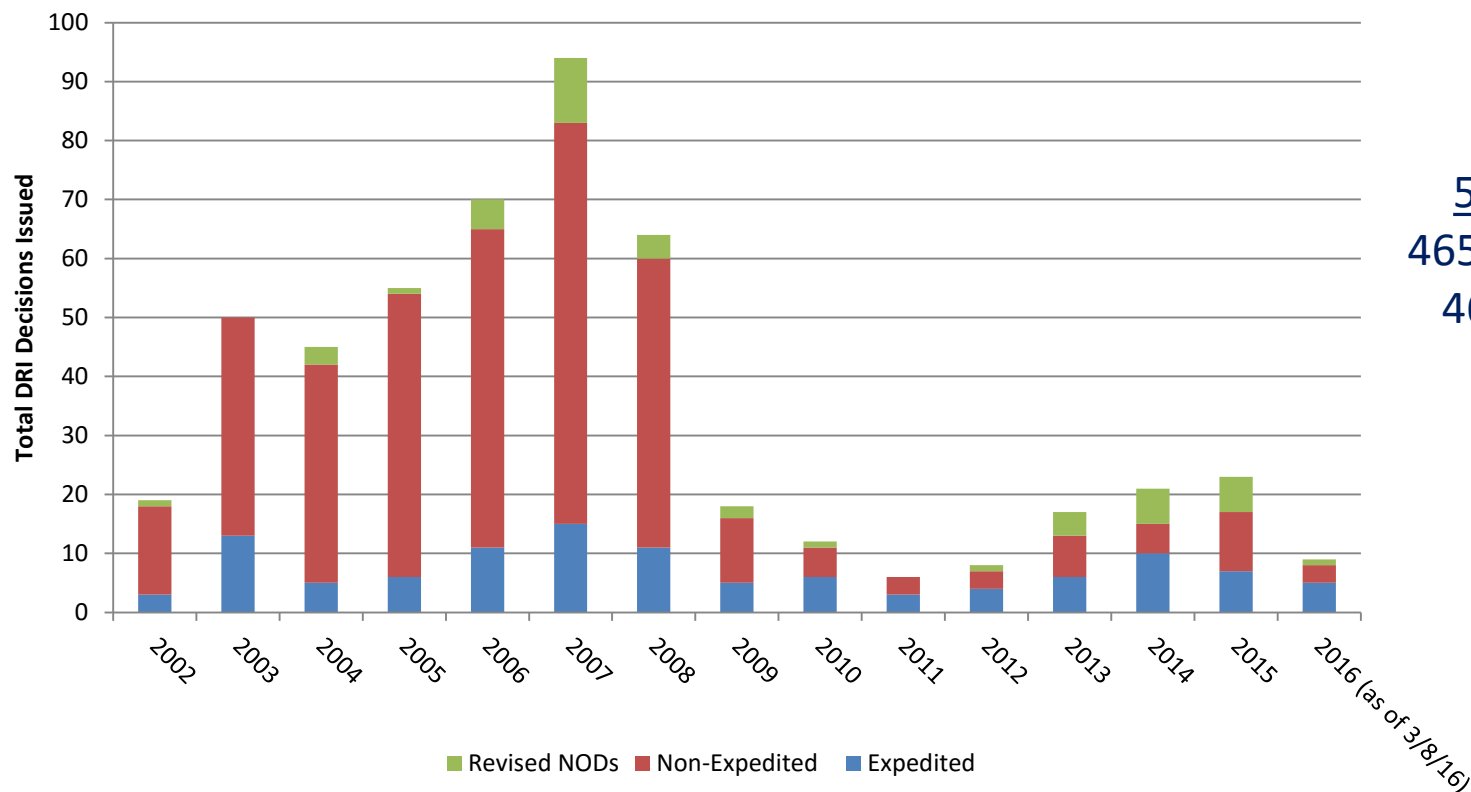
GRTA DRIs in State Law

- In 1999, State law requires GRTA to review all DRIs as defined by DCA (OCGA 50-32-14)
- GRTA's review is to allow or disallow expenditure of state or federal funds for land transportation services or access to the DRI
- Current policies went into effect Jan 2002 (with minor revisions in 2008 and 2013)

GRTA DRI Review Criteria & Types

- **All Reviews:**
 - Accessibility
 - Connectivity
 - Access Management
 - Regional Policies and Adopted Plans
 - Local Standards Supporting Regional Policies
- **Non-Expedited Review:**
 - Vehicle Miles of Travel – target 15% reduction
 - Transportation Analysis and Traffic Analysis
 - Relationship to Existing Development and Infrastructure
- **Expedited Review:**
 - Limited Trip Generation
 - Mixed Uses
 - Area of Influence – 65% of trips within 3 miles
 - Alternative Modes of Transportation
 - Livable Centers Initiative (LCI)
- **Revision to Existing Decision** (case by case)

History of GRTA Decisions

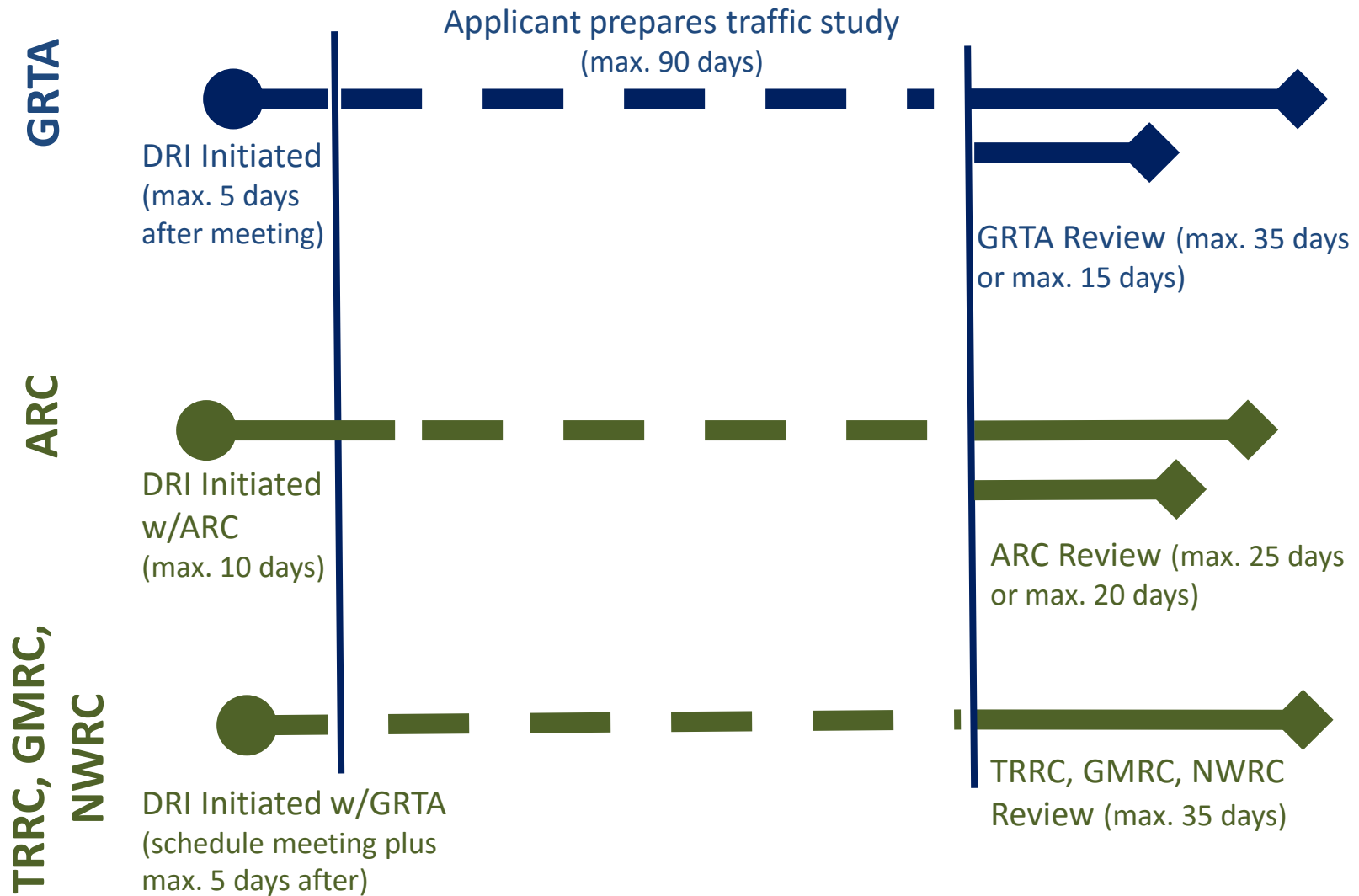


* GRTA adopted a formal policy in 2008.

** Meets a specific criteria to be an Expedited Review.

*** DCA approved specific thresholds for ARC region to align with Unified Growth Policy Map. For example, in Region Core, a DRI is triggered by 700 new residential or hotel units instead of 400 units in other areas.

Concurrent DRI Review Timelines



Differences in GRTA & RC Reviews

DCA/RC Review	GRTA Review
Governed by GA Planning Act and DCA Rules	Governed by GRTA enabling legislation and GRTA Rules
Set thresholds and makes DRI determination	Follows DCA thresholds and RC determination
Scope includes: regional plans, transportation, land use, housing, watershed, greenspace, service delivery, comp plan, etc.	Scope includes: transportation and land use impacts
Review is based on planning best practices and more subjective	Review is based on congestion levels-of-service and project traffic mitigation to reduce vehicle trips
Final report is advisory and includes recommendations	Notice of Decision is regulatory and, most often, includes conditions of approval