

Developments of Regional Impact (DRI) Methodology Meeting Packet Template for the Transportation Impact Study

Applicability: This template applies to the DRI Methodology Meeting Packet for the GRTA Transportation Impact Study. All section headers and line items must be included in the order and organization presented below per the requirements of the GRTA DRI Review Procedures. If an item is not applicable, include the line item and note N/A. The preparer of the Methodology Meeting Packet shall remove the italicized guidance included in the template. Any additional items deemed necessary shall be included in an appendix at the end of the template. A cover page, table of contents and formatting may be added as deemed necessary.

Submittal: The MMP shall be sent electronically to the Methodology Meeting stakeholders as identified in Section 1.2 at least five (5) Business Days before the scheduled Methodology Meeting. An MMP received after 5:00 pm local time shall be considered as arriving on the next Business Day. The file size attachments to email(s) containing the MMP must be less than 10 megabytes or the MMP may be provided through a file sharing service regardless of the size of the attachments.

DRI Name & Number:

Pre-Review / Methodology Meeting Date:

Project Rendering: (Optional location for inserting a reduced file size rendering of the Site Plan. The official Site Plan shall be submitted as a separate file alongside the Methodology Meeting Packet).

Project Orientation (Section 2.2.1):

Permitting Local Government:

Additional Local Government(s) with development approval authority (if applicable):

DRI Trigger (Rezoning, land disturbance permit, committee review, annexation, etc):

DRI Trigger Application / Permit #:

Qualifying DRI Threshold Exceeded: (Use DCA rules for non-ARC counties):

Zoning:

Existing:

Proposed (If a rezoning):

Project Information (Sq. ft. and/or units for each land use type(s)):

Project Location:

GPS Coordinates:

Location Description:

Unified Growth Policy Map land use area designation:

Neighboring Jurisdiction(s) (Note if DRI is within ½ mile of a neighboring jurisdiction):

Project Orientation Map (Section 2.2.1.2):

Project Driveways & Access Points:

Project Build Out Year & Phase(s):

Net Average Daily Trips (ADT) & Requested Review Schedule (Section 4.2.2):

Government Stakeholders (Section 1.2.2) (Local government(s) and GDOT district office(s) with Study Network intersections, CIDs, transit operators, etc):

Applicant Stakeholders (Section 1.2.2) (Note the developer contact(s) as well as the traffic engineers, lawyers, site design engineers, etc):

Applicant Email & Mailing Address:

Planning Context:

Programmed Projects (Section 2.2.2.1, Section 2.2.2.3):

Project Name	From / To Points:	Sponsor	GDOT PI #	ARC ID # (TIP)	Design FY	ROW / UTL FY	CST FY

Programmed Project Attached Design Documents: (Note if design files are attached. The attachment shall be for the most recent design plan).

Transportation Project Interaction with DRI (Section 2.2.2.5): (Note if the DRI borders or intersects any of the programmed or planned transportation projects. Note if there are any aspects of the DRI that conflict with programmed or planned transportation projects).

Planned Projects (Section 2.2.2.2):

Project Name	From / To Points:	Potential Sponsor	Project ID #	Project Timeline	Planning Document

Land Use and Zoning (Section 2.2.1.1, Section 2.2.2.2):

Existing Zoning:

Future Land Use Map Zoning:

Land Use Vision & Goals:

Relation to Existing Land Use Plans:

Chattahoochee River / Metropolitan River Protection Act (If applicable): (Note if any portion of the DRI property is within the MRPA Chattahoochee River 2,000 foot buffer. If within the buffer, also provide a statement on how the DRI relates to the Chattahoochee River Lands vision, and note any coordination that has occurred with the Atlanta Regional Commission’s Natural

Resource Group to date).

Alternative Mode Access (Section 2.2.3)

Existing Alternative Transportation Map (Section 2.2.3.1):

Bicycle and Pedestrian Context (Section 2.2.3.3):

Description of Existing Infrastructure:

Sidewalk & Streetscape Ordinance Standards (Under proposed zoning if a rezoning):

Potential Pedestrian & Bicycle Destinations:

Transit Accommodations (Section 2.2.3.4):

Existing Transit Routes

Existing High Capacity Transit Stations:

Existing Transit Service Details (Headways, span, operating days, etc.):

Proposed Pedestrian Route to Access Transit:

Transit Stop Ridership: (existing and projected).

Transit Stop Amenity Standards:

Trip Generation & Adjustments

Trip Generation Inputs (Section 2.2.4.1):

ITE Trip Generation Manual Used:

ITE Land Use Code(s):

ITE Independent Variable Inputs for each Land Use Code: (# units, sq. ft., etc).

Day & Time of Day of ITE Surveys:

ITE Trip Generation Formula Used:

Trip Generation Calculation Alternative Approaches (If applicable):

Trip Generation Reductions:

Redeveloped Square Footage (If applicable - the DRI will replace existing development in operation when traffic counts were taken):

Alternative Mode Reduction (Section 2.2.4.2):

Contributing Factors:

Summary of Existing and Proposed Bicycle / Pedestrian / Transit:

Parking Requirements & Proposed Amount (Specific numbers must be included):

Alternative Parking Provided (i.e. car share, vanpool, etc. If applicable):

Affordable Housing (If applicable):

Transportation Demand Management (If applicable):

Supplemental Commuter Data (If applicable):

Proposed Reduction Percentage:

Proposed Reduction Justification Explanation:

Internal Capture / Mixed Use Reduction (Section 2.2.4.3):

Pass-by Trips Reduction (Section 2.2.4.4):

Proposed Pass-by Trips Table:

Land Use	Square Feet	Estimated # Pass-by Trips	Pass-by Access Roadway	Roadway Type	# of Lanes	Design Volume	15% of Design Volume

Trip Generation Summary Table (Section 2.2.4.5): (Summarize the trip generation reductions using the table format below).

	Trips
Gross Trips	#
Alt. Mode	- #
Mixed Use	- #
Pass-by	- #
Net Trips	#

Trip Assignment & Study Network (Section 2.2.5)

Description of Trip Assignment Methodology:

Trip Assignment Map: (Per Section 2.2.5.1: The map shall use different colors for each direction and use a smaller font size each time the trip assignment passes through an intersection approach. The map shall include trip assignment percentages for all Study Network approaches where Projects trips will be modeled. A separate Trip Assignment Map shall be prepared for each individual land use type).



Figure 1 Trip Assignment Template Example

Draft Study Network:

Study Network 7% Table (Including all table columns specified in Section 2.2.5.1):

Study Network Map (Including all map features specified in Section 2.2.5.1):

Proposed Study Network Additions or Deletions: (Note any preliminary intersections for discussion for potential addition (beyond 7% analysis) or deletion from the 7% rule's draft Study Network. Note the reasoning for addition or deletion).

Level of Service Standard(s) (Section 3.2.2.1):

Adjustments for Unified Growth Policy Map or ½ mi. of High Capacity Transit Station (If applicable)

Scenario Modeling

The MMP shall include the following information regarding inputs to the TIS level of service analysis:

Background Growth (Section 2.2.5.2):

Proposed Background Growth Rate:

Historic Traffic Count Growth Data:

Nearby Developments or DRIs Underway:

Multiple Growth Rate Accommodations: Note if the Applicant is requesting different growth rates for individual roadways instead of a uniform rate across the Study Network. If the Project has multiple phases, note if the Applicant is proposing different growth rates for each phase.

Programmed Transportation Project Modeling (Section 3.2.2.4):

Pedestrian Crosswalk Adjustment Factor (Section 2.2.4.2, Section 3.2.4.2) (If applicable):

Vehicle Delay Factor for Transit Vehicles and/or Other Curbside Usage (Section 2.2.5.3) (If applicable):

Enhanced Focus Area for Dense Urban Environments (Section 3.2.4.2) *(If applicable)*:

Proposed Curbside Management Approach:

Proposed Modeling Adjustments:

Enhanced Focus Area for Heavy Vehicles (Section 3.2.4.1) *(If applicable)*:

Proposed Truck Routing:

Heavy Vehicle Modeling Percentage (Section 2.2.4.1, Section 3.2.4.1):

Site Access Analysis for Pavement Condition, Roadway Width and Corner Radii: *Note the roadway segments that the TIS will analyze between the Project truck driveway entrance(s) and the nearest Study Network intersection(s) in both directions.*

Proposed Pedestrian Infrastructure *(Sidewalks and crosswalks including along driveways)*:

Draft Schedule

Proposed Traffic Count Approach (Section 2.3, Section 2.4):

Proposed Collection Date(s):

Local School Schedule(s):

Existing Counts *(If applicable, note date and source(s))*:

COVID-19 Approach: *(If GRTA has determined traffic patterns are still irregular due to the COVID-19 pandemic, or for any other reason, the applicant shall provide an approach for utilizing existing counts when available, and an approach for conducting new counts and extrapolating traffic growth using control count locations where existing pre COVID-19 count data is not available.)*

Draft Transportation Study Submittal Date *(Optional)*:

Anticipated GRTA Review Schedule (Section 4.2) *(Optional)*:

DCA DRI 'Initial Form' & 'Additional Form' Submittal Date(s): *(Forms must be submitted before review begins.) (Optional)*

Key Permitting Local Government Review Board Date(s):