

***GRTA Criteria for DRI Transportation Review***

***Scorecard Decision Levels***

Possible points available is the product of the weight of the category (1-5) times the maximum number of points available for a given criterion (3). Minimum scores in each category (20% of possible points) are necessary to ensure that the proposed DRI demonstrates a minimum performance in achieving goals related to both transportation and to location/land use/site design.

- **0% - 20% (0 to 150 points) = GRTA withholds approval.** The DRI application is not eligible for transportation funding for related and necessary regional roadway improvements.
- **20% - 40% (151 to 300 points) = GRTA grants approval.** The DRI application is eligible for transportation funding for related and necessary regional roadway improvements.
- **40%+ (301+ points) = GRTA grants approval and provides incentives.** The DRI application is eligible for transportation funding for related and necessary regional roadway improvements.

GRTA Criteria for DRI Transportation Review	
<b><i>Access Management – Weight 5 - Essential</i></b>	
<p>Access management is providing and managing access to land development while preserving the regional flow of traffic in terms of safety, capacity and speed. Managing vehicular access on major roadways is a critical step in protecting the investment made in that facility. Proper access management improves conditions for pedestrians. However, access management must balance the access needs of businesses along major roadways and the efficiency of direct routing.</p> <p>The scorecard only considers access management on arterial roadways. The scorecard assumes that the developer will meet the minimum requirements of the GDOT access management code, as supplemented by county and local land development regulations. The applicant can earn points by exceeding the minimum standards as detailed in this section.</p>	
<p><b>A. Is access to parcels with arterial roadway frontage through roadways or shared driveways?</b></p> <ul style="list-style-type: none"> <li>• 3 points: There are no individual outparcel driveways with access to arterial roadways.</li> <li>• 2 points: Most but not all outparcels do not have direct driveway connections to arterial roadways.</li> <li>• 1 point: Some but not most parcels do not have direct driveway connections to arterial roadways.</li> </ul>	

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<p><b>B. Does the application include a commitment to execute cross access easement agreements for parcels fronting arterial roadways?</b></p> <ul style="list-style-type: none"> <li>• 3 points: Every parcel and outparcel with arterial roadway frontage are connected on the site plan and the application contains a legal commitment to maintain all cross access points, both within the DRI and for all adjacent parcels outside the DRI.</li> <li>• 2 points: Every parcel and outparcel with arterial roadway frontage within the DRI are connected on the site plan and the application contains a legal commitment to maintain all cross access points.</li> <li>• 1 point: Every parcel and outparcel with arterial roadway frontage within the DRI are connected on the site plan.</li> </ul>	<p>A cross access is a service drive providing vehicular access between two or more contiguous sites so the driver need not enter the public street system.</p>
<p><b>C. Are proposed access points consistent with the external street network?</b></p> <ul style="list-style-type: none"> <li>• 3 points: All access points align with existing and proposed opposing access points and are located at existing median breaks.</li> <li>• 2 points: Most but not all access points align with existing and proposed opposing access points and are located at existing median breaks.</li> <li>• 1 point: Some but not most access points align with existing and proposed opposing access points and are located at existing median breaks.</li> </ul>	<p>Access points include driveways and private and public streets. Four-way intersections provide better connectivity and can improve traffic signal operations. Access points must coordinated with the type of median break. I.e. full access points must be located at existing full median breaks must; directional access points must designed at existing directional median breaks.</p>
<p><b><i>Roadway Connections – Weight 5 - Essential</i></b></p>	
<p>New development should be well-connected to the streets and transportation network that surround it. Multiple entrances and exits provide choice for residents, employees and visitors, while also providing redundancy in cases of emergency. Additionally, multiple connections spread a new development’s traffic over several intersections, allowing each intersection to be smaller and sized more appropriately to the local character.</p> <p>Developments of DRI scale should be responsible for contributing to the local community’s roadway network through connections and roadway extensions. The internal street network of DRIs should connect with the existing surrounding street network and be internally well-connected. Multiple external connections are useless unless all residents/employees/visitors of the development can access them all and choose among them.</p> <p>Connections should be public; that is, entrances that are gated or otherwise blocked to the traveling public do not count as connections.</p>	
<p><b>A. Does the internal street network connect with existing adjacent arterial roadways in multiple directions?</b></p> <ul style="list-style-type: none"> <li>• 3 points: There are separate connections to existing adjacent arterial roadways in 4 cardinal directions.</li> </ul>	<p>DRI residents/visitors should be able to choose to enter/exit the DRI in multiple places and in multiple directions.</p>

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<ul style="list-style-type: none"> <li>• 2 points: There are separate connections to existing adjacent arterial roadways in 3 cardinal directions.</li> <li>• 1 point: There are separate connections to existing adjacent arterial roadways in 2 cardinal directions.</li> </ul>	
<p><b>B. Does the internal street network connect with existing adjacent sub-arterial roadways in multiple directions?</b></p> <ul style="list-style-type: none"> <li>• 3 points: There are separate connections to existing adjacent sub-arterial roadways in 4 cardinal directions.</li> <li>• 2 points: There are separate connections to existing adjacent sub-arterial roadways in 3 cardinal directions.</li> <li>• 1 point: There are separate connections to existing adjacent sub-arterial roadways in 2 cardinal directions.</li> </ul>	<p>Connections to existing sub-arterial streets must be appropriately designed. Connections should link similar land uses and roadway should support only appropriate speeds.</p>
<p><b>C. Does the internal street network connect to nonadjacent roadways?</b></p> <ul style="list-style-type: none"> <li>• 3 points: The site plan shows roadway connections to nonadjacent arterial roadways via new roadways through parcels not under the control of the applicant.</li> <li>• 2 points: The site plan shows roadway connections to nonadjacent arterial roadways via existing sub-arterial roadways.</li> <li>• 1 point: The site plan shows roadway connections to nonadjacent sub-arterial roadways via new roadways through parcels not under the control of the applicant.</li> </ul>	<p>New roadway connections must be open before the issuance of the first certificate of occupancy within the DRI.</p>
<p><b>D. Does the internal street network connect existing arterial roadways?</b></p> <ul style="list-style-type: none"> <li>• 3 points: More than two existing arterial roadways are directly connected through the DRI via internal nonlocal roadways.</li> <li>• 2 points: Two existing arterial roadways are directly connected through the DRI via one internal nonlocal roadway.</li> <li>• 1 point: Two existing arterial roadways are indirectly connected through the DRI via the internal roadway network.</li> </ul>	<p>New unhindered connections between arterial roadways are desired, particularly if they are not currently connected in a relatively direct manner.</p>
<p><b>E. Are the internal streets that connect different external roadways publicly owned?</b></p> <ul style="list-style-type: none"> <li>• 3 points: All DRI roadways will be publicly owned.</li> <li>• 2 points: All nonlocal roadways will be publicly owned.</li> <li>• 1 point: All arterial roadways will be publicly</li> </ul>	<p>Public ownership of internal roadways ensures that these streets permanently add to the community's network of streets, and that they are constructed to the standards of public streets. The DRI may continue to</p>

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owned.	maintain publicly owned roadways.
<p><b>F. Is the applicant preserving right-of-way for roadways?</b></p> <ul style="list-style-type: none"> <li>• 3 points: Right-of-way is preserved along adjacent roadways for current and future needs, and for planned arterial roadway connection(s) through the DRI.</li> <li>• 2 points: Right-of-way is preserved for planned arterial roadway connection(s) through the DRI, but not along adjacent roadways for current and future needs.</li> <li>• 1 point: Right-of-way is preserved along adjacent roadways for current and future needs, but not for planned arterial roadway connection(s) through the DRI.</li> </ul>	
<p><b>G. Does the internal street network provide relatively direct circulation throughout the site, between different land uses and between adjoining parcels?</b></p> <ul style="list-style-type: none"> <li>• 3 points: Every land use within the DRI and adjacent to the DRI is connected to all other land uses in a relatively direct manner.</li> <li>• 2 points: Every land use within the DRI is connected to all other land uses.</li> <li>• 1 point: Within a single land use DRI, all major buildings are connected in a relatively direct manner.</li> </ul>	
<p><b>H. Are there roadway connections to existing adjacent stub outs or dead ends?</b></p> <ul style="list-style-type: none"> <li>• 3 points: There are connections to all adjacent stub outs or dead ends.</li> <li>• 2 points: There are connections to most but not all adjacent stub outs or dead ends.</li> <li>• 1 point: There are connections to some but not most adjacent stub outs or dead ends.</li> </ul>	Stub outs are constructed street sections that dead end at a parcel line. Roadway connections must match the character and function of the existing adjacent stub out.
<p><b>I. Are stub outs provided to adjacent developable land (either undeveloped or underdeveloped)?</b></p> <ul style="list-style-type: none"> <li>• 3 points: There are more than 2 stub outs and their average spacing is the approximate to the average block length within the area.</li> <li>• 2 points: There are more than 2 stub outs.</li> <li>• 1 point: There are 2 stub outs.</li> </ul>	Only actual construction of the stub out qualifies; areas on site plans designated as possible connections or similar do not qualify.
<p><b>J. Is the greatest distance between any two 4-way intersections less than 1000’?</b></p> <ul style="list-style-type: none"> <li>• 3 points: All 4-way intersections are at most 1000’ apart.</li> </ul>	Three-way intersections along roadways that run along the project boundary or along a topographic or environmental

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<ul style="list-style-type: none"> <li>• 2 points: Most but not all 4-way intersections are at most 1000' apart.</li> <li>• 1 point: Some but not most 4-way intersections are at most 1000' apart.</li> </ul>	<p>constraints may be counted under this criterion.</p>
<p><b>K. Are there gates or other methods to restrict public access?</b></p> <ul style="list-style-type: none"> <li>• 3 points: There are neither external nor internal methods to restrict public access.</li> <li>• 2 points: Access is restricted internally, but there are no methods to restrict public access to internal nonlocal roadways.</li> <li>• 1 point: Access is restricted internally, but there are no methods to restrict public access to internal arterial roadways.</li> </ul>	<p>Methods other than gates include guards restricting access and required payment (e.g. for parking).</p>
<p><b>L. Are there dead end streets within the DRI?</b></p> <ul style="list-style-type: none"> <li>• 3 points: There are no dead end streets.</li> <li>• 2 points: For allowable dead end streets, all are less than 500' long.</li> <li>• 1 point: For allowable dead end streets, most but not all are less than 500' long.</li> </ul>	<p>Dead end streets are allowed against topographic and other environmental constraints. A parcel line is not a constraint.</p>
<p><b><i>Off-site Traffic Impact Mitigation – Weight 5 - Essential</i></b></p>	
<p>Traffic impact analysis is the process by which an applicant estimates the impact that the new traffic generated by a DRI will have on the streets and intersections that surround it. Applicants estimate the trips generated by the DRI, distribute those trips over the existing and planned street network according to an approved methodology and compare the capacity of roads and intersections against the expected rise in traffic. To mitigate those impacts, the applicant may choose to add lanes to roadways or increase the size of an intersection.</p> <p>The scorecard assumes that the DRI has a well-planned internal street network that can accommodate the traffic generated and attracted to the land uses inside the DRI. The scorecard assesses only the off-site vehicular traffic impacts, and how those are mitigated.</p> <p>TIP: Transportation Improvement Plan; CIP: Capital Improvements Plan</p>	
<p><b>A. Are necessary off-site transportation improvements to mitigate project impacts included in the funded TIP/CIP?</b></p> <ul style="list-style-type: none"> <li>• 3 points: All necessary off-site improvements are included in local capital plans.</li> <li>• 2 points: Most but not all necessary off-site improvements are included in local capital plans.</li> <li>• 1 point: Some but not most of the necessary off-site improvements are included in local capital plans.</li> </ul>	<p>When improvements are already within the local capital improvement plans, the impacts of growth have already been considered at the community level.</p>
<p><b>B. Has the applicant committed to constructing necessary off-site transportation improvements that are not in the TIP/CIP or to advancing their construction?</b></p>	<p>Improvements may include new roadway connections, roadway widening, adding turning lanes,</p>

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<ul style="list-style-type: none"> <li>• 3 points: Applicant has committed to constructing all necessary off-site improvements.</li> <li>• 2 points: Applicant has committed to constructing most but not all necessary off-site improvements.</li> <li>• 1 point: Applicant has committed to constructing some but not most of the necessary off-site improvements.</li> </ul>	<p>installing or modifying signalization, etc.</p>
<p><b>C. Has the applicant committed to funding necessary off-site transportation improvements that are not in the TIP/CIP?</b></p> <ul style="list-style-type: none"> <li>• 3 points: Applicant has committed to funding all necessary off-site improvements.</li> <li>• 2 points: Applicant has committed to funding most but not all necessary off-site improvements.</li> <li>• 1 point: Applicant has committed to funding some but not most of the necessary off-site improvements.</li> </ul>	
<p><b>D. Will the off-site transportation projects improve the conditions for pedestrians and bicyclists?</b></p> <ul style="list-style-type: none"> <li>• 3 points: All off-site transportation project will improve conditions for pedestrians.</li> <li>• 2 points: All off-site transportation projects will maintain conditions for pedestrians.</li> <li>• 1 point: Most but not all off-site transportation projects will improve or maintain conditions for pedestrians.</li> </ul>	<p>For example, the addition of a turn lane (without adding a median or other refuge) increases the crossing distance for pedestrians.</p>
<p><b><i>Pedestrian/Bicycle Connections – Weight 3 - Significant</i></b></p>	
<p>Those not in vehicles should also be able to access and circulate through the DRI. Bicycles provide greater travel distance, and are likely the preferred non-motorized mode for traveling within large DRIs. Sidewalks, bicycle facilities and multi-use trails adjacent to the DRI should be extended into and through the DRI.</p>	
<p><b>A. Are there sidewalks along all existing adjacent street frontage?</b></p> <ul style="list-style-type: none"> <li>• 3 points: Sidewalks are present along all exiting street frontage.</li> <li>• 2 and 1 points: Not available.</li> </ul>	
<p><b>B. Are external sidewalk networks continued into and through the site?</b></p> <ul style="list-style-type: none"> <li>• 3 points: All external sidewalk networks are continued completely through the site, with connections to all external sidewalks.</li> <li>• 2 points: Most but not all sidewalk networks are continued completely through the site.</li> <li>• 1 point: Some but not most sidewalk networks are continued completely through the site.</li> </ul>	<p>Trip reduction can result when sidewalks connect external complementary uses and internal DRI uses.</p>
<p><b>C. Are there sidewalks on both sides of residential and</b></p>	

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<p><b>commercial streets?</b></p> <ul style="list-style-type: none"> <li>• 3 points: There are sidewalks on both sides of all streets.</li> <li>• 2 points: There are sidewalks on both sides of all residential and commercial streets.</li> <li>• 1 point: There are sidewalks on both sides of all commercial streets and an 8’ multi-use trail on 1 side of all residential streets.</li> </ul>	
<p><b>D. Is the sidewalk system continuous, without any dead-ends except at stub outs?</b></p> <ul style="list-style-type: none"> <li>• 3 points: There are no breaks in the sidewalk system. Where there are roadway dead ends, all sidewalks continue through the end of dead end streets to connect with the nearest street or multi-use trail.</li> <li>• 2 points: There are no breaks in the sidewalk system. Where there are dead ends most but not all sidewalks continue through the end of dead end streets.</li> <li>• 1 point: There are no breaks in the sidewalk system. Where there are dead ends some but not most sidewalks continue through the end of dead end streets.</li> </ul>	
<p><b>E. Are crosswalks safe and pedestrian-oriented?</b></p> <ul style="list-style-type: none"> <li>• 3 points: All crosswalks are safe and pedestrian-oriented.</li> <li>• 2 points: Most but not all crosswalks are safe and pedestrian-oriented.</li> <li>• 1 point: Some but not most crosswalks are safe and pedestrian-oriented.</li> </ul>	<p>Safe and pedestrian-oriented crosswalks include all the following: marked crossings, pedestrian crossing distance minimized (e.g. through curb extensions or median refuges), pedestrian visibility increased (e.g. raised crosswalks), and full pedestrian actuation devices on all traffic signals.</p>
<p><b>F. Does the system of sidewalks and/or multi-use trails shorten the distance between complementary uses, relative to the driving distance?</b></p> <ul style="list-style-type: none"> <li>• 3 points: On average, walking distances between complementary uses are shorter than driving distances throughout the DRI.</li> <li>• 2 points: The walking distance to the pedestrian attractors from complementary uses is shorter than the driving distance.</li> <li>• 1 point: The walking distance to a pedestrian attractor from 1 or more complementary uses is shorter than the driving distance.</li> </ul>	<p>Acceptable travel distances are shorter for pedestrians relative to vehicle drivers, so pedestrian connections should be at least equal but preferably more direct than those provided for vehicles.</p>
<p><b>G. Are external bicycle facility networks continued into and through the site?</b></p> <ul style="list-style-type: none"> <li>• 3 points: External bicycle facilities are continued</li> </ul>	<p>Bicycle facilities may include bicycle lanes and bicycle paths.</p>

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<p>completely through the site, with connections to external facilities at both ends.</p> <ul style="list-style-type: none"> <li>• 2 points: An external bike facility is continued into the DRI, but it ends inside the DRI at a large bicycle/pedestrian attractor.</li> <li>• 1 point: An external bike facility is continued into the DRI, but it ends inside the DRI at a roadway.</li> </ul>	
<p><b>H. Are there marked bicycle facilities on all nonlocal streets?</b></p> <ul style="list-style-type: none"> <li>• 3 points: There are marked bicycle facilities on all nonlocal streets.</li> <li>• 2 points: There are marked bicycle facilities on all arterial roadways.</li> <li>• 1 point:</li> </ul>	<p>Bicycle facilities may include bicycle lanes (on-street) and bicycle paths (off-street and parallel the street).</p>
<p><b>I. Is the trail system continuous, without any dead-ends except at stub outs?</b></p> <ul style="list-style-type: none"> <li>• 3 points: The trail system is continuous and relatively direct.</li> <li>• 2 points: The trail system is continuous but is not direct in some places.</li> <li>• 1 point: The trail system is continuous but is not direct in most places.</li> </ul>	
<p><b>J. Are there connections to existing multi-use trails?</b></p> <ul style="list-style-type: none"> <li>• 3 points: There connections to multi-use trails that are nonadjacent to the site, through new trail connections or extensions on a parcel not under control of the applicant.</li> <li>• 2 points: There are connections to all adjacent multi-use trails.</li> <li>• 1 point: There is right-of-way preserved for at least 1 connection to potential multi-use trails (e.g. rails-to-trails conversion).</li> </ul>	<p>The multi-use trail network must connect trails that will be open before the issuance of the first certificate of occupancy of the DRI.</p>
<p><b>K. Does the project include construction of multi-use trails as depicted in regionally and locally adopted plans?</b></p> <ul style="list-style-type: none"> <li>• 3 points: Planned trails are constructed within the DRI boundary and are extended to existing trails.</li> <li>• 2 points: Planned trails are constructed within the DRI boundary.</li> <li>• 1 point: Right-of-way for planned trails is reserved within the DRI.</li> </ul>	
<p><b><i>Pedestrian/Bicycle Facilities - Weight 4 - Important</i></b></p>	
<p>Similar to rest stops, fueling stations and scenic overlooks on highways, non-motorized modes also need facilities that support and encourage their use. Pedestrians and bicyclists desire and require a variety of design features and facilities to make walking and biking a comfortable</p>	



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<p>choice.</p> <p>At a basic level, sidewalks provide a designated place for pedestrians. However, the street design can further protect pedestrians and contribute to their comfort. In support of bicycle facilities, designated spaces for biking parking are important in supporting bicycling as a mode.</p>	
<p><b>A. Where there are sidewalks, is the width adequate?</b></p> <ul style="list-style-type: none"> <li>• 3 points: All commercial sidewalks are at least 12' wide and all others at least 6' wide.</li> <li>• 2 points: All commercial sidewalks are at least 8' wide and all others at least 5' wide.</li> <li>• 1 point: All commercial sidewalks are at least 6' wide and all others at least 5' wide.</li> </ul>	<p>Wide commercial sidewalks allow for greater use, pedestrian-oriented street furniture and sidewalk cafes.</p>
<p><b>B. Is on-street parking included within the street cross-section for non-residential areas?</b></p> <ul style="list-style-type: none"> <li>• 3 points: All non-residential streets have on-street parking.</li> <li>• 2 points: All commercial streets have on-street parking.</li> <li>• 1 point: All retail streets have on-street parking.</li> </ul>	<p>On-street parking creates a barrier between moving vehicles and pedestrians, which increases the feeling of safety.</p>
<p><b>C. Do street have street trees on both sides?</b></p> <ul style="list-style-type: none"> <li>• 3 points: All streets have street trees.</li> <li>• 2 points: All commercial and residential streets have street trees.</li> <li>• 1 point: All commercial streets have street trees.</li> </ul>	<p>Street trees create a barrier between moving vehicles and pedestrians, which increases the feeling of safety. Trees also visually narrow the road, slowing drivers.</p>
<p><b>D. Are there requirements for the inclusion of bicycle parking at non-residential and multi-family buildings?</b></p> <ul style="list-style-type: none"> <li>• 3 points: The DRI provides bicycle parking at a rate of 15% of required vehicle parking spaces.</li> <li>• 2 points: The DRI provides bicycle parking at a rate of 10% of required vehicle parking spaces.</li> <li>• 1 point: The DRI provides bicycle parking at a rate of 5% of required vehicle parking spaces.</li> </ul>	<p>Inadequate facilities and fear of theft are major deterrents to bicycle transportation. Bicycle parking provides convenience and security for cyclists at destinations.</p>
<p><b>E. Are showers/changing rooms provided to bicycle commuters?</b></p> <ul style="list-style-type: none"> <li>• 3 points: The DRI agreement requires every building with over 50,000 square feet of office to provide showers/changing rooms open to DRI commuters.</li> <li>• 2 points: A recreation center or gym within the DRI permits DRI commuters to use its showers/changing rooms.</li> <li>• 1 point: The DRI is within a Transportation Management Association or other jurisdiction that provides such facilities.</li> </ul>	<p>Shower/changing rooms provide necessary support for bicycle commuting in Georgia's weather.</p>

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<b><i>Transit Availability - Weight 4 - Important</i></b>	
<p>GRTA seeks to maximize the efficiency of greater Atlanta’s transportation system and to provide mode options. Transit accessibility is a key component to providing mode options. Transit stations provide a sense of permanency for its riders and developers. The construction of rails and/or stations anchors transit service within a community and development should react and form around it. Bus transit is important for mobility, but it has a lesser impact on land development form. Because the only installation necessary for most buses is a bus stop sign, riders and land developers correctly assume that service could move from that location if ridership or budget demands.</p>	
<p><b>A. Is there a permanent transit station currently available or planned?</b></p> <ul style="list-style-type: none"> <li>• 3 points: There is a transit station currently available within 1/4 mile of the DRI boundary.</li> <li>• 2 points: There is a transit station currently available within 1 mile of the DRI boundary.</li> <li>• 1 point: There is a transit station planned or programmed within 1 mile of the DRI boundary, and will be in service before DRI build-out.</li> </ul>	<p>Transit technologies with permanent stations include heavy rail (HRT), light rail (LRT), bus rapid transit (BRT), commuter rail and mag lev.</p>
<p><b>B. Is there a transit stop currently available or planned?</b></p> <ul style="list-style-type: none"> <li>• 3 points: There is bus service currently available within 1/4 mile of the DRI boundary.</li> <li>• 2 points: There is bus service currently available within 1 mile of the DRI boundary.</li> <li>• 1 point: There is bus service planned/programmed within 1 mile, will be in service before DRI build-out.</li> </ul>	<p>Consider public bus systems. Private bus and shuttle systems do no qualify.</p>
<b><i>Transit Facilities – Weight 4 - Important</i></b>	
<p>Choice transit users forfeit the comfort and privacy of a single occupancy vehicle in exchange for lower transportation costs and impacts. In addition to programmatic elements such as discounted transit passes, there should be a variety of physical facilities to ease and encourage transit use. Sites that do not have transit service are not eligible to earn points within this section.</p>	
<p><b>A. Are there bus stop facilities existing bus stops, located onsite or within ¼ mile of the site?</b></p> <ul style="list-style-type: none"> <li>• 3 points: All bus stops have shelters constructed by applicant.</li> <li>• 2 points: All bus stops have existing shelters.</li> <li>• 1 point: All bus stops have existing transit pads.</li> </ul>	<p>Newly constructed transit shelters must meet the standards of the local transit authority.</p>
<p><b>B. Are there paved connections between the sidewalk network and bus stops, located onsite or within ¼ mile of the site?</b></p> <ul style="list-style-type: none"> <li>• 3 points: All bus stops have paved connections.</li> <li>• 2 points: Most but not all bus stops have paved connections.</li> <li>• 1 point: Some but not most bus stops have paved connections.</li> </ul>	

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<p><b>C. Is there secured bicycle parking located at transit stations located within 1 mile of the site boundary?</b></p> <ul style="list-style-type: none"> <li>• 3 points: There are bicycle lockers at the transit stations, provided by the applicant.</li> <li>• 2 points: There are existing bicycle lockers at the transit stations.</li> <li>• 1 point: There are existing bicycle racks at the transit stations.</li> </ul>	
<p><b>D. Is there dedicated park-and-ride parking?</b></p> <ul style="list-style-type: none"> <li>• 3 points: There is park-and-ride parking with a waiting shelter, located within ¼ mile of 1 or more commuter services.</li> <li>• 2 points: There is park-and-ride parking with a waiting shelter.</li> <li>• 1 point: There is park-and-ride parking.</li> </ul>	<p>Commuter services include dry cleaning, day care and convenience retail.</p>
<p><b>E. Is there designated preferential van/carpool parking at employment sites?</b></p> <ul style="list-style-type: none"> <li>• 3 points: There is designated preferential van/carpool parking at all employment sites.</li> <li>• 2 points: There is designated preferential van/carpool parking at all office employment sites.</li> <li>• 1 point: There is designated preferential van/carpool parking at most but not all office employment sites.</li> </ul>	
<p><b><i>Emissions Production/Reduction – Weight 5 - Essential</i></b></p>	
<p>The emissions generated by a DRI come from many sources within the DRI (office space, households, boilers, hot water heaters) and outside the DRI (power plants serving the DRI). The portion of emissions most closely linked with GRTA’s goals is transportation-related emissions – e.g. VOC, NO<sub>x</sub>, PM<sub>2.5</sub>.</p> <p>The emissions intensity analysis compares the DRI to the regional average emissions, specific to the Atlanta region. It is calculated as the total vehicle emissions divided by the total person trips generated by the DRI.</p>	
<p><b>A. Are DRI emissions lower than the regional average development emissions?</b></p> <ul style="list-style-type: none"> <li>• 3 points: Less than 60% of regional average</li> <li>• 2 points: 60-80% of regional average</li> <li>• 1 point: 80-100% of regional average</li> </ul>	
<p><b>B. What is the congestion level with traffic impact analysis study area during the peak-hour?</b></p> <ul style="list-style-type: none"> <li>• 3 points: All intersections @ LOS ‘C’ or better</li> <li>• 2 points: All intersections @ LOS ‘D’ or better</li> <li>• 1 point: All intersections @ LOS ‘E’ or better</li> </ul>	<p>LOS – level of service</p> <p>Vehicle emissions are greatest in congested conditions.</p>
<p><b><i>Regional Development Plan (ARC) Typology – Weight 4 - Important</i></b></p>	
<p>Particular areas and development forms can more easily accept new and expanding development projects because they are already served by existing transportation and other infrastructure.</p>	

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<p>GRTA seeks to maximize the efficiency of existing transportation and other infrastructure, and thus seeks to locate projects where that already infrastructure exists. The Atlanta Regional Commission has prepared a regional typology in conjunction with its Regional Development Plan. The typology maps the region according to 11 categories, based on location within the region and the type of land uses present. GRTA staff has completed a supplemental typology for Coweta, Forsyth and Paulding counties using the same 11 categories. Refer to the Typology map available through GRTA. If the applicant believes the Typology map should be updated to reflect changing conditions, contact GRTA staff <i>prior to</i> DRI application submission.</p>	
<p>Into which typology does the majority or plurality of the site fall?</p> <ul style="list-style-type: none"> <li>• 3 points: City Center or Station Communities, Regional Center, Town Center, Regional Commercial, Potential Redevelopment Corridors</li> <li>• 2 points: Urban Neighborhoods, Industrial District, Industrial Areas</li> <li>• 1 point: Suburban Neighborhoods</li> <li>• 0 points: Rural Areas</li> </ul>	<p>Choose 1 typology per application, and specify that choice in the Comment area. If the project crosses several typology designations, choose the typology of the majority or plurality of the site.</p>
<p><b><i>Regionally and Locally Adopted Plans – Weight 3 – Significant</i></b></p>	
<p>GRTA is a regional partner with local jurisdictions. It seeks to support local governments in their efforts to create livable places and communities of character, while ensuring the long-term transportation framework of the region. To that end, GRTA supports DRIs that meet the expectations and desires of its planning partners.</p> <p>The scorecard assesses how compatible the proposed DRI is in relation to the locally and regionally adopted plans. GRTA recognizes that plans are living documents that should change as circumstances change. However, the adopted plans are also the result of public visioning and discussion and thus should be heeded.</p>	
<p><b>A. Is the proposed zoning consistent with the locally adopted zoning plan?</b></p> <ul style="list-style-type: none"> <li>• 3 points: The application requests neither a rezoning nor a variance.</li> <li>• 2 points: The application does not request a rezoning.</li> <li>• 1 point: The requested rezoning achieves similar intentions as the current zoning.</li> </ul>	
<p><b>B. Is the proposed land use consistent with the local jurisdiction's Future Land Use Plan?</b></p> <ul style="list-style-type: none"> <li>• 3 points: The application does not require a change to the Future Land Use Plan.</li> <li>• 2 points: The requested change in designation on the Future Land Use Plan achieves similar intentions as the current designation.</li> </ul>	
<p><b>C. Is the proposed land use consistent with the Regional Development Plan, as amended by GRTA?</b></p> <ul style="list-style-type: none"> <li>• 3 points: The DRI's uses and design are consistent with the RDP.</li> </ul>	

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<ul style="list-style-type: none"> <li>• 2 points: The DRI's uses are consistent with the RDP.</li> </ul>	
<p><b>D. Does the project include construction of regional roadways as depicted in the Regional Transportation Plan, the Transportation Improvement Program, MARTA plans and other regionally and locally adopted plans?</b></p> <ul style="list-style-type: none"> <li>• 3 points: All planned transportation facilities are included in the DRI application.</li> <li>• 2 points: Most but not all planned transportation facilities are included in the DRI application.</li> <li>• 1 point: Some but not most of the planned transportation facilities are included in the DRI application.</li> </ul>	<p>In this comparison, are the planned transportation facilities included in the DRI application?</p>
<p><b>E. Are planned onsite and off-site roadway projects consistent with Regional Transportation Plan, the Transportation Improvement Program, MARTA plans and other regionally and locally adopted plans?</b></p> <ul style="list-style-type: none"> <li>• 3 points: All DRI transportation improvements are consistent with adopted plans.</li> <li>• 2 points: Most but not all DRI transportation improvements are consistent with adopted plans.</li> <li>• 1 point: Some but not most of the DRI transportation improvements are consistent with adopted plans.</li> </ul>	<p>In a reverse comparison, are the transportation facilities in the DRI application consistent with the goals of the adopted plans?</p>
<p><b>F. Is the proposed project consistent with local area plans, such as LCIs, corridor studies, or similar adopted local area plans?</b></p> <ul style="list-style-type: none"> <li>• 3 points: The DRI is consistent with all recommendations in adopted local area plans.</li> <li>• 2 points: Most but not all of the DRI is consistent with all recommendations in adopted local area plans.</li> <li>• 1 point: Some but not most of the DRI is consistent with all recommendations in adopted local area plans.</li> </ul>	<p>In jurisdictions that have not adopted special area plans or similar, the DRI application is not eligible to earn points under this criterion.</p>
<p><b><i>Transit-Supportive Density/Intensity – Weight 5 - Essential</i></b></p>	
<p>Where there is adequate infrastructure, increased residential density and commercial intensity contribute to creating communities where walking and biking are viable transportation options. Transit is most effective when it can serve identifiable nodes of more dense centers of homes and employment. The public investment in transit stations should be matched with the density and intensity necessary to support and effective stations. The scorecard assesses the applicant's response to past and future public investments in transit stations. Transit technologies include heavy rail (HRT), light rail (LRT), bus rapid transit (BRT), commuter rail, and mag lev.</p> <p>Developments that are further than ½ mile of a transit station are not eligible for the points under this criterion.</p>	

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<p><b>A. What is the residential density within ½ mile of existing and planned transit stations?</b></p> <ul style="list-style-type: none"> <li>• 3 points: more than 15 dwelling units/acre</li> <li>• 2 points: 10-15 dwelling units/acre</li> <li>• 1 point: 7-10 dwelling units/acre</li> </ul>	
<p><b>B. What is the non-residential intensity within ½ mile of existing and planned transit stations?</b></p> <ul style="list-style-type: none"> <li>• 3 points: more than 1.75 FAR</li> <li>• 2 points: 1.5-1.75 FAR</li> <li>• 1 point: 1.25-1.5 FAR</li> </ul>	FAR: Floor Area Ratio
<p><b><i>Internal Mixed Uses – Weight 3 - Significant</i></b></p>	
<p>The result of mixing land uses is a reduction in the number of trips that leave a large project such as DRI. It shortens the distance people and goods need to travel for daily activity, and thus reduces the need for vehicles and their pollutants. Day-to-day activities are accomplished on-site and within the DRI’s internal network, and thus vehicles never use regional roadways for such activities.</p> <p>Mixed use districts permit a combination of uses within a single district. Should the DRI application include a mixed use district, the applicant may only claim the points associated with the particular type of district. Examples are:</p> <ul style="list-style-type: none"> <li>• Form-based codes prescribe physical elements such as building height, setbacks, lot size, parking location, connected street network, etc., while loosely regulating uses.</li> <li>• Traditional Neighborhood Design includes compact neighborhoods, maintains greenspace and emphasizes the pedestrian while retaining auto convenience.</li> <li>• Live/Work districts permit the combination of dwelling and office use in the same unit.</li> <li>• Other districts could include Planned Unit Development or cumulative zoning districts. See Table 1 to determine which single-use zoning districts are complementary.</li> </ul> <p>Mixed use districts must currently be adopted within the local jurisdiction’s land development regulations, or the establishment of the mixed use district must occur before or concurrently with DRI approval. If the local jurisdiction does not have an adopted mixed use district and none will be created before local development application approval, no points are available within this criterion. DRIs implemented through single use zoning districts may earn points in the Internal Mixed Use element if the DRI has 2 or more complementary single-use zoning districts. The complementary uses must be within ¼-mile distance and connected by a roadway, sidewalk or multi-use path. See Table 1 to determine which single-use zoning districts are complementary.</p> <p>The traffic engineering profession, through the Institute of Transportation Engineers, has a methodology for estimating the number of vehicles that new developments will generate. Trip generation analysis assumes single-use developments that have no internal capture; that is, all traffic generated by the use is sent out onto the regional network. The scorecard awards points to DRIs that have a varied enough mix of uses to internally capture a portion of those vehicles.</p>	
<p><b>A. Does the site plan have a mixed use district?</b></p> <ul style="list-style-type: none"> <li>• 3 points: The site plan contains an area regulated through a form-based code or a Traditional Neighborhood Design district.</li> </ul>	When form-based codes are overlays and the underlying zoning is unchanged, the applicant may not choose this

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<ul style="list-style-type: none"> <li>• 2 points: The site plan contains an area regulated through a Live/Work zoning district.</li> <li>• 1 point: The site plan contains an area regulated through another zoning district that allows at least 2 complementary uses</li> </ul>	<p>option.</p> <p>Specify the local jurisdiction's name for the mixed use zoning district in the Comment area.</p>
<p><b>B. Does the site plan contain a mix of complementary uses (minimum 15% share each)?</b></p> <ul style="list-style-type: none"> <li>• 3 points: There are 4 or more complementary uses within the DRI.</li> <li>• 2 points: There are 3 complementary uses within the DRI.</li> <li>• 1 point: There are 2 complementary uses within the DRI.</li> </ul>	<p>The complementary uses must be within ¼-mile distance and connected by a roadway and sidewalk or multi-use path. The minimum share for each single land use is 15%, as measured by square footage. For example, a mixed residential/retail development must have at least 15% residential or 15% retail. For sites with more than 2 complementary uses, each single use must constitute at least 15% of the total site.</p>
<p><b>C. Is the internal capture rate of entire proposed development significant for the PM peak hour?</b></p> <ul style="list-style-type: none"> <li>• 3 points: Above 30%</li> <li>• 2 points: 21% to 30%</li> <li>• 1 point: 10% to 20%</li> </ul>	
<p><b><i>External Mixed Uses – Weight 3 - Significant</i></b></p>	
<p>Although DRIs are large projects, they are connected to the developed land that surrounds them. Both mixed use and single use DRIs can complement the existing adjacent land uses. Trip reduction can occur when DRIs are within walking (1/4 mile) or biking distance (1 mile) of an existing complementary use. See Table 1 to determine which single-use zoning districts are complementary.</p>	
<p><b>A. Are there existing complementary uses that are within ¼ mile of site boundary?</b></p> <ul style="list-style-type: none"> <li>• 3 points: There are 4 or more external complementary uses within ¼ mile.</li> <li>• 2 points: There are 3 external complementary uses within ¼ mile.</li> <li>• 1 point: There are 2 complementary uses within ¼ mile.</li> </ul>	<p>Within walking distance. A roadway, sidewalk or multi-use path must connect the DRI and the complementary use</p>
<p><b>B. Are there existing complementary uses that are within 1 mile of site boundary?</b></p> <ul style="list-style-type: none"> <li>• 3 points: There are 4 or more external complementary uses within 1 mile.</li> <li>• 2 points: There are 3 external complementary uses within 1 mile.</li> <li>• 1 point: There are 2 complementary uses within 1</li> </ul>	<p>Within biking distance. A roadway, sidewalk or multi-use path must connect the DRI and the complementary use</p>

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mile.	
<b><i>Building Location on Site – Weight 3 - Significant</i></b>	
<p>After the provision of pedestrian facilities, site design is perhaps the most important factor in making walking a safe and comfortable choice. Pedestrians must feel protected from vehicle traffic. Additionally, pedestrians are willing to walk further when the walking environment is comfortable. Mall designers understand this concept: parking is never more than 500’ from a mall entrance, but the interior corridors can be as long as ¼ mile.</p> <p>Building placement and the design of vehicle parking are key components of creating a welcoming walking environment. The scorecard assesses all buildings on the site that are not low-density residential. In low-density residential areas, the comfort of the pedestrian walk is assumed to come from landscaped front yards and street planting strip. Single use low-density residential developments are not eligible to earn points under this criterion.</p>	
<p><b>A. Do all sides of buildings that directly abut a public or private right-of-way feature at least one customer entrance?</b></p> <ul style="list-style-type: none"> <li>• 3 points: All such building sides have a customer entrance.</li> <li>• 2 points: Most but not all such building sides have a customer entrance.</li> <li>• 1 point: Some but not most such building sides have a customer entrance.</li> </ul>	<p>Where a building abuts 2 streets, this requirement shall apply to both sides of the building. Corner entrances may be considered to meet this requirement.</p>
<p><b>B. Are buildings are oriented to the existing adjacent streets?</b></p> <ul style="list-style-type: none"> <li>• 3 points: 60% of adjacent street frontage are occupied by building facades with a maximum setback of 20 feet from right-of-way line.</li> <li>• 2 points: 50% of adjacent street frontage are occupied by building facades with a maximum setback of 20 feet from right-of-way line.</li> <li>• 1 point: 40% of adjacent street frontage are occupied by building facades with a maximum setback of 20 feet from right-of-way line.</li> </ul>	<p>No off-street parking facilities may be located between the facade(s) directly abutting the street and the existing adjacent street.</p>
<p><b>C. Is parking located to the rear or side of public and commercial buildings?</b></p> <ul style="list-style-type: none"> <li>• 3 points: Parking is located to the rear or side of all buildings.</li> <li>• 2 points: Parking is located to the rear or side of most but not all buildings.</li> <li>• 1 point: Parking is located to the rear or side of some but not most buildings.</li> </ul>	
<b><i>Parking – Weight 3 - Significant</i></b>	
<p>When vehicle parking areas are reduced, buildings can come closer together, effectively extending the comfortable walk distance for a pedestrian. Shared parking, parking maximums and structured or underground parking are methods to reduce the negative impact of parking spaces. Different land uses use their parking in different ways: office parking is crowded during the day, theater parking at night, church parking on Sundays. In mixed use developments, two</p>	



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<p>different and adjacent land uses can share the same parking lot when their peak parking demand times complement each other. Perhaps the most effective way to ensure a reduction in parking supply is to impose a maximum or ceiling on the number of spaces allowed. While common in central business districts, parking maximums are becoming necessary in suburban areas. For speculative developments, maximums prevent the overbuilding of parking resulting from overestimating prospective tenant needs. Surface parking lots consume large areas within developments. Walking through and along surface parking lots is uncomfortable, difficult and often dangerous. Parking garages are essential for higher density development, but also reduce the impact of vehicle parking on the pedestrian environment. The street frontage of parking structures can be designed with active uses, making the adjacent sidewalks animated and interesting for pedestrians and extending the pedestrian walking shed.</p>	
<p><b>A. Does the application include a completed agreement for shared parking resulting in a reduction of parking spaces?</b></p> <ul style="list-style-type: none"> <li>• 3 points: The DRI has 80% of the minimum required parking spaces.</li> <li>• 2 points: The DRI has 90% of the minimum required parking spaces.</li> <li>• 1 point: There are no shared parking agreements, but the DRI provides the minimum required parking spaces.</li> </ul>	<p>Local jurisdictions include in their land development codes the necessary preconditions and agreements necessary to establish a shared parking agreement. The agreement must meet these requirements.</p>
<p><b>B. Does the application include a controlled number of parking spaces?</b></p> <ul style="list-style-type: none"> <li>• 3 points: The local jurisdiction has maximum parking standards and the DRI meets standards.</li> <li>• 2 points: The local jurisdiction does not have maximum parking standards, but the DRI provides less than 125% of the minimum required parking spaces.</li> <li>• 1 point: The local jurisdiction does not have maximum parking standards, but the DRI provides less than 150% of the minimum required parking spaces.</li> </ul>	
<p><b>C. Does the site include structured or underground parking?</b></p> <ul style="list-style-type: none"> <li>• 3 points: The site has structured or underground parking, and all ground floor street frontage of structured parking feature an active use or entrance/exit.</li> <li>• 2 points: The site has structured or underground parking, and some of the ground floor street frontage of structured parking feature an active use or entrance/exit.</li> <li>• 1 point: The site has structured or underground parking.</li> </ul>	<p>Typical structured parking active uses are retail and residential uses, but any use that animates the first 30' of ground floor depth is acceptable.</p>