



## DRI Review Process and Review Criteria

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### Development of Regional Impact (DRI) Review Process

Mandated by Georgia Planning Act of 1989—Purpose is intergovernmental coordination--Rules established and adopted by Georgia Department of Community Affairs—Maximum time allowed for the review is 45 days from the time the review is initiated. Thresholds for DRI's are larger in the Atlanta Region than in the remainder of the State.

### Procedure

1. Applicant requests an action (rezoning, special use permit, land disturbance permit, building permit, etc.) by a local government.
2. Local government determines that action meets definition of DRI.
3. Local government informs applicant of DRI procedure and obtains required information.
4. Local government submits the initial DRI form at the DCA DRI Website (site link above) or mails it to the ARC and Georgia Regional Transportation Authority (GRTA).
5. The ARC determines whether the proposed development is a DRI. (The GRTA may review, under its legal authority, DRIs that have been determined by the ARC to not have regional impact.)
6. The ARC holds a joint pre-review conference with GRTA staff, the local government, and the applicant at which time a determination is made regarding what additional information is required for the review. If all of the necessary information is provided, the ARC staff will request that the local government submit the "Form 2" at the DCA website and this begins the 30 to 45 day review period.
7. The applicant will then submit the Transportation and Traffic information to GRTA and send a copy of all submitted materials to the ARC. See [www.grta.org](http://www.grta.org)
8. ARC first notifies potentially affected governments and agencies (Georgia Departments of Transportation, Natural Resources, and Community Affairs in all cases) of the review.
9. ARC requests comments on the proposed project within 10 days.
10. ARC staff reviews the proposed project.
11. The report of the GRTA Traffic study is reported to the ARC staff in support of the ARC's comprehensive review of the development.
12. If problems are noted, ARC staff tries to resolve them if time allows.
13. If no significant problems are noted or if problems are resolved, ARC's Director is authorized to return a finding that the proposed project is in the best interest of the State.
14. If significant problems remain, the proposed project is referred to the Commission through the Environment & Land Use Committee for a finding.
15. ARC is required to find that a proposed DRI is in the best interest of the State or is not in the best interest of the State. Other comments can be included. A finding that a DRI is in the best interest of the State does not imply that a DRI is in the best interest of the local government.
16. Local governments are strongly encouraged to give careful consideration to ARC's finding in their decision making process.
17. The GRTA makes final their determination on whether to approve or deny the expenditure of Federal or State Transportation funds related to the proposed development.

### Development Of Regional Impact (DRI) Review Criteria

*DCA's rules (pursuant to the Georgia Planning Act) state that ARC's evaluation of DRI's shall consider the following items:*

1. Interjurisdictional impacts on the natural environment.
2. Interjurisdictional impacts on the economy of the region;
3. Interjurisdictional impacts on public transportation, water supply, sewer, solid waste, or other public facilities; and
4. Interjurisdictional impacts on the ability of people to find adequate housing reasonably accessible to places of employment.
5. Consistency with ARC's adopted Development Guides and Policies.

(See the document, *Resolution Concerning DRI's Located in Small Water Supply Watershed*, available on the ARC Web site.)

**In implementing these requirements, ARC evaluates the following criteria:**

- whether a DRI is consistent with regional plans, the host local government's plan, and affected agencies' plans
- whether it impacts local short-term work programs of ARC, the host local government, or affected agencies
- population and jobs that can be accommodated by the DRI and how these relate to forecasts
- whether it displaces existing development or jobs
- what impact it has on surrounding land uses
- whether it impacts any Regionally Important Resource
- Potential taxes
- potential impact on existing industry or business in the Region
- potential impact on wetlands, groundwater recharge areas, water supply, watersheds, protected river corridors, or other environmentally sensitive areas of the Region
- impact on any nearby historic resources
- traffic that will be generated by the development, capacity of the existing and proposed roads to handle that traffic, and any demand management strategies the developer might propose
- air quality impacts of the DRI
- whether the DRI contributes to patterns of development that will reduce average daily miles traveled
- whether rapid transit is available
- amount of wastewater generated, facility that will treat it, and whether the WWTP has existing or planned capacity
- water demand and supply
- amount of solid waste generated by the DRI, how it will be handled and whether it will create any unusual waste handling problems
- any unusual impacts on levels of governmental service like fire, police, EMS, libraries, community services
- impact on schools (if residential development proposed)

**DRI's which are almost certain to result in a finding of not in the best interest of the State are the following:**

- DRI's which do not meet air quality standard
- DRI's which are inconsistent with regional plans such as the Chattahoochee Corridor Plan, Regional Transportation Plan, Transportation Improvement Program, MARTA, Water Supply Plan, Areawide Wastewater Management Plan, Airport Systems Plan
- DRI's which fail to meet EPD protection requirements for wetlands, groundwater recharge areas, water supply watersheds, protected river corridors
- DRI's which fail to protect floodplain areas
- DRI's which have a harmful impact on historic or cultural resources
- DRI's for which sufficient wastewater treatment capacity is not presently available and for which further capacity is not included in the Areawide Wastewater Management Plan
- DRI's for which sufficient water supply is not presently available and additional supply is not included in the Atlanta Regional Water Supply Plan

**DRI's which may result in a finding of not in the best interest of the State unless appropriate and sufficient mitigation measures are taken are the following:**

- DRI's which are inconsistent with the host local government's plan or affected agencies' plans
- DRI's which have a harmful impact on the local short-term work program of the host or affected agencies
- DRI's which have a harmful impact on adjacent land uses (EXAMPLE, asphalt plant adjacent to residential development)
- DRI's which create traffic beyond the capacity of existing and proposed (in RTP, TIP, or Local Comprehensive Plan) roads to serve the development
- DRI's which have severe impacts on governmental services and do not make reasonable attempts to mitigate those impacts (EXAMPLE, large residential development likely to have 500 students and no provision is made to provide site acceptable to schools or address some other school and/or community-identified need such as sports fields/parks/open space)