

CONNECTING EMORY VILLAGE

mini Technical Assistance Panel 2015



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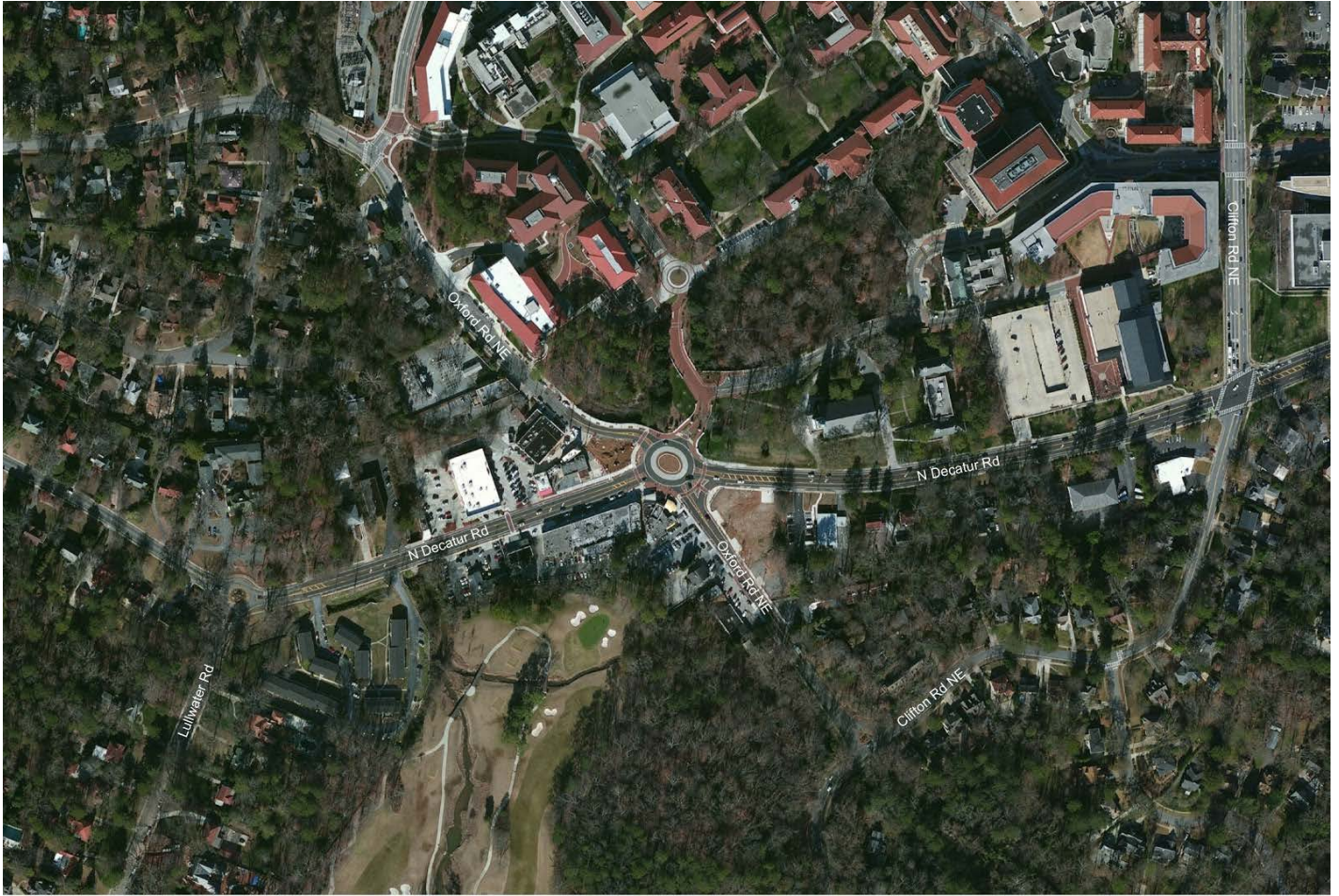


Figure 1 - Emory Village

1. Executive Summary

This report documents the results of the mini-Technical Assistance Program (mTAP) on how to provide better bicycle and pedestrian connectivity between Emory Village and the surrounding communities for the Emory Village Alliance (EVA). It builds upon previous work conducted by EVA and DeKalb County including, particularly the sidewalk and roadway improvements in the village itself. The goal of the project is to help provide a number of recommendations for EVA to help prioritize necessary their limited resources.

Emory Village is located at the historic entrance to Emory University and is a neighborhood commercial center for Emory and the surrounding historic Druid Hills neighborhood. North Decatur Road is the primary artery serving the neighborhood and the village is surrounded by a number of opportunities such as the proposed South Fork Creek Trail, potential MARTA transit station, and neighborhood amenities such as Burbanck Park and nearby trails in DeKalb County and City of Atlanta. Stakeholder interviews conducted in March and April 2015 revealed a number of common themes:

- A connection south to the existing PATH network including the Freedom Park trail that connects to the Atlanta Beltline
- Connections north to the proposed South Fork Creek Greenway and the existing trails linking DeKalb County parks
- Improved signage - particularly to the [parking area adjacent to] Emory Bookstore with Starbucks
- Better sidewalks along Oxford Road that were not included in the overall pedestrian improvements with the Roundabout (such as in front of Chipotle and Yogli-Mogli)

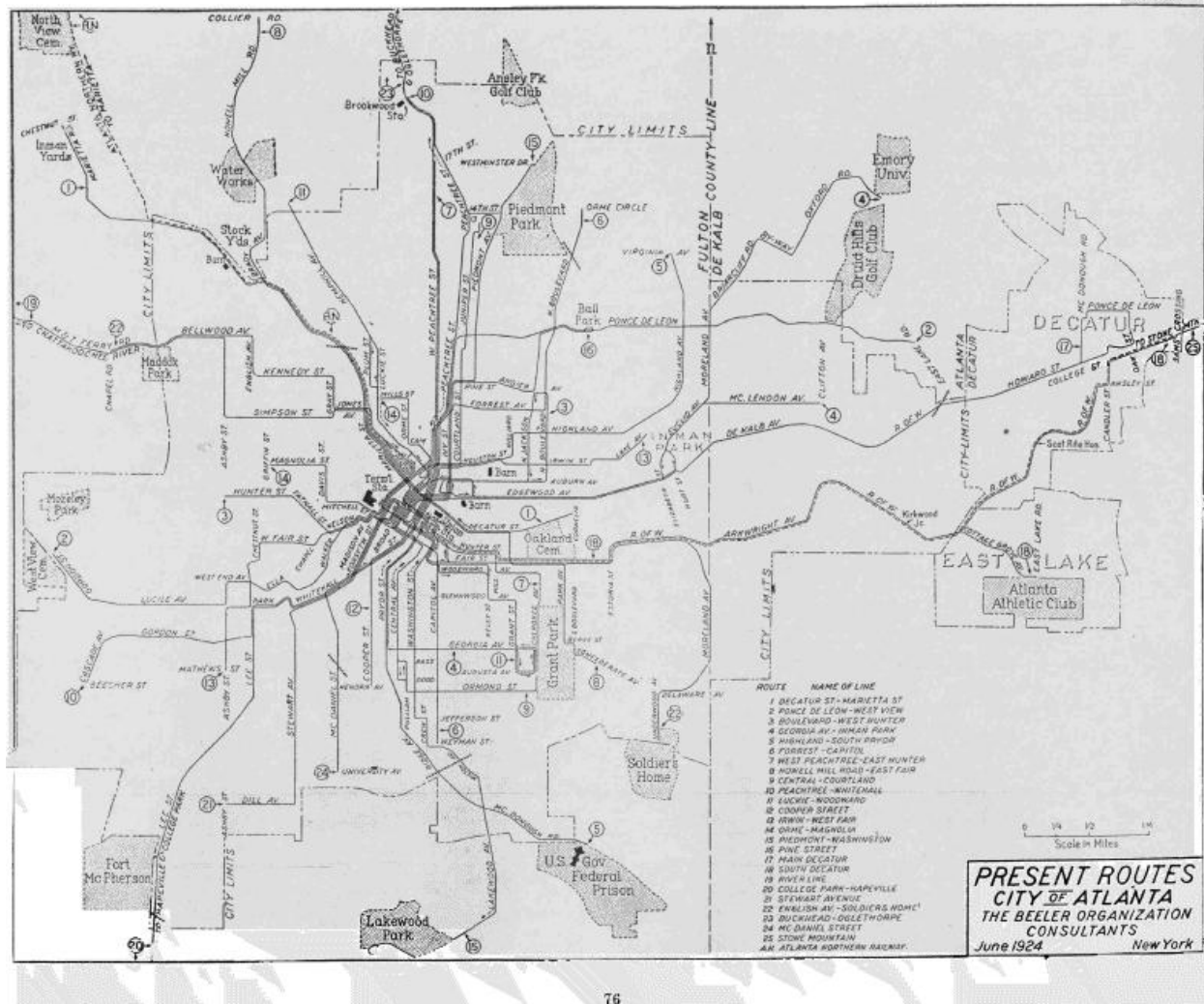
2. Introduction

Purpose of Project / Goals

The purpose of this mTAP is to develop some specific recommendations regarding how to better connect Emory Village with the surrounding communities through improvements to the pedestrian and bicycle infrastructure. Given the limited time and scope of the mTAP, the goals of the project are:

- Attempt to obtain input from various stakeholders who have (or should have) interest in Emory Village including, without limitation, Emory Village property owners and business owners, Emory University, DeKalb County, the PATH Foundation, the Southfork Conservancy, MARTA and local governmental representatives
- Identify some specific short-term improvements that build upon the Village's existing investment
- Provide suggestions about what might be avenues for future examination to increase the overall connectivity of the Village
- Research possible funding options for development and construction of sidewalk improvements, bike paths and off-road paths that intersect through Emory Village
- Provide any recommendations on potential connectivity alliances on both a local scale (e.g., Emory and Druid Hills Historic District) and regional scale (e.g., Freedom Trail and Beltline) based on stakeholder interviews and research

Emory Village is a historic area developed in the early part of the 20th Century at the historic entrance to Emory University and the back of the Druid Hills Country Club. By 1924, the Village was the terminus of Atlanta Streetcar Line Route #4 making it a natural destination for small, neighborhood commercial activity.



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Figure 2 - 1924 Atlanta Streetcar Map (Source: http://upload.wikimedia.org/wikipedia/commons/c/cc/Atlanta_streetcars_1924.jpg)

By the late 1990s, the Village was in need of a makeover and a series of charrettes was organized in early 2000 by various groups including the Urban Land Institute (ULI), the Georgia Institute of Technology and groups of interested professionals and individuals. Out of that process grew the Alliance to Improve Emory Village which successfully applied for a Livable Centers Initiative (LCI) planning grant from the Atlanta Regional Commission (ARC) in 2003. As noted in the 2011 5-year update report, the outcomes of 2003 LCI dramatically changed Emory Village including reconstruction of North Decatur Road between Clifton and Lullwater including installation of two roundabouts, changes to the zoning code, replacement of angled parking with parallel on-street parking and reconstruction of the pedestrian infrastructure in several places.

In the intervening years, the Atlanta region has seen a shift in terms of demand for bicycle and pedestrian infrastructure which continues to grow with the opening of the popular Atlanta

Beltline Eastside Trail in 2014 as well as continued construction of a network of trails north of the study area such as in Medlock Bridge Park, GA400, and North Fork Creek. Recognizing that there will still improvements needed to better connect pedestrians and bicyclists to Emory Village and wanting to build upon the growing interest in the developing trail network in metro-Atlanta, the Emory Village Alliance worked with ULI's Center for Leadership (CfL) to create a mini-Technical Assistance Program (mTAP) specifically to examine how to improve bicycle and pedestrian connections to Emory Village.

This report provides the results of this mTAP and includes an examination of existing conditions, summary of stakeholder interviews held in February-April 2015, and a series of recommendations. The recommendation focused on infrastructure improvements but also some of 'soft' aspects such as programming and political / advocacy issues. The intent of the recommendations is to help the Emory Village Alliance and its allies identify focus areas for their limited resources in the next few years.

2. Emory Village - Existing Conditions

Transportation

The major streets that enter the Village are Oxford Road from Emory Ridge in the north south to Clifton Road and North Decatur Road from the Lullwater Roundabout on the west to Clifton Road on the east. The main center of the village is the roundabout at the entrance to Emory University and forms the center focal point of the area. The roads all have sidewalks most in good condition, but the style and age of the sidewalks varies from new construction to old with some overgrowth.



Figure 3 - Sidewalk at North Decatur Road and bridge over creek

Figure 4 - Sidewalks along Oxford Street north of the Roundabout



Figure 5 - Cross Walk along North Decatur Road

Additionally, in two locations, on-street parking encroaches on what appears to be a natural pedestrian zone:

- On the west side of Oxford Road just north of the roundabout
- On the north side of North Decatur Road west of the roundabout in front of the CVS.



Figure 6 - Parking in pedestrian zone along Oxford Rd.



Figure 7- Pedestrian Amenities at Roundabout

Pedestrian amenities such as benches and trash receptacles are provided at the roundabout and along North Decatur from the roundabout to the Lullwater Creek bridge. A few bike parking locations are found throughout the area, primarily in front of the new Emory Bookstore and the remodeled streetscapes around the roundabout.

The two bus routes that serve the area travel along North Decatur Road with the 6 - Emory connecting Emory Village with Lindbergh Center along Briarcliff and LaVista roads to the north and south along Moreland Avenue to Inman Park / Little Five Points. The 36- North Highland, travels between Midtown and Avondale Stations connecting the village with Virginia Highlands, Midtown, the commercial cluster at North Decatur / Clairemont Road and DeKalb Medical Center.

Figure 8 - Bike Parking at Emory Bookstore



Land Use

The primary land use along North Decatur and Oxford Drive is small businesses with Emory University along the northern and eastern edges of the study area. Outside of the village is primarily single family homes and Druid Hills Golf Club. Lullwater Creek bisects the area somewhat parallel to Oxford Drive, but is really only embraced as an amenity on the southern end by Burbanck Park. Another potential park location is a grassy area behind the CVS adjacent to Lullwater Creek just north of where the creek crosses North Decatur Road.

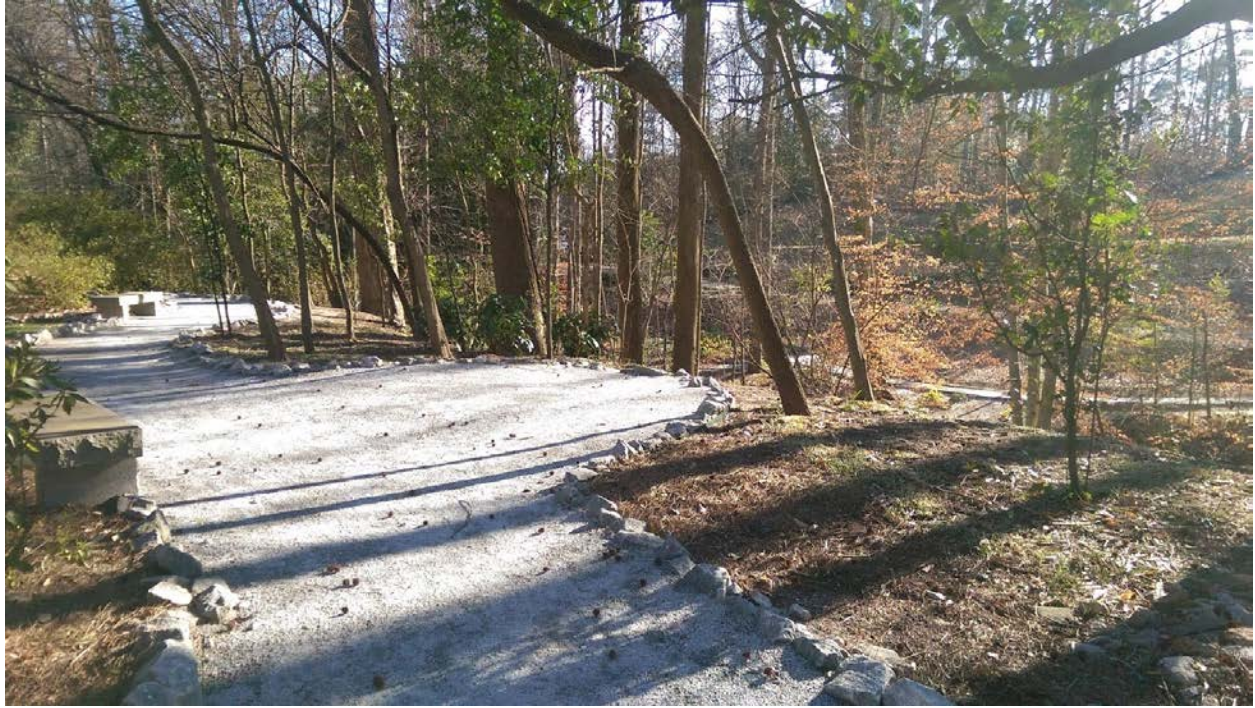


Figure 9 - East side of Burbanck Park



Figure 10 - Grass / Woods behind CVS

Overall Thoughts on Land Use Transportation Interaction

The area has the basic structure of transportation infrastructure in the form of sidewalks and streets that connect the residential and commercial areas. However, the differing ages, maintenance and type of construction of the streetscapes results in the area feeling a little disjointed. For instance, in the roundabout, Burbanck Park is just visible down Oxford Drive, but streetscape is not inviting to walk down and visit the park. Also, given the proximity to Emory University and Midtown Atlanta, identification of a potential bike sharing kiosk location(s) should be a part of the mTAP.

Incorporation / Annexation Status

One complicating factor in implementation of any major infrastructure improvements is within what local jurisdiction will be responsible for Emory Village. While it did not pass the 2015 legislative session, House Bill 586 was a proposal to have the Druid Hills area, including Emory Village, subject to annexation by the City of Atlanta. Additionally, the 2015 session also authorized a referendum on the City of LaVista Hills, but the final approved boundaries do not include the Emory Village area.

3. Stakeholder Communication

After an initial meeting with representatives of the Emory Village Alliance and tour of the village in January of 2015, the team interviewed numerous stakeholders in March of 2015 regarding pedestrian and bicycle connectivity within Emory Village. The stakeholders that were interviewed include members of Emory Village Alliance including a resident of the Druid Hills area surrounding Emory Village, Bike Emory, the PATH Foundation, Atlanta Bicycle Coalition, South Fork Conservancy, Park Pride and DeKalb County. Over the course of the interviews, several common themes began to appear including:

- A connection south to the existing PATH network including the Freedom Park trail that connects to the Beltline
- Connections north to the proposed South Fork Creek Greenway and the existing trails linking DeKalb County parks
- Improved signage - particularly to the parking area adjacent to Emory Bookstore with Starbucks
- Better sidewalks along Oxford Road that were not included in the overall pedestrian improvements with the roundabout (e.g., the walkways in front of Chipotle and Yogli-Mogli which pose safety hazards to pedestrians)

4. Village Opportunities

Emory Village has several strong opportunities including:

- Engaged stakeholder groups (EVA and others)
- An active student and university population nearby, though this leads to fluctuations in traffic during certain times of the day and portions of the year when the university is not in session
- Historic character that is recognized both within and outside the Druid Hills community

5. Recommendations/ Implementation Strategy

Expanded Connectivity

There seem to be two main issues affecting connectivity within Emory Village - improvements in the village itself in areas that need improvement and the overall connectivity to areas outside of the village are almost non-existent.

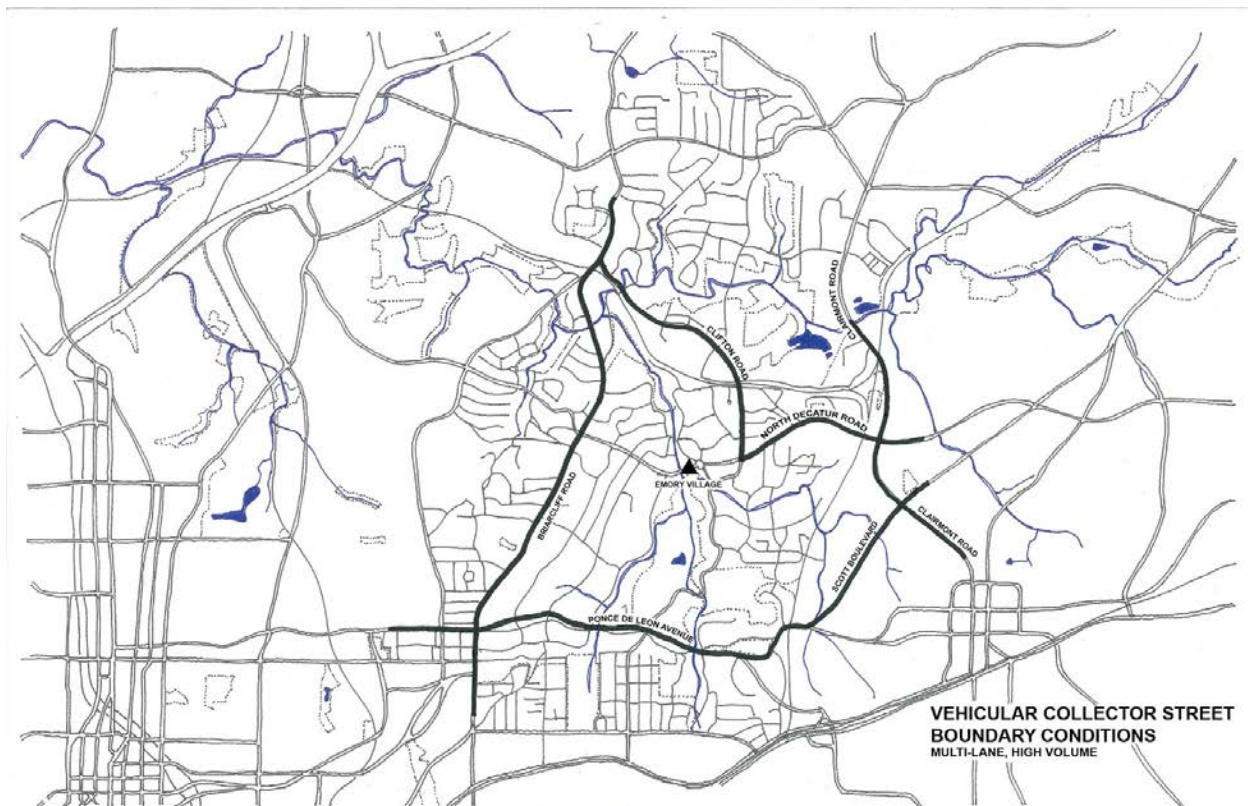


Figure 11 - Vehicular Collector Street Boundary Conditions

Emory Village is currently located within a boundary condition defined by high-volume, multi-lane collector streets. Through stakeholder interviews, these boundaries were defined as “Scar Streets” - psychological barriers that many perceive as limiters of pedestrian and bicycle connectivity both into and outside of the study area.

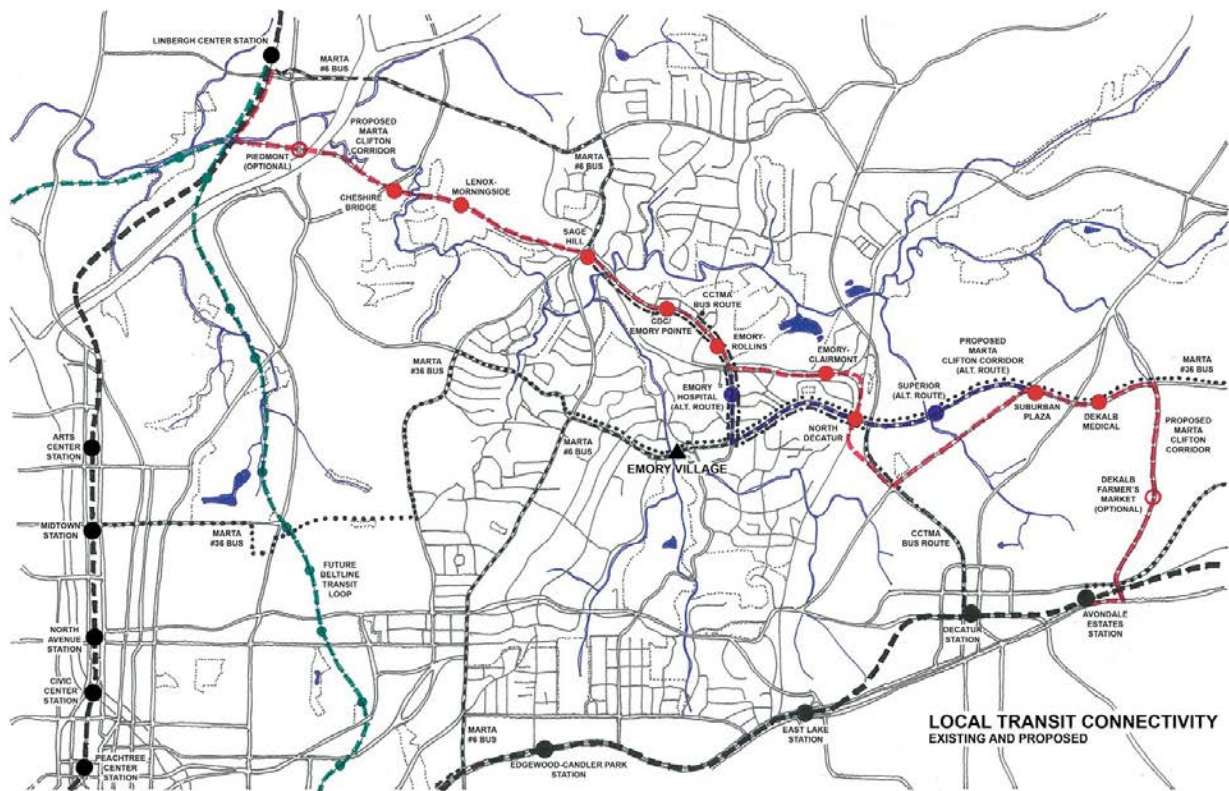


Figure 12 - Local Transit Connectivity - existing and proposed

The Emory Village area is currently served by two MARTA bus routes (#36 and #6) that run through the village on North Decatur Road. A Clifton Corridor Transit shuttle also runs from the Emory Point development to the Decatur MARTA rail station. The proposed MARTA Clifton Corridor Studies for new rail infrastructure (light or heavy rail) are indicated in red and blue on the figure above. The closest opportunity for a proposed station to the Emory Village would be an Emory Hospital station located on the Alternate Route (blue color coding). Future Beltline transit with proposed station locations is indicated on the figure above with green color coding.

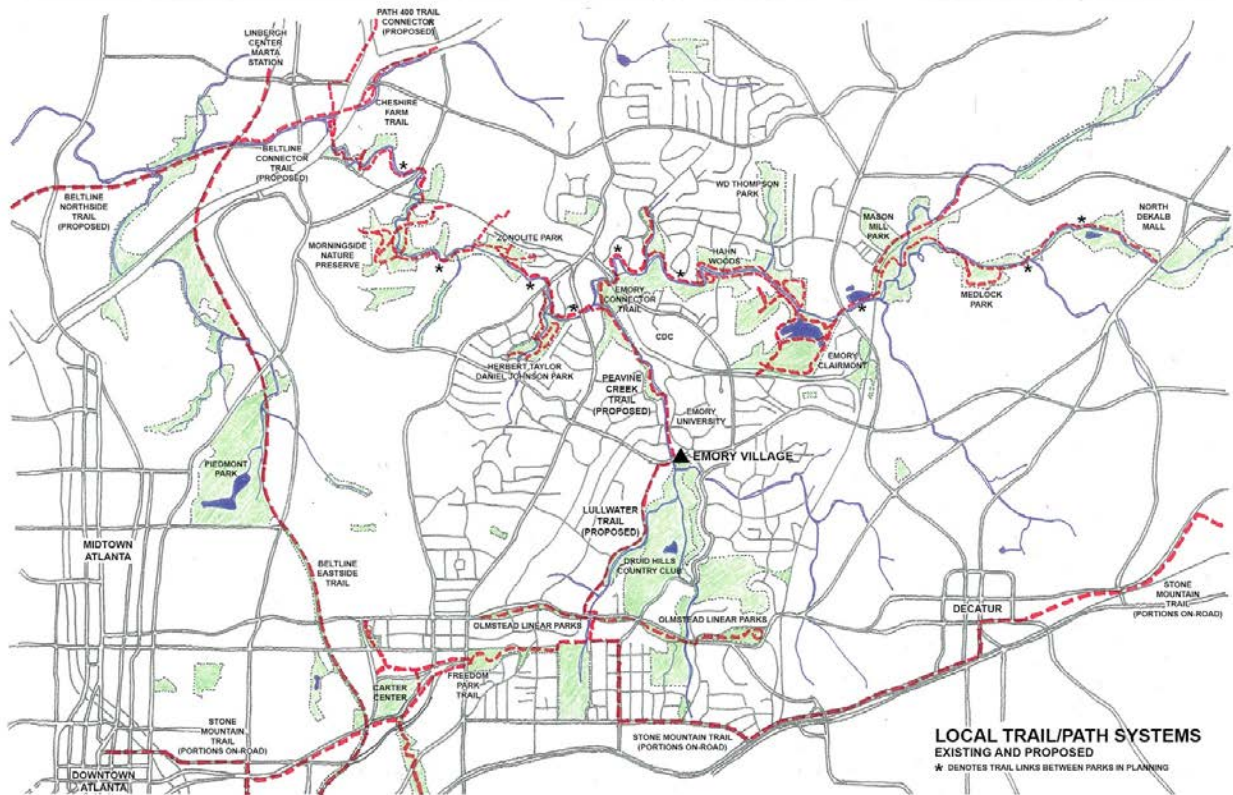


Figure 13 - Local Trail and Path Systems - existing and proposed

Emory Village is located relatively equidistant from two primary trail/path systems, the proposed Southfork Creek trail system to the north of the village, and the established Olmsted Linear Park, Freedom Park, and Stone Mountain Trails to the south. The Southfork Trail System is proposed as a linked chain of existing and proposed nature trails that follow the Southfork Peachtree Creek waterway and will link with existing parks and greenspace that follow the tributary. The trails to the south of the village are established paved infrastructure that are primarily off-street dedicated paths, with some segments of the Stone Mountain Trail occurring on-street. The proposed connectivity to these systems from the Emory Village would be via a nature trail along Peavine Creek to the north and a dedicated off-street paved path south along Lullwater Road with a proposed connection to the Freedom Park Trail system south of the existing Ponce De Leon bridge overpass at Lullwater Creek. Both systems will allow connectivity to the Atlanta Beltline trail on the east side of the city.

LEGEND

1. PROPOSED CONNECTION TO THE EXISTING FREEDOM PARK TRAIL
2. PROPOSED PONCE DE LEON UNDERPASS AND STRUCTURED RAMP/PEDESTRIAN BRIDGE UP TO GRADE
3. EXISTING TOWNHOME DEVELOPMENT - ACCESS AND CONSTRUCTION EASEMENTS MAY BE REQUIRED
4. RESIDENTIAL STREET FRONTAGE FROM THIS POINT NORTH WITHOUT EXISTING SIDEWALK INFRASTRUCTURE
5. OVERHEAD UTILITY LINES CROSS LULLWATER AND RUN NORTH TO THE EAST SIDE OF LULLWATER. - UTILITY POLE RELOCATION MAY BE REQUIRED.
6. LULLWATER CONSERVATION GARDEN - GREENSPACE
7. OVERHEAD UTILITY LINES CROSS OVER LULLWATER AND RUN WEST UP THE BY-WAY
8. DRUID HILLS GOLF CLUB FRONTAGE ON EAST SIDE OF LULLWATER
9. EXISTING PEDESTRIAN SIDEWALK BEGINS
10. EXISTING RESIDENTIAL LOTS WITH 4' SIDEWALK BEHIND A MINIMAL PLANTING STRIP ALONG EAST SIDE OF LULLWATER
11. EXISTING ROUND-A-BOUT GEOMETRIES WOULD REQUIRE PROPOSED MULTI-USE PATH TO WIDEN EXISTING SIDEWALK TO THE EAST AND WOULD REQUIRED THE INSTALLATION OF RETAINING WALL SYSTEMS

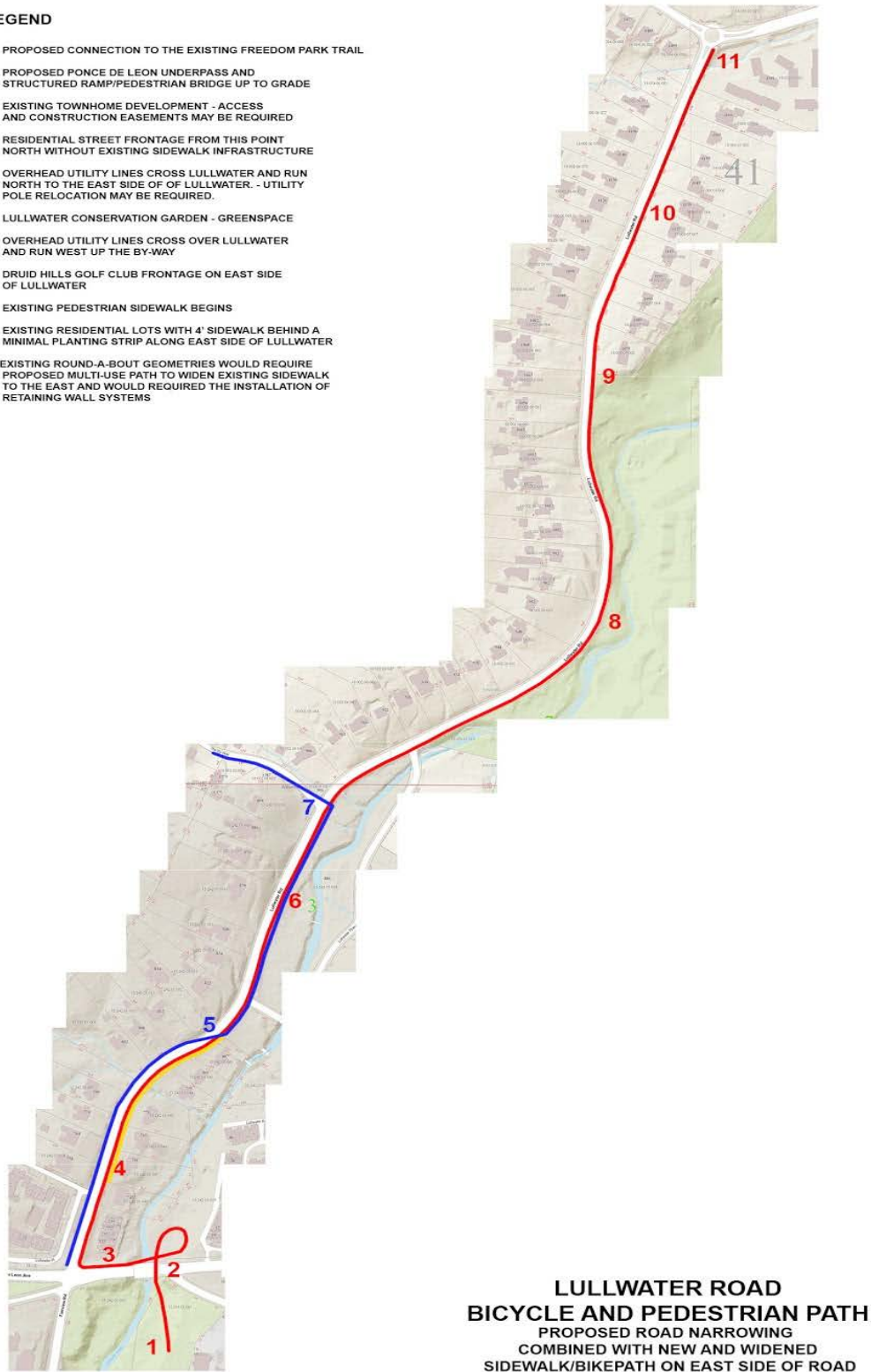


Figure 14 - Lullwater Road Bicycle and Pedestrian Path - Proposed Routing

LEGEND

1. LULLWATER ROAD MULTI-USE PATH
- SEE OVERALL EXHIBIT FOR CONTINUATION
2. PROPOSED BRIDGE LOCATION OVER
LULLWATER CREEK AT LOCATION OF
EXISTING DRIVEWAY BRIDGE
3. 817 LULLWATER ROAD, ATLANTA GEORGIA
.82 ACRES, PARCEL ID 15 242 01 041
TAX DISTRICT 61 ATLANTA
2014 TAX VALUE: \$197,900.00
LAND PURCHASE REQUIRED.
4. PROPOSED BRIDGE LOCATIONS OVER
LULLWATER CREEK TO MITIGATE TERRAIN
5. LULLWATER ESTATES OWNERS ASSOCIATION
6.13 ACRES, PARCEL ID 15 242 03 019
ACCESS AND DEVELOPMENT EASEMENTS
REQUIRED.
6. PROPOSED PONCE DE LEON ROAD
UNDERPASS.
7. PROPOSED LINK TO EXISTING FREEDOM
PARK TRAIL AT CLIFTON TERRACE
8. PROPOSED CONTINUATION OF ORIGINAL
LULLWATER TRAIL ROUTE ALONG
RESIDENTIAL FRONTAGE/R.O.W SOUTH
ON LULLWATER ROAD
9. ON-STREET PATH/CROSSWALK AT
PONCE DE LEON/LULLWATER RD./FAIRVIEW RD.
SIGNALIZED INTERSECTION
10. UNIDENTIFIED TAX PARCEL
TAX DISTRICT 61 ATLANTA
ACCESS AND DEVELOPMENT EASEMENTS
REQUIRED.
11. TOPOGRAPHY WILL REQUIRE RETAINING WALL
SYSTEMS TO ALLOW PATH TO
TRANSITION DOWN EMBANKMENT
12. 1509 PONCE DE LEON AVENUE,
ATLANTA GEORGIA
3.74 ACRES, PARCEL ID 15 242 01 093
TAX DISTRICT 61 ATLANTA
OWNER: PAIDEIA SCHOOL INC.
ACCESS AND DEVELOPMENT
EASEMENTS REQUIRED.
13. PROPOSED LINK TO EXISTING
FREEDOM PARK TRAIL

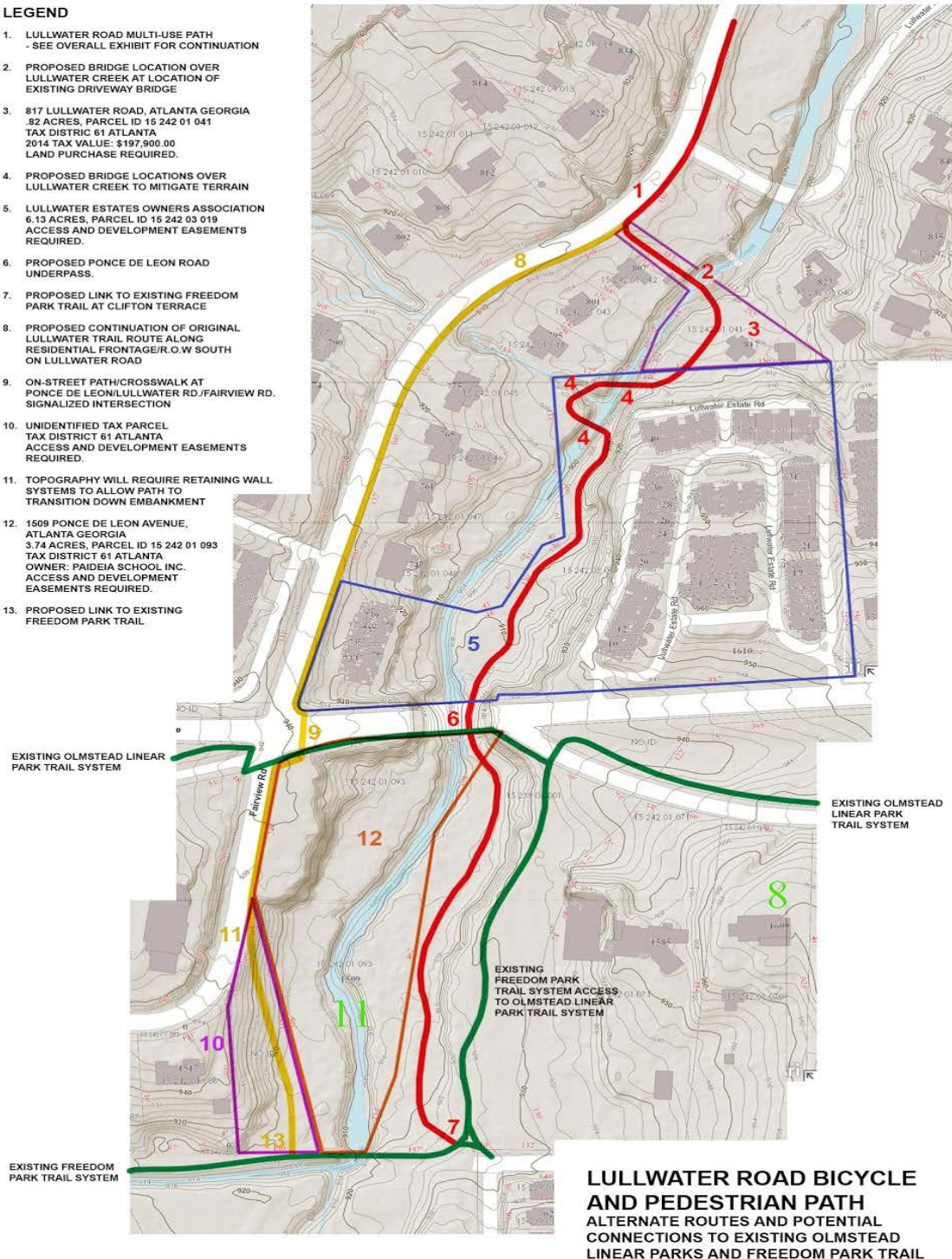


Figure 15 - Lullwater Road Bicycle and Pedestrian Path - Alternate Routes



Figure 16 - Example Trail in Brussels

Recommendation #1: Restripe Oxford Road in front of businesses: The clear priority for EVA is fixing the unsafe condition on Oxford Road in front of YogliMogli and Chipotle. The situation is created by having head-in parking directly from Oxford Road and different grade changes on the sidewalk that are a trip hazard for pedestrians. The EVA has worked on this situation and has developed several initial design concepts to convert the parking to parallel parking and provide sidewalks.

Based on research from EVA and DeKalb County records, it appears that most of the area is within the public ROW and therefore could be restriped without the need for ROW acquisition, greatly reducing the cost of the project.

Recommendation #2: Initiate a Planning / Feasibility Study on Trail Connections

Specifically, the Emory Village Alliance should initiate a feasibility and design study to identify how to best connect the area south to the Freedom Park Trail and the PATH system, north to the South Fork Creek Greenway and Clifton Road area near the proposed MARTA station, and identify bike share station locations. The City of Chamblee is undertaking a similar study

regarding the Keswick Park trail extension to the east and potentially south and has a budget in the \$130,000. Given some of the jurisdictional uncertainties and strong competitive for Livable Centers Initiative planning studies, the most efficient implementation strategy would be to fund the study with private donations from a combination of sources including potentially CCTMA, Emory Foundation, other foundations, and/or a Kickstarter campaign. Figures 14 and 15 provide an initial concept for a connection to the Freedom Park Trail and PATH system with Figure 16 illustrating a similar concept that was implemented in Brussels.

Recommendation #3: Event Programming

EVA should explore starting small scale programming events with the goal of educating the neighbors, friends, and members of the Emory University community about the destinations that can easily be reached by foot and on two wheels within Emory Village. Some examples include the following:

- Evening bike rides starting at the Dowman Center and ending at one of the local restaurants after touring Lullwater and how to reach the Olmstead Parks
- Saturday morning walks through campus to Candler Lake or the Lullwater Bird Sanctuary

The aim would be to build community awareness of the destinations around Emory Village accessible without a car.

Village Focus

The following is a focus on the Emory Village core based on input from the project stakeholders as well as the professional opinions of the mTap project team. The intent is to identify conditions that affect the overall experience of a visitor to the village. The analysis covers the vehicular, bicyclist, and pedestrian experiences.

Success:

- Relatively recent pedestrian and vehicular circulation improvements
- Captured land & creation of Village Park

Opportunities:

- Utilize locations within Village as Trailheads to both off-street & on-street trails and bikeways
- Work with property owners to reduce quantity of curb cuts
- Develop strategy to implement additional parallel parking
- Potential to aggregate parking behind buildings and restripe for maximum efficiency
- Increase wayfinding and create identifiable Village brand

- Continue to promote Infill development for increased density
- Potential to create bike depot and/or bike share program

Oxford Road

Analysis:

- Identified by stakeholders as one of the largest issues within the Village
- Unsafe pedestrian experience
- Non-compliant to ADA standards



Figure 17 - Oxford Road _Dangerous and insufficient sidewalk and parking condition

Opportunity:

- Provide reasonable sidewalk to create appropriate connectivity
- Organize and potentially increase parking
- Excessive curb cuts are a significant issue within Village

Excessive Curb Cuts

- Eliminate the ability to do much needed additional on-street parallel or angled parking which increases the vitality of a village environment
- Negatively affect the pedestrian and cycling experience
- Confuse the user and cause **safety** concerns



Figure 18 - N. Decatur Road -Excessive quantity of curb cuts cause safety concerns and limit much needed on-street parking

Village Parking

- Reduction of curb cuts
- Increase in on-street parking by approximately 30 vehicles
- Increase in pedestrian & bike safety
- Opportunity to remove turn lane on N. Decatur Rd. & introduce striped bike lanes through village
- Potential to utilize Emory parking deck after hours. Facility is open to public evenings and weekends (wayfinding opportunity)

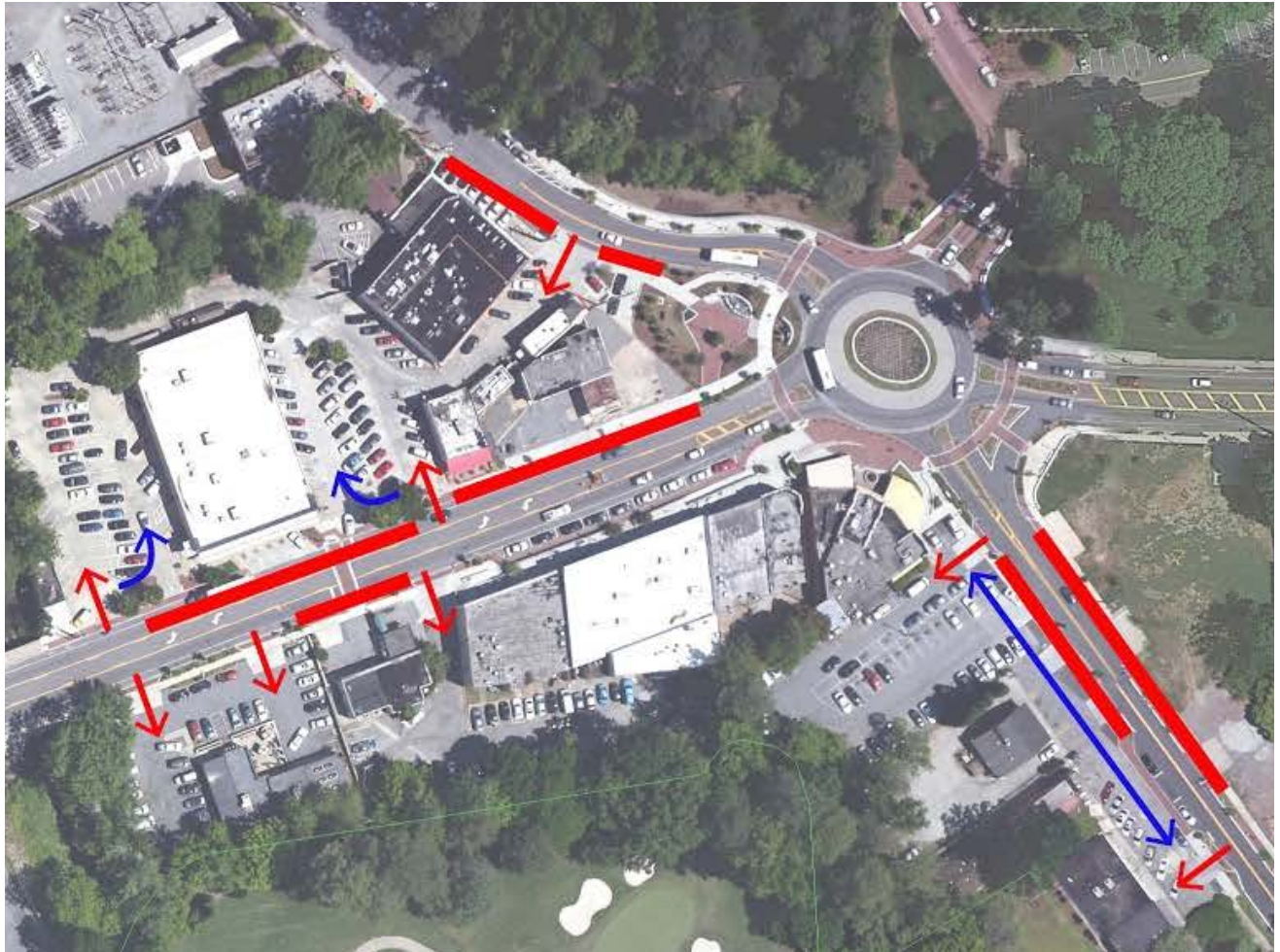


Figure 19 - Emory Village- Parallel parking opportunities and circulation

Figure 19 illustrates some areas where parallel parking could be implemented either by restriping or removing curb cuts.

Infill Opportunities

- Short term opportunity for infill or reuse development
- Develop buildings that address the sidewalk (addressed by M.P.)
- Ex. gas station has potential adaptive reuse with roll up doors and outdoor dining experience
- Aggregate parking fields to provide more efficient circulation and increase in parking quantity

Challenge:

- Convincing property owners to pool resources (both land and finances) and provide cross easements for combined parking



Figure 20 - Emory Village- Short term parcel infill opportunities

Figure 20 shows the two main areas for potential infill opportunities within Emory Village.

Funding for Connectivity

The purpose of this section of the report is to briefly summarize potential sources of funding for sidewalk improvements, bike paths and off-road walking paths that intersect through Emory Village (the “EV Connectivity Improvements”). Additionally, we have included examples of how other jurisdictions have funded these types of improvements in their respective communities.

Local Sources of Funding

DeKalb County. DeKalb County's recent financial challenges have been well documented in news reports and any financial contribution it could make to the EV Connectivity Improvements would likely be minimal. However, one area of immediate need that DeKalb County could provide help with is restriping any bike lanes connecting into Emory Village. In doing our site visits and in talking with stakeholders, it was noted how the few bike lanes that link Emory Village were in need of better identification and connection.

Also, it should be noted that while DeKalb County funds may be limited for EV Connectivity Improvements, the EV Alliance would still need the cooperation of the county if it elected to apply for certain grant programs described below.

Emory University. Given that the Village is part of Emory University's front door to its campus, the continued vibrancy of it should be of importance to the university. While any funding for EV Connectivity Improvements would not likely come directly from the university itself, the school's connection with the Woodruff Foundation and other charitable organizations would be key. The Woodruff Foundation has provided grants for parks and greenspace in previous years (<http://woodruff.org/grants-program/previous-grants/>).

Healthcare Organizations Based in Atlanta. One of the stakeholders we spoke to mentioned that Kaiser Permanente has been active sponsor of trail projects in the metropolitan Atlanta area. Kaiser Permanente has a dedicated website to its run/walk fitness program (<http://www.kpcorporaterunwalk.com/>).

Given Emory Healthcare's proximity to Emory Village, it would be a natural sponsor for promoting "active lifestyle" events or fundraisers to help design and construct the EV Connectivity Improvements. Emory Healthcare's website provides a list of numerous local community organizations that it supports.

(<http://www.emoryhealthcare.org/community/georgia/community-service/organizations-we-support.html>).

While there are not a lot of environmental organizations listed on this website, one would think that sponsorship of specific EV Connectivity Improvements would be beneficial to this hospital system.

Georgia Power. One of our stakeholders noted that Georgia Power provides grants for creekside restoration.

(<http://www.georgiapower.com/environment/stewardship-programs/home.cshtml>).

Community Fundraisers and Campus Involvement. One way to promote Emory Village and the proposed EV Connectivity Improvements would be to have local fundraisers involving local bike riding organizations. Also, EV Alliance could try and connect with organizations within the Emory University that support cycling, fitness or environmental awareness.

Other Non-Profit Organizations

The PATH Foundation (<https://pathfoundation.org>) - The PATH Foundation has a demonstrated ability to provide expertise and funding to projects similar to the EV Connectivity Improvements. This organization has been involved with the following trails in the Atlanta region: The Silver Comet, Stone Mountain, Lionel Hampton, South Peachtree Creek, Westside, Arabia Mountain, Chastain Park, Whetstone Creek, and South River Trails.

The PATH Foundation could be a potential source of funding for the EV Connectivity Improvements. To be clear, no guarantees of future funding or support were provided in any of our discussions with the foundation. However, leadership within the PATH Foundation was excited about the possibility of connecting Emory Village to the Freedom Park Trails and the Stone Mountain trail. In particular, they noted that the Freedom Park Trail could be critical link to the Atlanta Beltline for not just Emory Village but for the larger Emory community. If the EV Alliance could demonstrate to the PATH Foundation that it had feasible plans for these projects, then pursuing a working relationship with the PATH Foundation would likely be very beneficial to EV Connectivity Improvements.

Park Pride. Park Pride, a nonprofit founded in 1989 to advocate for Atlanta's parks, awarded \$800,000 to 15 community groups to support capital park improvements in the City of Atlanta and DeKalb County.

The Atlanta Regional Commission.

The Livable Centers Initiative (LCI) is a program that awards planning grants on a competitive basis to local governments and non-profit organizations to prepare and implement plans for the enhancement of existing centers and corridors with regional development policies, and also provides transportation infrastructure for projects identified in the LCI Plans. In 2014, ARC awarded \$800,000 in the latest round of LCI grants.

In our research, we located several LCI deliverables previously prepared for Emory Village. One way to jumpstart the study of the potential EV Connectivity Improvements noted above would be to prepare a new LCI request. Specific mention could be made to the challenges and potential opportunities noted in this report and how improved pedestrian and biking opportunities are critical to mobility in the Emory Village without a motor vehicle.

In talking with Amy Goodwin at the ARC about this mTap and the current status of the Emory Village Plan, they told us that Emory Village could apply for funding this year to develop a "major plan update", possibly expand the study area up North Decatur Road and Clifton Road,, or they could just complete a minor update with their own staff/funds. According to the ARC, it did not matter whether Emory University, the EV Alliance or DeKalb County prepared the report so long as DeKalb County adopts it.

Also, to apply for Preliminary Engineering, ROW, or Construction Funding, the applicant must be a governmental entity such as DeKalb County or the City of Atlanta. However, the study update to become eligible for construction funding may be sponsored by a non-profit such as EVA provided a letter of support is obtained from the local government entity.

Therefore, EVA has two options:

- Update the LCI study either through the 2016 LCI application cycle or through private funding
- Identify a mixture of private funding sources to begin infrastructure improvements

State and Federal Funding for Connectivity Improvements.

The Safe Routes To School (SRTS) (<http://www.dot.ga.gov/IS/Funding/SRTS>). SRTS is a program is designed to fund comprehensive programs that encourage and enable more children to walk and bike to school safely. The funds are intended to start an SRTS program in communities and assist community members in sustaining successful SRTS programs.

Recreational Trails Program (<http://gastateparks.org/grants/rtp>). In 2014, twenty-seven new grants totaling \$2.5 million were awarded to stated, federal and local governments around the state to provide outdoor recreation opportunities for a variety of trail user groups (See below). The purpose of the program is to provide and maintain recreational trails and trail-related facilities identified in, or that further a specific goal of the Statewide Comprehensive Outdoor Recreation Plan. The recipient of the funds is required to match the grant by providing at least twenty percent of the cost of the project. While the EV Alliance could not apply for these funds, DeKalb County could in helping to complete the sources of funding for the EV Connectivity Improvements. These funds could be used for a trail or other improvements related to a South Fork Trail. A member of the EV Alliance could reach out to the Advisory Committee to assess the ability of the program to certain EV Connectivity Improvements. The

2015 Grant Application package is to be available for download this fall per the information provided on the website.

1. City of Brunswick, Martin Luther King Jr. Boulevard Trail - \$100,000
2. City of Byron, Byron's Cemetery Park Trail - \$70,000
3. Chicopee Woods Area Park Commission, Chicopee Woods Bridge - \$100,000
4. DNR Wildlife Resources Division, Little Ohoopsee River Blue Trail - \$80,000
5. City of Fort Valley, Festival Park Trail - \$100,000
6. Gwinnett County, Tribble Mill Greenway Connection - \$100,000
7. Hart County, Hart County Trail - \$60,000
8. City of LaFayette, Chattooga River Greenway Trail - \$100,000
9. City of LaGrange, Granger Park Trail - \$100,000
10. City of Maysville, Nature Trails at Maysville City Park - \$100,000
11. Meriwether County, Lake Meriwether Trail - \$100,000
12. City of Milledgeville, Fishing Creek Community Trail - \$100,000
13. Newton County, Yellow River Water Trail Browns Bridge Launch - \$80,000
14. Peach County, South Peach Park Trail Extension - \$70,000
15. City of Roswell, Old Mill Park Trail Project Phase III - \$100,000
16. Town of Trion, Park Avenue Trail - \$100,000
17. Union County, Byron Herbert Reece Connector Trail - \$100,000
18. USFS, Ocmulgee Bluff Equestrian Trail Maintenance - \$100,000
19. USFS, Chattooga River Ranger District OHV Trail Maintenance - \$120,000
20. USFS, Conasauga Ranger District Motorized Trail Maintenance - \$78,000
21. USFS, Duncan Ridge Trail Improvement - \$87,000
22. USFS, Panther Creek Trail & Trailhead Maintenance - \$77,000
23. USFS, Town Creek ATV Trail Maintenance - \$131,000
24. Wayne County, Bill Morris Park Nature Trail - \$100,000
25. White County, Yonah Preserve Multi-Use Trail - \$95,000
26. Wilkes County, War Hill Trail-1779 Battle of Kettle Creek - \$77,000
27. City of Winterville, Pittard Park Trails - \$70,000

Transportation Enhancement (<http://www.dot.ga.gov/IS/Funding/TE>) - The Transportation Enhancement (TE) program was established to enrich the traveling experience of motorists, bicyclists, and pedestrians through enhancements to our transportation system. Federal funding for TE projects is allotted to provide aesthetic and functional improvements to historical, natural, and scenic areas. One downside of Transportation Enhancement program is that it is not a grant and only acts to reimburse costs actually expended.

CMAQ and STP - CMAQ (Congestion Mitigation and Air Quality Improvement Funds) and STP (Surface Transportation Program) are additional federal funding programs. However, at

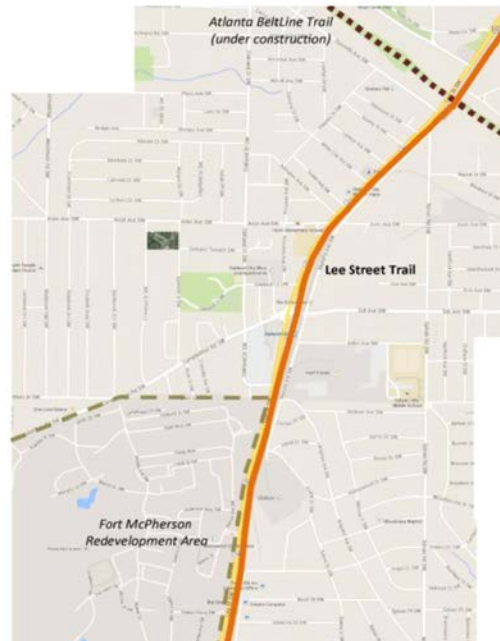
least one stakeholder commented on the length of time and complexity of applying for these types of grants.

The next section provides three examples of how other trails in Atlanta have been funded.

Examples of Funding EV Connectivity Improvements.

Example 1 - Lee Street Trail:

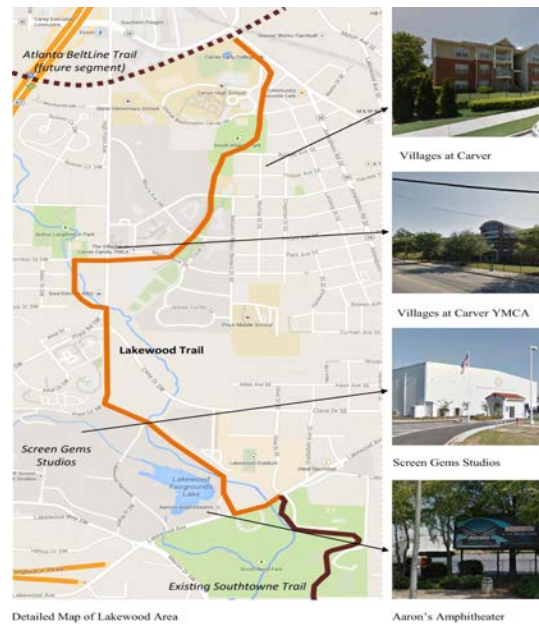
A one mile component of a larger multi-use trail which runs along the eastern side of Lee Street, connecting the Atlanta Beltline to the Oakland City and Lakewood/ Fort McPherson MARTA stations



<u>Sources</u>	
Atlanta Regional Commission	\$1,700,000
Invest Atlanta	\$350,000
PATH Foundation	\$350,000
City of Atlanta Tree Fund	\$150,000
TOTAL	\$2,550,000
<u>Uses</u>	
Right-of-Way Acquisition	\$380,000
Construction	\$2,170,000
TOTAL	\$2,550,000

Example 2 - Lakewood Multi-Use Trail:

A one mile segment of the Lakewood Trail that will provide a critical link in the regional trail network by connecting Lakewood, Screen Gems and other southeast Atlanta neighborhoods to the extensive South River Trail system and the Atlanta Beltline Corridor



<u>Sources</u>	
Atlanta Regional Commission	\$1,300,000
Invest Atlanta	\$250,000
PATH Foundation	\$250,000
City of Atlanta Tree Fund	\$100,000
TOTAL	\$1,900,000
<u>Uses</u>	
Right of Way Acquisition	\$285,000
Construction	\$1,615,000
TOTAL	\$1,900,000

Example 3 - PATH400 Greenway Trail:

The PATH400 Trail was a partnership between Buckhead CID, Livable Buckhead and the PATH Foundation, and is estimated to cost \$10 to \$12 million in design, construction and landscape costs. Buckhead CID has donated approximately \$3 million to the PATH400 Trail. We were also told that other funding sources including private donors and State of Georgia Department of Transportation.



Construction Phasing

First – Lenox Road to Old Ivy
Complete

Second – Old Ivy to Wieuca
Launched – Complete end of 2015

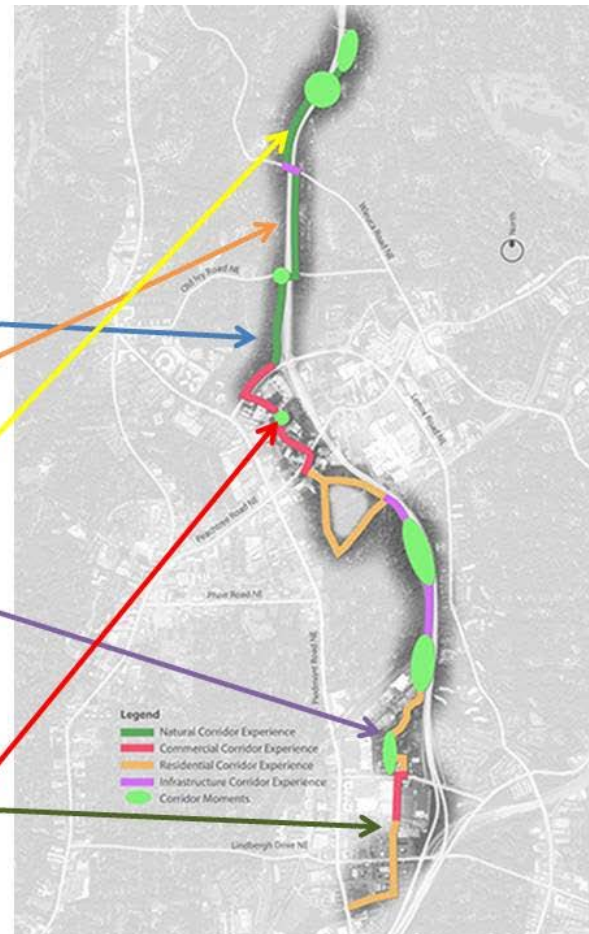
Third – Sidney Marcus to Miami Circle
Begin 2015 – Complete 2016

Fourth – Wieuca to MWC
Begin 2016 – end Early 2017.

By Others

Greystar – Morosgo block Underway

Tower Place – Regent Partners - 2016



7. Next Steps

Some of the clear next steps are to identify system wide Connectivity for Emory Village, specifically:

- Connect South - talk with Druid Hills Country Club and Lullwater Estates Condominium Association
- Connect North - Lullwater Forest / Clifton Corridor Transit Line

The Alliance should consider preparing to apply for 2016 LCI Supplemental Study focused on a feasibility / alternatives analysis similar to Chamblee 2015 LCI Supplemental Study. There is also a need to identify the sponsor to provide local match whether DeKalb County or a new jurisdiction (possibly talk with ARC about Emory being sponsor given jurisdictional fluidity).

Additionally, the Alliance should continue to examine Local and Village Specific Issues either independently or as part of the LCI application recommended above:

- Parking - metered parking with whomever stays / becomes the local jurisdiction
- Identify / Cultivate Champion for future EV Connectivity Improvements
- Identify Potential Bike share location
- Programming (i.e. Saturday Brunch bike ride, evening ride ending at Slice and Pint)
- Signage to Starbucks and Parking on Oxford and Burbanck Park
- Parallel Parking on Oxford at Chipotle
- Curb Cuts / Poles in sidewalks

Additionally, the Alliance should continue to explore foundational funding for programming on wellness and health. Also, if a short time frame is desired, the Alliance should try to avoid federal funding of these immediate needs given the long lead time and jurisdictional fluidity. For the feasibility study recommended above, if the Alliance wanted to avoid LCI funding, they could fund the study independently, work with ARC to make sure it meets all the requirements of an LCI Update and then have it adopted by DeKalb County and grandfathered in as an LCI study. This process was used by Midtown Alliance with the original BluePrint Midtown in the late 1990s.

The Alliance is in a good position to continue to build upon the success of the original LCI program of projects and the authors of this report hope that these recommendations provide some help in identifying priorities to continue to enhance the Emory Village area.

8. Exhibits

ULI mTAP Client Engagement Letter



ULI ATLANTA - CENTER FOR LEADERSHIP 2014 - 2015 mTAP Program Client Engagement Letter

The Center for Leadership, a program of the Urban Land Institute's Atlanta District Council (ULI Atlanta), would like to thank the ALLIANCE TO IMPROVE EMORY VILLAGE, INC., a Georgia non-profit corporation (d/b/a Emory Village Alliance) (the "Client"), for sponsoring a Mini-TAP project ("mTAP"). This Engagement Letter (the "Agreement") constitutes a binding contract by and between ULI Atlanta and Client entered into as of this 11th day of February, 2015 (the "Effective Date"). As part of its purpose, ULI Atlanta and the Center for Leadership provide advisory services in order to improve communities and promote responsible land use and development.

Client wishes to obtain advice and recommendations from ULI Atlanta and the Center for Leadership on additional bicycle and pedestrian connectivity alliances, plans and feasible funding options for sidewalk improvements, bike paths and off-road walking paths that intersect through Emory Village (the "Client's Objective").

Pursuant to this Agreement, ULI Atlanta and the Center for Leadership agree to perform the following scope of work in connection with the Client's Objective:

- Attempt to obtain input from various stakeholders who have (or should have) interest in Emory Village including, without limitation, Emory Village property owners and business owners, Emory University, DeKalb County, the PATH Foundation, the Southfork Conservancy, MARTA and local governmental representatives.
- Identify and interview a cross-section of industry experts or other community organizations to provide well-rounded, objective insight with respect to the Client's Objective.
- Research feasible funding options for development and construction of sidewalk improvements, bike paths and off-road paths that intersect through Emory Village.
- Attempt to identify examples of how other points of interest similar to Emory Village may have improved their connectivity with the surrounding community.
- Provide any recommendations on potential connectivity alliances on both a local scale (e.g., Emory and Druid Hills Historic District) and regional scale (e.g., Freedom Trail and Beltline) based on stakeholder interviews and research outlined above.
- As appropriate under the circumstances, work with Client to prepare and deliver mTAP briefing materials to stakeholders and industry experts to be reviewed prior to interviews (e.g., maps, aerials, photos, supplemental reports, situational abstract, etc.).
- Work with Client to ensure logistics for final presentation (e.g., date, time, location, invitees) are addressed.
- Prepare and present a written report detailing findings, conclusions, recommendations and implementation strategies with respect to the Client's Objective.
- Provide the final report/presentation to Client in electronic format (.pdf file) and up to ten (10) printed hard copies.

Client agrees to provide the following at its expense:

- Reserve meeting space for the final presentation on a mutually agreed upon date during the last two weeks of April, 2015. Room should be large enough to accommodate Client, mTAP team members, ULI Leadership, etc., as well as seating for stakeholders and/or

observers, if applicable.

- Lead the coordination of stakeholder involvement. This includes identifying, inviting and confirming key stakeholder participants, as well as preparing them for the nature of the mTAP.
- Lead the effort to compile briefing materials to be sent to stakeholders and industry experts prior to any scheduled interviews.

Fee for Services:

- In return for the scope of services described herein, Client (or a third-party benefactor, arranged by Client) agrees to pay any out-of-pocket costs or expenses; provided, however, in the event that ULI Atlanta desires to incur any out-of-pocket costs or expenses in an amount greater than \$100.00 in the aggregate, then ULI Atlanta shall obtain Client's prior written consent.
- At the conclusion of the Engagement Period (Effective Date through Presentation Date), Client may provide a one-time donation or in-kind gift to ULI Atlanta in order to assist in fostering its mission to improve and promote responsible land use throughout the metropolitan Atlanta region. If Client chooses to sponsor a donation and/or gift, its participation will be reflected in the following year's mTAP marketing and promotional materials.

Client may make such use of the final presentation as it deems desirable. It is further understood that ULI Atlanta may make such use of the final presentation prepared of the mTAP findings and recommendations as it deems desirable, and Client herewith specifically agrees that ULI Atlanta may publish and disseminate such final presentation or any part thereof in conjunction with its research and educational programs within 30 days of the final presentation date.

ULI Atlanta shall not be responsible for damages of any kind arising from the performance of services under this agreement, unless such damages arise from gross neglect on the part of ULI Atlanta. The terms of this paragraph shall survive the expiration or termination of this Agreement.

Each party represents to the other that it has the legal power, right and authority to enter into this Agreement and to consummate the transactions contemplated hereby.

Client and ULI Atlanta hereby acknowledge and agree that time is of the essence with respect to each and every term, condition, obligation and provision hereof.

The parties hereto expressly agree that this Agreement shall be governed by, interpreted under, and construed and enforced in accordance with the laws of the State of Georgia.

This Agreement may be executed in any number of counterparts, each of which shall be deemed an original, and all of which, together, shall constitute one and the same instrument.



This Agreement shall not create a partnership or joint venture relationship between Client and ULI Atlanta.

IN WITNESS WHEREOF, the parties hereto have executed this Agreement as of the date first written hereinabove.

ALLIANCE TO IMPROVE EMORY VILLAGE, ULI ATLANTA
INC., a Georgia non-profit corporation (d/b/a
Emory Village Alliance)

David C. Payne Chair, Emory Village Alliance
Name/Title

[Signature]
Signature

Feb. 11, 2015
Date

SARAH S. KIRSCH

Sarah Kirsch
Executive Director

[Signature]
Signature

2/12/15
Date

MTAP Team Biographies

John Crocker, JTC Analytics

John is founder of JTC Analytics a transportation planning and consulting firm. Prior to found JTC Analytics in January 2015, John spent the previous eight (8) years in the public sector in transit planning and performance including four years as part of the leadership team of MARTA's TOD and Real Estate office including work on the King Memorial, Edgewood / Candler Park and Avondale projects as well as managing the on-going ground leases at Lindbergh Center and Medical Center stations. Additionally, John has extensive experience in transit corridor and system planning including development of Concept 3 - Atlanta's Transit Vision, I-20 East Corridor from central Atlanta to Southeast Atlanta, and development of a performance monitoring framework for the Atlanta region.

John earned both his Bachelors of Science and Doctorate of Philosophy in Civil Engineering from the Georgia Institute of Technology. John has also served on the Board of Directors for the Peachtree Lofts Condominium Association including a period during a \$5 million special assessment for the renovation of the building including roof repair and replacement of all windows in mid-20th Century building.

Alison Fossyl, Habif, Arogeti & Wynne, LLP

Alison is a partner in the Audit practice of HA&W. She specializes in the audit requirements of the construction and real estate industries, with extensive experience in commercial real estate and multifamily housing with a concentration in affordable housing. She works extensively with corporations, S-corporations and partnerships in the real estate industry.

Alison earned her Bachelor of Science degree in Accounting and Finance from Miami University where she was a member of the Division I cross country and track team. Her professional and civic involvement includes:

- Commercial Real Estate Women (CREW) – Membership Committee
- Urban Land Institute – Co-chair of the Membership Committee
- Member of the Georgia Affordable Housing Coalition
- Member of the Atlanta Apartment Association
- Real Estate Investment Advisory Council (REIAC) – board member, membership committee and sponsorship committee
- Women in Affordable Housing
- American Institute of Certified Public Accountants
- Georgia Society of Certified Public Accountants

Brian Holmes, McKenna Long & Aldridge LLP

Brian Holmes is a Partner in the Real Estate and Finance department of McKenna Long & Aldridge LLP and has a law practice focusing on commercial real estate transactions. Brian counsels lenders providing all different types of loans including construction financing, syndicated credit facilities and mezzanine loans. In addition, he regularly advises clients on the development, acquisition, leasing and disposition of commercial real estate properties including health-care , multi-family, office and retail shopping centers.

Brian received his B.A. in Environmental Economics and Management, magna cum laude, and his law degree, cum laude, from the University of Georgia. His community involvement includes being a volunteer lawyer on numerous matters for the Pro Bono Partnership of Atlanta.

Lee Pollock, Jacobs - Advance Planning Group

Lee brings with him 20 years of experience as a planner/ landscape architect. He attended the University of Georgia where he earned his Bachelor of Landscape Architecture. He also attended the Zicklin School of Business at CUNY's Baruch College in New York City where he earned his M.B.A. Lee has focused his career on projects including urban planning, mixed-use town centers/ villages, corporate, government, resort/ residential communities, transit oriented developments as well as recreation projects. In addition, he has experience in the development of commercial and residential brownfield sites in the New York metro area. Lee provides value creation expertise helping clients optimize their real estate assets and has worked in various parts of the United States, Caribbean, Mexico, Australia, and Asia.

Lee has assisted Fortune 500 companies including MeadWestvaco, IBM, AFLAC, Bristol-Myers Squibb, Blue Cross Blue Shield, Nortel, Capital One, Honeywell, BASF, and Scientific Atlanta get the most value out of their real estate, facilities, and work environments. In addition, he has served as the project manager on government or conservancy related projects including the Port Authority of NY/ NJ, NY Economic Development Corporation, Battery Park City Authority in New York, as well as the Piedmont Park Conservancy in Atlanta.

Michael Service, Cooper Carry

Michael is an Architect and Associate Director at Cooper Carry, Inc. with over twenty years of experience in commercial architecture. Michael attended the Georgia Institute of Technology where he earned both a B.S. and Master of Architecture. While earning his MArch, he was working as a Graduate Teaching Assistant and graduated at the top of his class, earning the

Henry Adams Medal. His distinguished career both academically and professionally has garnered awards and recognition from peers and professional organizations alike. During his professional tenure, Michael has worked on various project types, including multi-family, condominiums, hospitality, corporate office, educational, and urban mixed-use developments across the country.