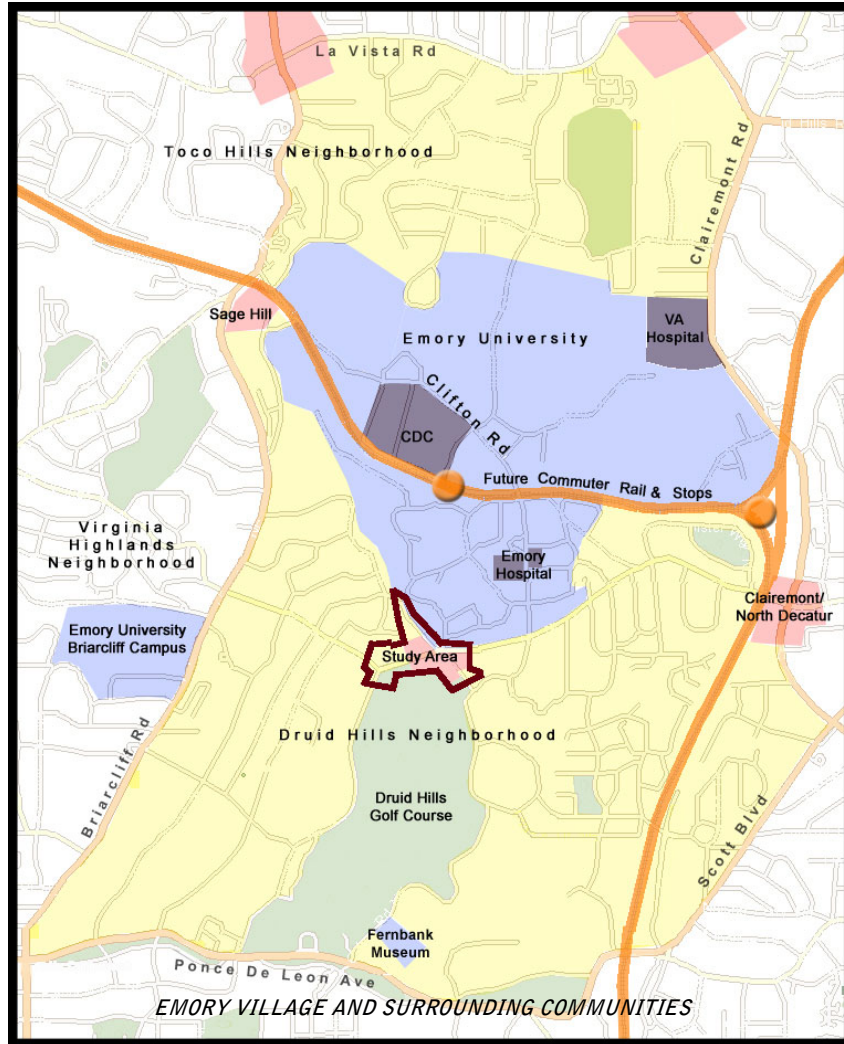


A2 - LCI DELIVERABLE REVIEW



Emory Village is uniquely positioned to be restored as a Livable Center that will correspond to the ARC's definitions — it lies at a crossroads that has traditionally served as the center for the surrounding University and residential communities, and it is accessible by foot, bus, bike or car from the neighborhoods, the University and the Clifton Corridor institutions. It also offers nearby amenities beyond simply shopping and dining, including a major church, social support institutions, and community outreach facilities of the University. It can accommodate new mixed-income residential development in an attractive, pedestrianized setting, and, ultimately, can be neatly linked via existing roads and bus service, to future rail transit planned for the vicinity.

In addition, the scale of investment needed for the Village to reach its Livable Center potential is far less than that required to convert nearly any other current commercial center now being planned as an LCI. In fact, the

surrounding urban pattern supports revitalization of the Village as a Livable Center because the community grew up originally with the Village at its center.

The Village also possesses wide name recognition that can help disseminate knowledge of its revitalization. The scale is modest and corresponds to widely held notions of a "Village", i.e., just one or two principle streets with a limited number of shops, homes and businesses. Furthermore, redevelopment of the Village can be accomplished in a way that illustrates the higher ideals of environmentalism and social responsibility commonly associated with academic institutions.

Therefore, based on these advantages, this Plan focuses on reestablishing Emory Village as the civic and commercial heart of a much wider community that includes Druid Hills neighborhoods, the University, the Clifton Corridor institutions, and other adjoining residential areas. It calls for infrastructure improvements that repair the poorly performing vehicular/pedestrian accommodations, reclamation of environmental features that are newly appreciated as valuable components of the Village, and development of new businesses, housing and parking facilities to increase the population of the Village and strengthen the shopping environment.

The development of this project has, at all times, embraced the goals of the LCI program. This has resulted in a final plan that specifically addresses all of the required LCI deliverables.

1. Efficiency/feasibility of land uses and mix appropriate for future growth including new and/or revised land use regulations needed to complete the development program.

The Village is the center of a large, diverse community with a market area population of roughly 23,700 residents and students. Emory University, the CDC, and the institutional facilities in the nearby Clifton corridor draw an additional 23,000 workers to the area. This population is presently served by the Village and two other commercial centers on the fringes of the Emory/Druid Hills area -- the Clairemont/North Decatur shopping area on the eastern edge of the community and the Sage Hill shopping center on its northwestern edge. These are conventional commercial strip shopping centers containing a variety of convenience stores, groceries, hardware, drugstores, and other service retail such as hair salons and dry cleaners, all set back behind a wide expanse of asphalt. This plan will differentiate Emory Village's retail component from these competitors as a 'lifestyle center' focused on higher-end retail tenants, supplemented by convenience stores, services and specialty groceries. This carefully defined and less common retail mix will create a shopping environment that is unique and complimentary rather than competitive with others.

To develop this commercial environment, a new "neighborhood commercial" zoning district will be adopted by DeKalb County. It will permit a more complete mix of uses and eliminate some of the excessive setback requirements which hamper redevelopment. Through the inclusion of a build-to line requirement, the zoning district will also encourage the development of a pleasant, unified commercial environment.

2. Transportation demand reduction measures.

Because of its central location to residents, students, and professionals, the Village has the potential to provide many services not currently found in the area. These services – from boutique shops, to convenience retail, to affordable housing - will help reduce the need for auto travel within the area. Such intown specialized shopping areas within Atlanta are relatively few; the 'lifestyle center' conceived of for Emory Village will reduce or even remove the need for auto transportation to and from these kinds of shopping environments. Convenience retailers such as drug stores, groceries, and hardware stores, typically attract patrons from their immediate surroundings. These kinds of stores within the Village will eliminate the need for residents and professionals to drive out of their area to other shopping areas. The inclusion of rental and moderately-priced owner housing will allow professionals working at the University or local medical facilities to live close to their work, thereby reducing their dependence on the car.

Revitalization of the Village will also recapture much of the trade that today leaves the Emory/Druid Hills area for shopping and entertainment. Students, faculty and staff will again be able to walk, bike or ride the bus to the Village, as the plan is conceived to accommodate all available transit modes. The Village is the shortest and most pleasant walk or ride for the majority of the market area's population.

3. Internal mobility requirements – traffic calming, pedestrian circulation, transit circulation, bicycle circulation including safety and security of pedestrians.

The plan proposes significant improvements to improve the environment for all types of traffic within the Village. A road diet is designed for North Decatur Road, which calms auto traffic by reducing the number of through-travel lanes. A roundabout and minor road realignment are proposed to help alleviate the congestion at the intersection of North Decatur and Oxford Roads. The Clifton Shuttle and MARTA bus routes share two, centrally located stops designed in the plan for the center of the Village.

Bike lanes are also included in each direction along North Decatur Road from Clifton Road to Lullwater Road. These will link bike-friendly roads in Druid Hills to the south with the bike paths of Emory University to the north, creating a network of bike routes that stretches from Ponce de Leon to La Vista Rd. They also connect with DeKalb County's planned bike route on Clifton Road.

Pedestrian movement and safety is greatly improved in the plan. The fundamental premise of the planning process has been to reestablish a safe, walkable environment. An entirely new streetscape is proposed throughout the Village with wider new sidewalks shaded by street trees, lit by streetlights, and buffered from traffic by a parallel parking lane. New crosswalks are placed to coincide with pedestrian desire lines to minimize jaywalking, and sidewalk "bump outs" are placed at crosswalks to reduce crossing distances.

4. Mixed-income housing, job/housing match and social issues.

A variety of new housing types, sizes and costs is proposed in the plan for the Village. Strong demand exists for both rental housing and moderate-to-high end for-sale housing. The rental housing presently in the Village attracts students and young professionals who work and study in the area because of its close proximity to Emory and the medical and research facilities nearby. Furthermore, the Village's proximity to the high-end residential of Druid Hills neighborhood appeals to young professionals looking to buy, as well as 'empty nesters' from the neighborhood interested in moving into smaller housing within in the area. Because over a third of Druid Hills neighborhood residents are 45 and older, new housing targeted at this market segment will supply a growing demand. Higher-end condos and townhouses, primarily facing the golf course will meet this demand, and moderately priced housing will accommodate young professionals and junior faculty at Emory.

5. Continuity of local streets in study area and development of a network of minor roads.

The plan has been developed to preserve the Village's historic attributes – primarily the historic buildings inventory, but also the network of streets that "explains" the siting of these buildings. The historic crossroads form of the North Decatur, Dowman, and Oxford intersection is maintained and enhanced in the plan by the addition of a roundabout that resolves traffic conflicts in an area much smaller than required for the present signalized intersection (and thus more compatible with the historic context.) With the exception of the minor realignment of North Oxford, neighborhood streets are maintained in their historic pattern, and no new roads have been proposed within the study area. The plan proposes 'back-of-house' access to parking wherever possible to further reducing traffic congestion on North Decatur Road.

6. Need/identification of future transit circulation systems and line haul routes.

The Emory/ Clifton Corridor area, the largest employment center in DeKalb County, will greatly benefit from better connections to metro-Atlanta's transit system. A commuter rail connection is already planned for the area. A station may be located either on Emory's campus or near the intersection of North Decatur and Clairemont Roads. If located on Emory's campus, it would be within easy walking distance of the Village. If located at the intersection of North Decatur and Clairemont, it will be easily accessible by existing bus systems already in the Village, and by bicycle.

7. Connectivity of transportation system to other centers.

Both MARTA and the Emory Shuttle have stops in the Village, providing links to virtually all parts of the city. Emory Village is also within the boundaries of the Clifton Transportation Management Association (TMA), although buses don't presently stop in the Village. The Emory Shuttle connects the Village to the main campus, the businesses along Clifton Corridor, the Briarcliff campus, the new Clairemont campus, and Emory's offices in downtown Decatur. Two MARTA bus routes have stops in the area;

one connects Edgewood/ Candler Park train station with Lindbergh train station, the other links Arts Center station with the Avondale station. These bus connections provide access to the city for students, residents, and professionals in the area.

Clifton TMA service to the Village is planned to coincide with implementation of the plan.

8. Center development organization and management, promotion and economic restructuring.

The Alliance to Improve Emory Village, the community organization formed to direct the redevelopment of the area, is committed to the implementation of the recommendations contained within this plan. They will continue to work towards the realization of this plan's vision, through fundraising, development promotion, and design oversight.

DeKalb County has also committed to implementation of the plan. The County contributed to the cost of the planning study, and, already, the proposed zoning changes are scheduled for consideration by zoning and county officials. Implementation will rely heavily upon county participation in the cost and management of public improvements, supported by Emory University and the Druid Hills Civic Association through the AIEV.

9. Stakeholder participation/support.

The Alliance to Improve Emory Village has made great efforts to include the broadest possible range of parties interested in the process of planning the Village. From the ULI/Georgia Tech workshops in 2000 to the three public workshop meetings this year, the Village stakeholders – residents, students, business and land owners, and Emory officials – have guided the development of this plan. The consensus plan developed is a testament to the success of this public participation. General support for the plan was indicated at the public presentation on Emory's campus on May 30, 2002. Over 100 residents attended, and the vast majority indicated support for the plan (overcoming a long history of town/gown conflict in the community.)

Future public participation will be built into the implementation of the plan. AIEV will continue its participatory planning process in the design of the test planned for the road diet and roundabout, and, of course, in future design of streetscapes and public space improvements.

10. Public and private investment policy.

The funding for the implementation of this plan will come from a wide range of sources. While the development of new buildings shown on the plan will rely on private investment, the costs of the streetscape improvements will be primarily borne by public authorities. Studies to identify funding sources are underway.

FIVE YEAR IMPLEMENTATION SCHEDULE

NOTE: ALL COSTS ARE ROUGH ESTIMATES. COSTS MAY VARY BASED ON ACTUAL DESIGNS.

Transportation Projects

Description	Type of Improvement	Engineering Year	Engineering Costs	Construction Year	Construction Costs	Total Project Costs*	Responsible Party	Funding Source	Local Match Source & Amount
Road Diet testing on North Decatur and surrounding network of roads (includes pre-test data gathering, test design, test implementation, and post test data gathering and analysis)	Vehicular Traffic	2002	\$25,000	2003	\$250,000	\$275,000	Dekalb County	Dekalb County	N/A N/A
Construct roundabout at intersection of North Decatur and Oxford, realign northern leg of Oxford, construct road diet, construct streetscape improvements	Intersection/ Pedestrian	2003	\$250,000	2003	\$2,500,000	\$2,750,000	ARC	TIP (LCI)	Dekalb County/ Emory University \$550,000
Totals									
Totals									

* costs do not include right-of-way

Housing Projects/Initiatives

Description/Action	Cost	Year	Responsible Party	Funding Source
Construction of mixed-use building with 44 housing units.	\$12,000,000	2004	Private Developer	Private Developer
Construction of mixed-use building with 44 housing units.	\$10,000,000	2004	Private Developer	Private Developer
Construction of mixed-use building with 44 housing units.	\$13,000,000	2004	Private Developer	Private Developer
Construction of mixed-use building with 46 housing units.	\$12,000,000	2004	Private Developer	Private Developer

Other Local Initiatives

Description/Action	Cost	Year	Responsible Party	Funding Source
Adopt a "neighborhood commercial" zoning district for the area which will promote new commercial and residential development	\$15,000	2002	Dekalb County	Dekalb County
Prepare architectural/design guidelines for new developments in area	Complete	2002	AIEV	n.a.
Prepare masterplan describing optimal development configuration	Complete	2002	AIEV	n.a.
Construct new park at intersection of North Decatur and Oxford Roads	\$250,000	2004	County/Emory/AIEV	n.a.

ESTIMATED INCREASE IN JOBS, POPULATION, HOUSEHOLDS, AND HOUSING UNITS

2002-2027

	Assumptions	2002	2002-2007	2007	2007-2012	2012	2012-2017	2017	2017-2022	2022	2022-2027
Total Estimated Population	304	23,700	25,189	26,448	27,771	29,159	30,617				
Housing Units(Total)	182	8,764	9,380	9,849	10,342	10,859	11,402				
Owner Occupied		3,856	4,127	4,334	4,550	4,778	5,017				
Renter Occupied		4,557	4,878	5,122	5,378	5,647	5,929				
Occupied Total		8,413	9,005	9,455	9,928	10,424	10,946				
College Dormitories		2,910	2,939	2,939	2,939	2,939	2,939				
Vacant		351	375	394	414	434	456				
Estimated Jobs	232	23,232	24,894	26,638	28,470	30,394	32,413				
Estimated New Retail Jobs Created.	145										
Estimated New Retail Square Feet Created	58,000										
								Net Population Increase			6,917
								Net Housing Unit Increase			2,638

Estimated % Population Increase	1.05
Estimated % Housing Units Increase	1.05
Estimated persons per household	2.67
Estimated % owner occupied	0.44
Estimated % renter occupied	0.52
Estimated persons per household in new development	1.67
New Retail space created	58,000