

Alternative Study Option

Emory Graduate and Professional Housing

DRI #3378

City of Atlanta, Georgia

September 2021

Prepared for:

Emory University

Prepared by:

Kimley-Horn and Associates, Inc.
817 West Peachtree Street, Suite 601
Atlanta, Georgia 30308

019264008

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EXECUTIVE SUMMARY

This report presents the evaluation of multimodal access for the proposed *Emory Graduate and Professional Housing* development as an *Alternative Study Option* Development of Regional Impact (DRI). As of a recent annexation in August 2021, the project is located in the City of Atlanta, Georgia. The approximate 6.4-acre site is located south and east of Ridgewood Drive, north of N Decatur Road, and west of Haygood Drive. The site currently consists of 11 single family homes and a PATH trail alignment through the center of the site. The existing homes are proposed to be demolished and redeveloped into a graduate and professional student residential development. The PATH trail will be reconstructed and will serve the Haygood Drive and N Decatur Road frontages to maintain continuous trail coverage for the broader community while serving the residents of the site.

The proposed development will consist of three (3) buildings including approximately 800 residential dwelling units (1,000 beds) that will serve Emory's graduate and professional program students. Program delivery will include two (2) phases with approximately 430 units delivered in the central and southern buildings by the year 2024, with the balance of 370 units delivered in the northern building by 2027.

The proposed development qualifies as a DRI due to the development of more than 600 new dwelling units in a Regional Employment Corridor, as designated by the Atlanta Regional Commission *Unified Growth Policy Map*. The trigger for the DRI is the rezoning of the site from R-4 (Single Family Residential – City of Atlanta) and R-75 (Single Family Residential – DeKalb County prior to annexation) to O-I (Office/Institutional) within the City of Atlanta, which was filed in August 2021.

Based on discussions during the Methodology Meeting and based on the GRTA Letter of Understanding (LOU) issued on July 28, 2021, the *Emory Graduate and Professional Housing* DRI qualifies for the *Alternative Study Option* in lieu of a *Transportation Impact Study*. The *Alternative Study Option* presented in this report includes an Existing Conditions assessment, a review of Future Conditions programmed and planned in the vicinity of the site, a Needs Assessment to identify infrastructure and routing needs for alternative modes, and finally Recommendations to improve multimodal access to/from the proposed development.

The *Alternative Study Option* includes an estimation of the overall project trips anticipated to be generated by the development. The alternative study further quantifies an estimate of trips anticipated by alternative modes including walking, biking, and taking transit and identifies primary alternative mode routes along with proposed infrastructure and amenity recommendations to improve multimodal access to/from the site and anticipated major destinations.

Based on field data on existing conditions collected for the study and an evaluation of preferred pedestrian, bicycle, and transit routes within the Study Area, as it was defined during the Methodology Meeting, the following project recommendations are proposed to improve multimodal access to/from the proposed *Emory Graduate and Professional Housing* development:

Project Recommendations

Site Design/Site Frontage

- Reconstruct the PATH trail along Haygood Drive and N Decatur Road within the site upon redevelopment.
 - Pedestrian fencing is recommended along the Haygood Drive frontage to reduce the potential for unprotected mid-block crossings.
- Provide wider than code-required sidewalks (8 foot minimum recommended) along Ridgewood Drive west within the site upon redevelopment.
- Improve signalized intersection of Haygood Drive at Ridgewood Drive north/ Andrews Circle to include crosswalks that directly connect to PATH trail alignments across the intersection.
- Improve pedestrian signal at the intersection of Haygood Drive at N Decatur Road with the addition of a pedestrian push-button on the northwest corner in addition to the existing pedestrian push-button located in the refuge island.
- Improve two-way stop-controlled intersection of Ridgewood Drive west at Gambrell Drive by adding high visibility crosswalks to north leg and east leg of the intersection.
- Upgrade existing transit stops to include transit shelters at the following locations on-site:
 - Emory stop 155 on the southeast corner of Uppergate Drive at Ridgewood Drive north
 - MARTA stop 901840 on the northeast corner of N Decatur Road at Ridgewood Drive west
 - If a shelter is installed, consider relocating Emory CCTMA stop 534 on the northeast corner of N Decatur Road at Haygood Drive to MARTA stop 901840.
- Coordinate with the local jurisdiction for illegal parking enforcement along west side of Ridgewood Drive west.
- Provide on-street loading and short-term parking on east side of Ridgewood Drive west to be enforced by Emory University.
- Provide full-movement site driveways to access the proposed parking structure along Ridgewood Drive north and Ridgewood Drive west (right-in/right-out along one-way road). Driveways should be designed to maximize visibility for pedestrians and cyclists.

Offsite Improvements

- Construct sidewalk on east side of Gambrell Drive south of Ridgewood Drive west to connect with the existing sidewalk.
 - Install wayfinding to direct pedestrians to south campus destinations via preferred pedestrian connection along east/south side of Gambrell Drive.
- Reconstruct sidewalk on west side of Gambrell Drive between Lowergate Drive and Uppergate drive to address sidewalk pavement quality.
 - Install wayfinding to direct pedestrians to north campus destinations via preferred pedestrian connection along west side of Gambrell Drive and south side of Uppergate Drive.
- Install crosswalks across the power substation driveway and the building loading area on the east side of Gambrell Drive near Healthgate Drive to improve pedestrian visibility.
- Install crosswalk across the loading area on the south side of Uppergate Drive between Clifton Road and the Winship Institute to improve pedestrian visibility.
- Construct sidewalk along south side of Andrews Circle to connect pedestrians from the site with Emory stop 301.
- Reconfigure southwest-bound bicycle lane along Andrews Circle, which abruptly ends at the intersection, to connect to the PATH trail system (possible alignment in road or through northeast corner of intersection or eliminate bicycle lane/direct bicyclists to use the PATH instead).
- Install sharrow pavement markings along Gambrell Drive from Ridgewood Drive west to Clifton Road to provide a marked preferred bicycle route to south campus.

1.0 PROJECT DESCRIPTION

The proposed *Emory Graduate and Professional Housing* project provides on-campus housing for graduate students in direct response to recent survey data from graduate and professional students. Specifically, the graduate and professional student population identified a strong desire for on-campus affordable housing as well as a desire to live closer to campus without a car. This proposed Emory University campus housing development would fill part of an existing deficit of on-campus housing dedicated to graduate and professional student populations. No increase in overall student population is proposed as part of this project.

The proposed project site is conveniently located near many graduate and professional program classes, labs, and libraries, generally within a 15-minute walk. The location will allow anticipated residents in graduate and professional programs to live on campus and walk, bike, or take Emory shuttles rather than driving to campus. Emory University medical buildings and the Health Sciences Research Building are located adjacent to the proposed housing, which is also a near the Emory Law School (6 min walk) and Goizueta Business School (9 min walk). Bicycle and pedestrian infrastructure on the site and connecting to the Emory campus includes abundant sidewalk coverage. It also includes a direct connection to the existing Emory PATH trail, which has programmed expansions planned for 2021. The site is served directly by numerous Emory Campus Shuttles, MARTA bus routes, the CCTMA shuttle to the Decatur Station MARTA rail, and it is located a 7-minute walk away from the Woodruff Circle Transit Hub, which serves Emory University with over 700 shuttles per day.

This project will not only fill a gap in current housing provided by Emory, but it will also respond to student body feedback on housing needs and a desire to live in walkable, bikeable, transit-oriented housing on the Emory campus. Emory is committed to providing affordable options for graduate and professional students with an option to live at the proposed Graduate and Professional housing development on-campus. Limited parking will be available, unbundled from residential leases.

1.1 Introduction

This report presents the evaluation of pedestrian, bicycle, and transit access associated with the proposed *Emory Graduate and Professional Housing* development located in the City of Atlanta, Georgia. The approximate 6.4-acre site is located south and east of Ridgewood Drive, north of N Decatur Rd, and west of Haygood Drive. The project site is currently zoned R-4 (Single Family Residential) for all parcels located in the City of Atlanta. One parcel was zoned R-75 (Single Family Residential) in DeKalb County, but it was annexed to the City of Atlanta in August 2021. The entirety of the site was filed to be rezoned to O-I (Office/Institutional) within the City of Atlanta in August 2021.

Figure 1 provides a location map of the project site. **Figure 2** provides an aerial view of the project site and surrounding area.

The site currently consists of 11 single family homes owned by Emory University that have been rented to faculty, staff, and graduate students. The existing site is proposed to be demolished and redeveloped with three (3) multifamily residential buildings including 800 units (approximately 1,000 beds) that will house graduate and professional students attending Emory University.

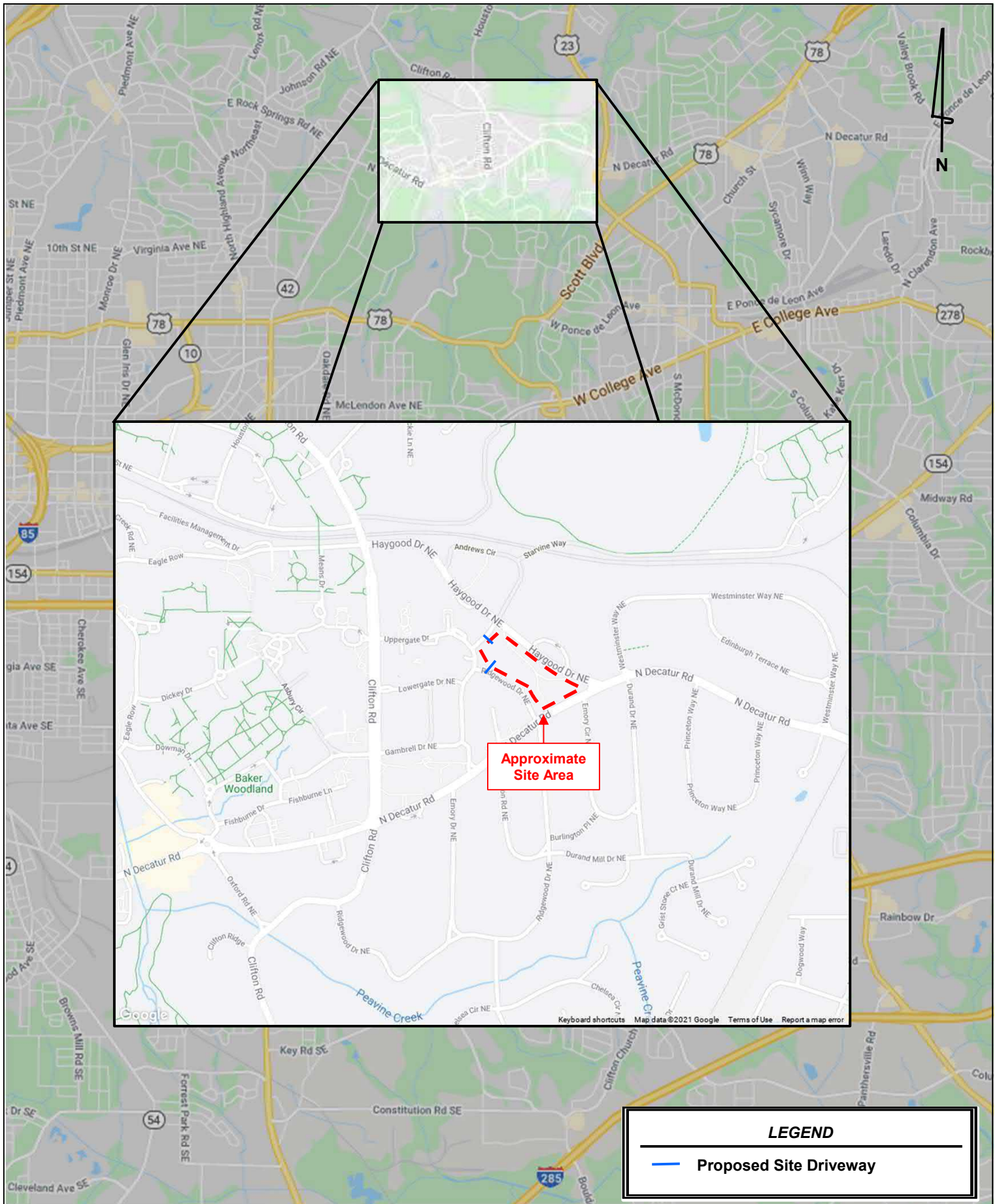
The project is expected to be completed in two phases with approximately 430 units delivered by 2024 and the remaining 370 units delivered by 2027.

Table 1: Proposed Land Use and Density	
Land Use	Proposed Density
Graduate and Professional Housing	800 units (1,000 beds)

A reference of the proposed site plan is provided in **Appendix A**. A full-sized site plan consistent with GRTA’s Site Plan Guidelines is also being submitted as part of the review package.

The project is considered a Development of Regional Impact (DRI) and is subject to Georgia Regional Transportation Authority (GRTA) and Atlanta Regional Commission (ARC) review due to the project size exceeding 600 new residential units in a *Regional Employment Corridor* per the Atlanta Region’s Plan *Unified Growth Policy Map*. The DRI was formally triggered with the filing of the Initial DRI Information (Form 1) on July 9, 2021 by the City of Atlanta.

This *Alternative Study Option* DRI includes all inputs and methodologies discussed at the DRI Methodology Meeting with GRTA, ARC, and other stakeholders. The inputs and methodologies are outlined in the GRTA Letter of Understanding (LOU).





1.2 Multimodal Site Access

The *Emory Graduate and Professional Housing* site is located north of N Decatur Road, west of Haygood Drive, and south/east of Ridgewood Drive in the City of Atlanta, adjacent to unincorporated DeKalb County. The three (3) proposed residential buildings on the site will have extensive bicycle, pedestrian, and transit access including the following connections, which will be discussed in further detail later in this report:

- Emory/PATH Foundation trail connects directly to and through the site
- Emory University Shuttle system includes multiple routes with stops along the site frontage
- Woodruff Circle Transit Hub located nearby (7 min walk) serving 700 shuttles/day
- MARTA bus routes with stops along the site frontage and nearby
- CCTMA Shuttle to Decatur MARTA rail station with stops along the site frontage
- Bicycle facilities along Clifton Road and Andrews Circle nearby, connected to the site via Emory/PATH trail
- Extensive sidewalk coverage throughout campus and the neighboring roadway network

The project will be served by a single parking facility located at the north end of the site, with access to Ridgewood Drive north and Ridgewood Drive west. Other than vehicular access to the parking facility, vehicular access is limited to two emergency fire lanes connecting between Ridgewood Drive west and Haygood Drive to provide access to each of the three (3) buildings in case of emergency.

Pick-up/drop-off, loading and unloading will be served along the Ridgewood Drive frontage with areas as designated on the site plan.

1.3 Internal Site Circulation

The site consists of three (3) residential buildings and one (1) parking facility integrated into the northernmost residential building.

Pedestrian walkways and bicycle-accessible paths will connect between all residential buildings throughout the site and to pedestrian and bicycle infrastructure existing and proposed along site frontages. When not needed for emergency access, the two fire lanes connecting between Ridgewood Drive west and Haygood Drive will serve pedestrians and bicyclists internal to the site.

The Emory/PATH Foundation trail will be reconstructed and will serve the Haygood Drive and N Decatur Road frontages. Sidewalk that exists along the Ridgewood Drive north frontage will remain, while missing sidewalk along Ridgewood Drive west will be added to improve pedestrian connectivity along the western frontage of the site.

The *Emory Graduate and Professional Housing* development site will provide limited parking for residents in parking facility planned for the site. As currently envisioned, the proposed parking structure for the development will be accessible via two (2) vehicular access points:

1. **Driveway A** – a proposed, right-in right-out driveway located along one-way northbound Ridgewood Drive west along the western frontage of the development. The driveway will be located southeast of the intersection of Ridgewood Drive and Gambrell Drive. Driveway A should be designed to maximize visibility for pedestrians and cyclists.

2. **Driveway B** – a proposed, full-movement driveway located along Ridgewood Drive north between Uppergate Drive and Haygood Drive. Ridgewood Drive west between Uppergate Drive and Haygood Drive may be reconfigured to include a left-turn lane into the site driveway. Driveway B should be designed to maximize visibility for pedestrians and cyclists.

Site-generated vehicular traffic is anticipated to be very low at the site driveways due to the proximity and accessibility for residents to walk, bike, or take transit to and from primary weekday destinations on campus. Additionally, Emory University restricts parking passes to a single parking facility (surface parking lot or parking deck), such that a resident who purchases a parking pass on-site at the graduate and professional housing project would not have access to another parking facility on-campus.

In addition to standard vehicle parking in the single parking deck will include bicycle parking, EV-ready parking for alternative charging vehicles, and dedicated loading/unloading spaces along Ridgewood Drive west, as required by City of Atlanta code. The proposed project is subject to the Emory Campus Parking Overlay District, which has a maximum of 0.75 parking spaces per bed for residential land uses. The proposed development will provide far fewer parking spaces than the maximum allowable.

Per City of Atlanta standards, bicycle parking is required at 1 spot per 10 residential units with a maximum of 50 bicycle parking spaces required in fixed bicycle parking racks and enclosed bicycle parking spaces. The project intends to include both enclosed bicycle parking spaces in the parking deck, as well as fixed racks adjacent to each of the three (3) residential buildings, with convenient access to the PATH trail.

2.0 ALTERNATIVE STUDY APPROACH

Based on the *Alternative Study Option* DRI methodology discussed in the *Methodology Meeting* held on July 19, 2021, the study primarily considers alternative modes of travel including walking, biking, and riding available transit services in the vicinity of the site. Additionally, curbside management strategies and site design opportunities are discussed to address the increasing use of rideshare and curbside delivery.

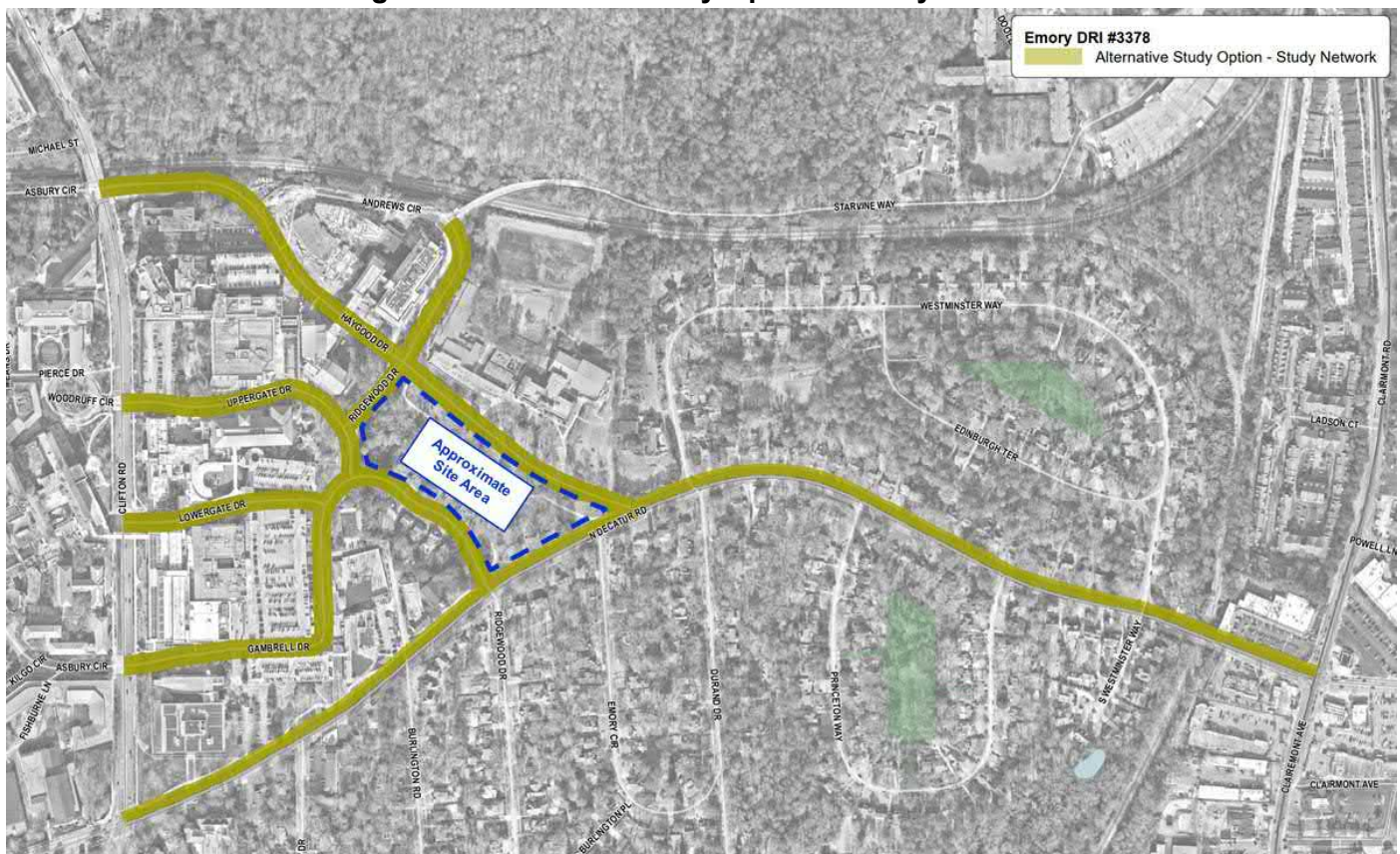
2.1 Study Network Determination

The study area was determined at the methodology meeting with input from GRTA, ARC, and other local agency stakeholders. The study network primarily considers routes that would be taken by alternative modes such as walking, biking, or taking transit to and from the proposed graduate professional housing site and primary weekday destinations located on Emory's campus, plus routes to nearby commercial nodes where graduate and professional students may visit to shop or dine.

The study area includes the following segments listed below and shown visually in **Figure 3**.

- Haygood Drive between Clifton Road and N Decatur Road
- Ridgewood Drive between Haygood Drive and N Decatur Road
- Uppergate Drive between site and Clifton Road
- Lowergate Drive between site and Clifton Road
- Gambrell Drive between site and Clifton Road
- Andrews Circle between Haygood Drive and Starvine Way
- N Decatur Road between Clifton Road and Clairmont Road (*north side of N Decatur Rd only*)

Figure 3: Alternative Study Option – Study Area



2.2 Study Approach

To conduct the *Alternative Study Option*, an assessment of the existing conditions in the study area was performed. The existing pedestrian, bicycle, and transit facility conditions were documented during a site visit. Sidewalk inventory, pedestrian routing data, bicycle routing data, and transit ridership data were referenced.

The future conditions of the study area were then considered. Programmed and planned projects in the site vicinity were researched to account for any improvements or modifications within the study network by the build-out year of the development. The project trip generation, distribution, and access to major destinations were determined.

Based on the existing conditions and projected future conditions, a needs assessment was conducted to identify deficiencies within the study network and opportunities to improve multimodal access to/from the site.

Recommendations to serve the *Emory Graduate and Professional Housing* development are documented in this study. Project recommendations have been identified along the site frontage along with background recommendations to improve existing deficiencies located along routes that are critical for students to access major graduate program facilities on campus and nearby commercial areas.

2.3 Data Collection

A site visit was conducted on Thursday, August 12, 2021 during the AM peak period (7:30 AM to 10:30 AM) and during the PM peak period (2:00 PM to 5:00 PM) to inventory the existing study area conditions. Pedestrian, bicycle, and transit facilities were observed and photographed. Photos from the site visit are attached in **Appendix B**. Special attention was paid to challenges within the study network. Pedestrian facility challenges included sidewalk gaps, narrow sidewalk widths, pavement cracks, tripping hazards, facility obstructions, faded/missing striping, missing ramps at crosswalks, and missing pedestrian push buttons. Bicycle facilities were observed, and transit facility amenities were documented. In addition, the traffic along Haygood Drive during Druid Hills High School arrival and dismissal was observed.

The following data sources were referenced:

- City of Atlanta's 2021 Sidewalk Inventory
- MARTA ridership data (pre-COVID 2019)
- Emory shuttle ridership data (pre-COVID 2019)
- StreetLight data documenting bicycle activity (City of Atlanta)
- Strava data on pedestrian and bicycle activity

Data was used to develop the existing conditions and future needs discussed in this report. Deficiencies and notable bicycle, pedestrian, and transit challenges were documented to assist with the Needs Assessment and Recommendations.

3.0 EXISTING CONDITIONS

3.1 Existing Bicycle and Pedestrian Facilities

There is a robust sidewalk network in the vicinity of the site. Along the site frontage, there is sidewalk along both sides of Ridgewood Drive north and along N Decatur Road. There is sidewalk coverage along Haygood Drive, Uppergate Drive, Lowergate Drive, and Gambrell Drive, connecting the proposed *Emory Graduate and Professional Housing* development to Emory's campus on the west side of Clifton Road. Emory campus to the west of Clifton Road has an extensive sidewalk pedestrian network. The residential areas south of N Decatur Road also have extensive sidewalk coverage, though the neighborhood is an unlikely destination.

The Emory PATH trail connects through the proposed site along Haygood Drive from N Decatur Road to Clifton Road. The Eagle Row/Means Drive bridge west of Clifton Road provides access to the school of Public Health and CDC beyond the PATH trail. It also connects along N Decatur Road to the Clifton Road bicycle facility and continues as directional bicycle lanes. Bicycle infrastructure is currently provided along Clifton Road, including a dedicated lane in the northbound direction and a sharrow in the southbound direction. Andrews Circle has directional bike lanes.

Figure 4 illustrates the existing pedestrian and bicycle infrastructure, including sidewalk gaps inventoried by the City of Atlanta 2021 Sidewalk Inventory, and supplemental information gathered during the site visit. Gaps in pedestrian and bicycle infrastructure will be discussed in the Needs Assessment section of the report.

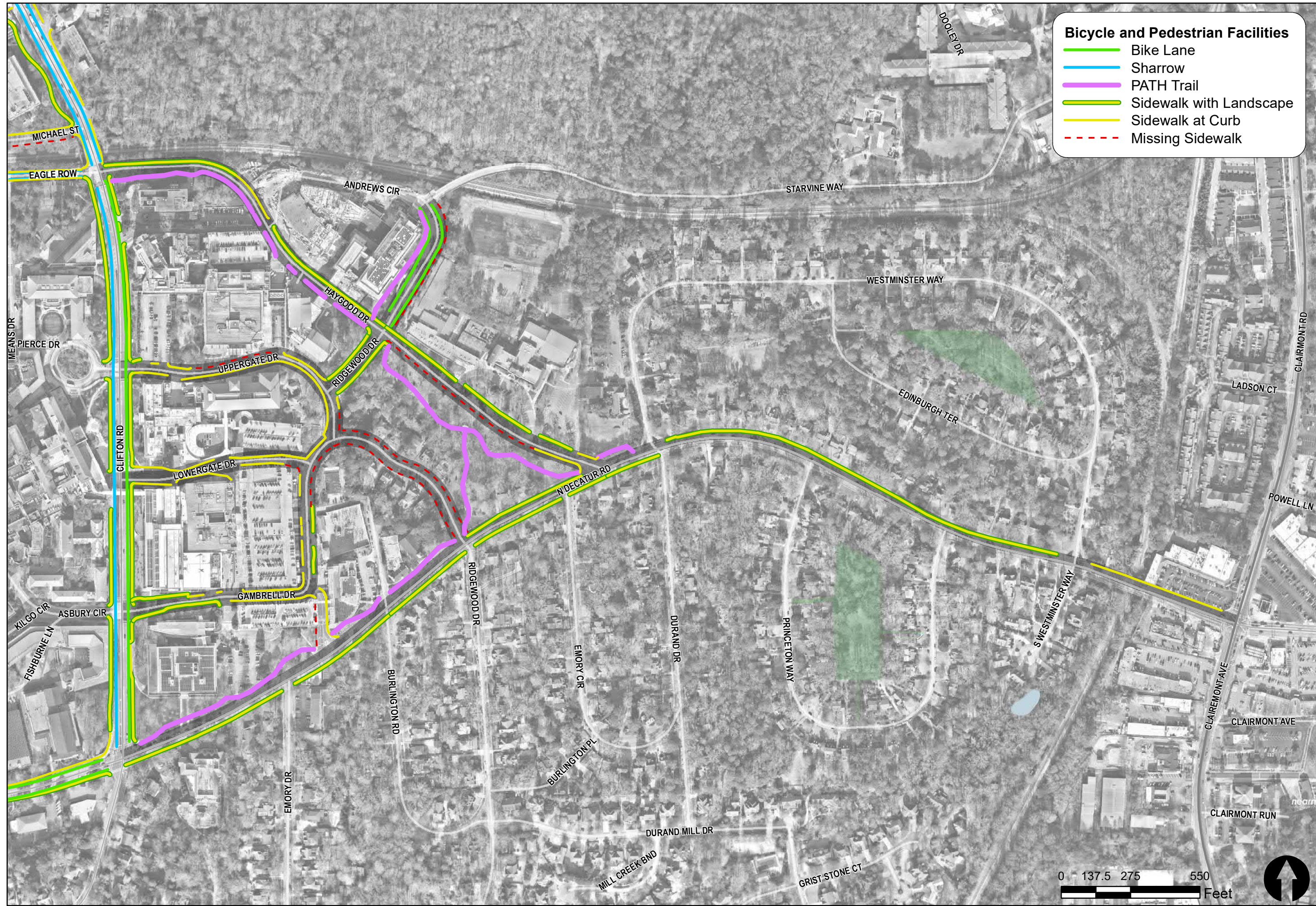
3.1.1 Existing Bicycle and Pedestrian Activity

In order to determine existing bicycle and pedestrian routing in the study area, data for recreational activity tracking from Strava and data from cell phones and navigation devices provided by StreetLight were referenced.

Strava is an internet service for tracking human exercise such as walking, running, and bicycling by using app-based GPS data. Strava provides a heat map made of aggregated data on activities tracked by app users over the past twelve months. **Figure 5** shows the bicycle and pedestrian (walk/run) heat maps in the study area from Strava.

StreetLight data aggregates anonymized location records from smart phones and navigation devices. Adding context from other sources such as parcel data and digital road network data, StreetLight develops a view into North America's network of roads, bike lanes, and sidewalks. **Figure 6** shows the relative bicycle activity map in the study area from StreetLight datapoints.

The Strava heatmap and StreetLight data were referenced to identify primary routes used today. Many parallels were drawn between the two data sources. Both sources confirmed higher bicycle ridership along Clifton Road and Haygood Drive. Andrews Circle and Gambrell Drive show slightly higher bicycle propensity from Strava data, while StreetLight's indexed bicycle data showed slightly higher propensity along Uppergate Drive. Both data sources showed lower ridership along Ridgewood Drive west and Lowergate Drive. Pedestrian walk/run activity from Strava is likely more skewed to recreation than that of bicycling activity. It is notable that the Druid Hills High School track shows high activity on the Strava map, along with propensity to use the existing PATH and Lullwater Preserve trails. StreetLight captures much higher pedestrian activity along Uppergate Drive, Lowergate Drive and Ridgewood Drive, likely attributable to higher non-recreation activity associated with Emory Healthcare and walking on campus.



Bicycle and Pedestrian Facilities

- Bike Lane
- Sharrow
- PATH Trail
- Sidewalk with Landscape
- Sidewalk at Curb
- Missing Sidewalk

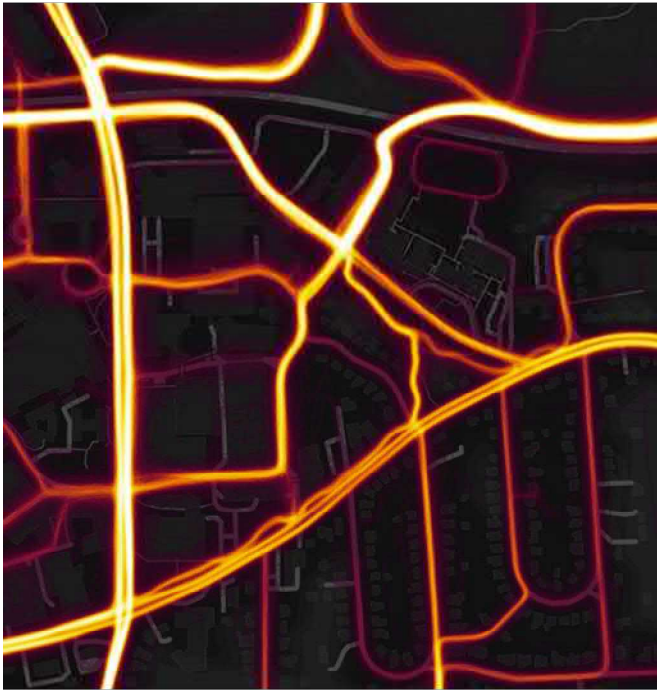
Figure 4

Existing Bicycle and
Pedestrian Inventory

Emory Graduate and
Professional Housing
DRI #3378

Figure 5: Strava Heat Mapping - Bicycle and Pedestrian Activity

Strava Activity - Bicycle Heat Map



Strava Activity – Walk/Run Heat Map

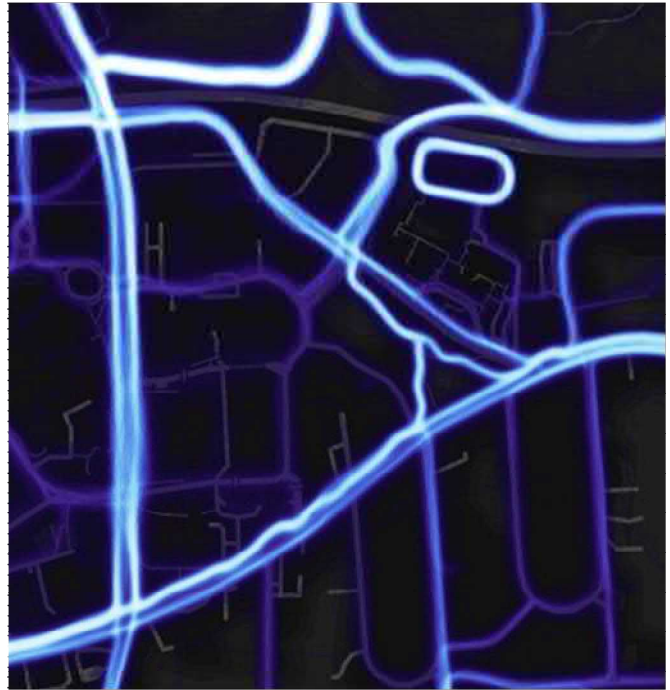
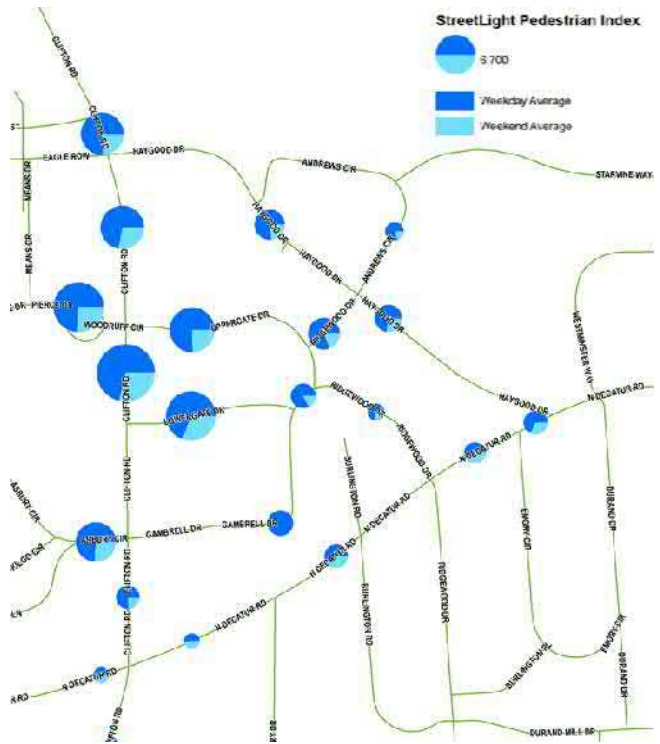
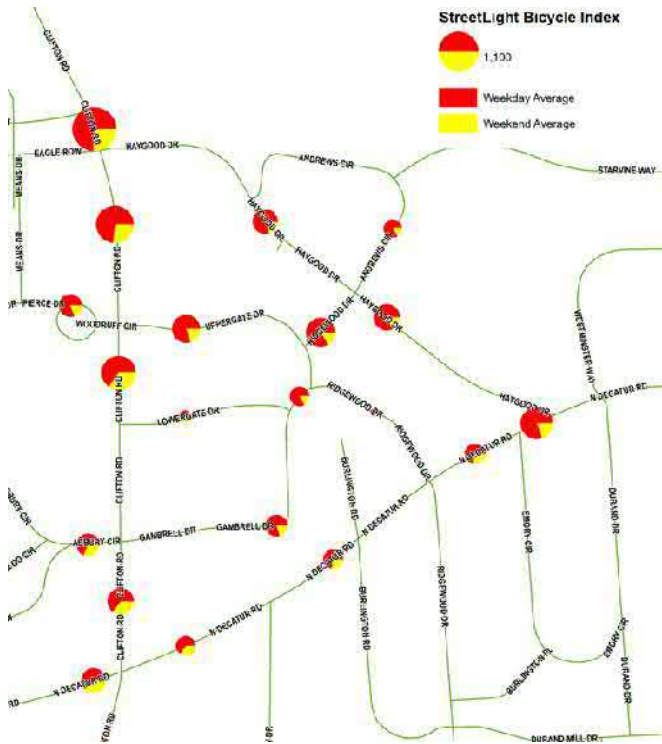


Figure 6: StreetLight Bicycle and Pedestrian Activity



3.1.2 Bicycle and Pedestrian Crash History

Bicycle and pedestrian crash data was obtained through the Georgia Electronic Accident Reporting System (GEARS). Data was collected in the area between Clifton Road to the west, Haygood Drive to the north, N Decatur Road to the south, and Westminster Way to the east. The data was analyzed during the three-year period between January 1, 2017 to December 31, 2019. **Table 2** summarizes the number of accidents, injuries, fatalities, and number of accidents by type for each calendar year.

Table 2: Three-Year Bicycle and Pedestrian Crash History – 2017-2019					
Year	Total Crashes	Bicycle	Pedestrian	Injuries	Fatalities
2017	1	1	-	-	-
2018	9	3	6	6	-
2019	8	2	6	6	-
Total	18	6	12	12	-

During the three-year period, a total of eighteen (18) crashes involving bicycles or pedestrians occurred within the campus study area. Twelve (12) injury crashes and zero (0) fatalities were reported. No serious injuries were reported. Most of the crashes happened during daylight hours, indicating that bicycle and pedestrian activity may be higher during daylight hours, and it is likely that lighting may not be a concern in the study area.

The signalized intersections along Clifton Road had the highest proportion of bicycle/pedestrian crashes compared to other locations. The signalized intersection of Clifton Road at Haygood Drive had six (6) total crashes reported: two (2) bicycle crashes and four (4) pedestrian crashes. The signalized intersection of Clifton Road at Lowergate Drive had three (3) crashes reported: one (1) bicycle crash and two (2) pedestrian crashes. Nearly every other signal in the study area had one (1) bike or pedestrian crash, with the exception of N Decatur at Haygood Drive and N Decatur at Clifton Road, which had no crashes reported during the three-year period.

3.2 Existing Transit Access and Ridership

There are ten site-adjacent transit routes, including two (2) MARTA bus routes, the CCTMA Shuttle to Decatur MARTA Rail station, seven (7) Emory Campus Shuttles, and nearby access to Woodruff Circle Transit Hub, which serves many more routes. Emory provides over 700 shuttles per day at the Woodruff Circle Transit Hub, serving destinations throughout the main Clifton Campus, connecting to Emory satellite locations, and connecting to major destinations such as MARTA Rail stations, Emory Midtown, Emory Executive Park. Emory also provides real-time shuttle information through the [TransLoc](#) webpage and app. Existing sidewalk and multi-use path coverage are extensive and provide ample opportunities to walk to transit stops nearby.

Table 3 lists all of the existing transit routes serving the site with adjacent and nearby stops, **Table 4** outlines access from the site to MARTA rail stations, and **Table 5** provides service details for the routes that have stops directly adjacent to the project site. The project site and within the study area has great transit coverage provided by Emory.

Figure 7 shows the existing transit map, **Figure 8** shows the transit amenity inventory, and **Figure 9** shows an inventory of transit stop images. The inventory for this project identified stops that are missing landing pads or do not have any connection from the sidewalk to the curb. However, the transit stops are generally well connected to pedestrian facilities.

Table 3: Existing Transit Routes

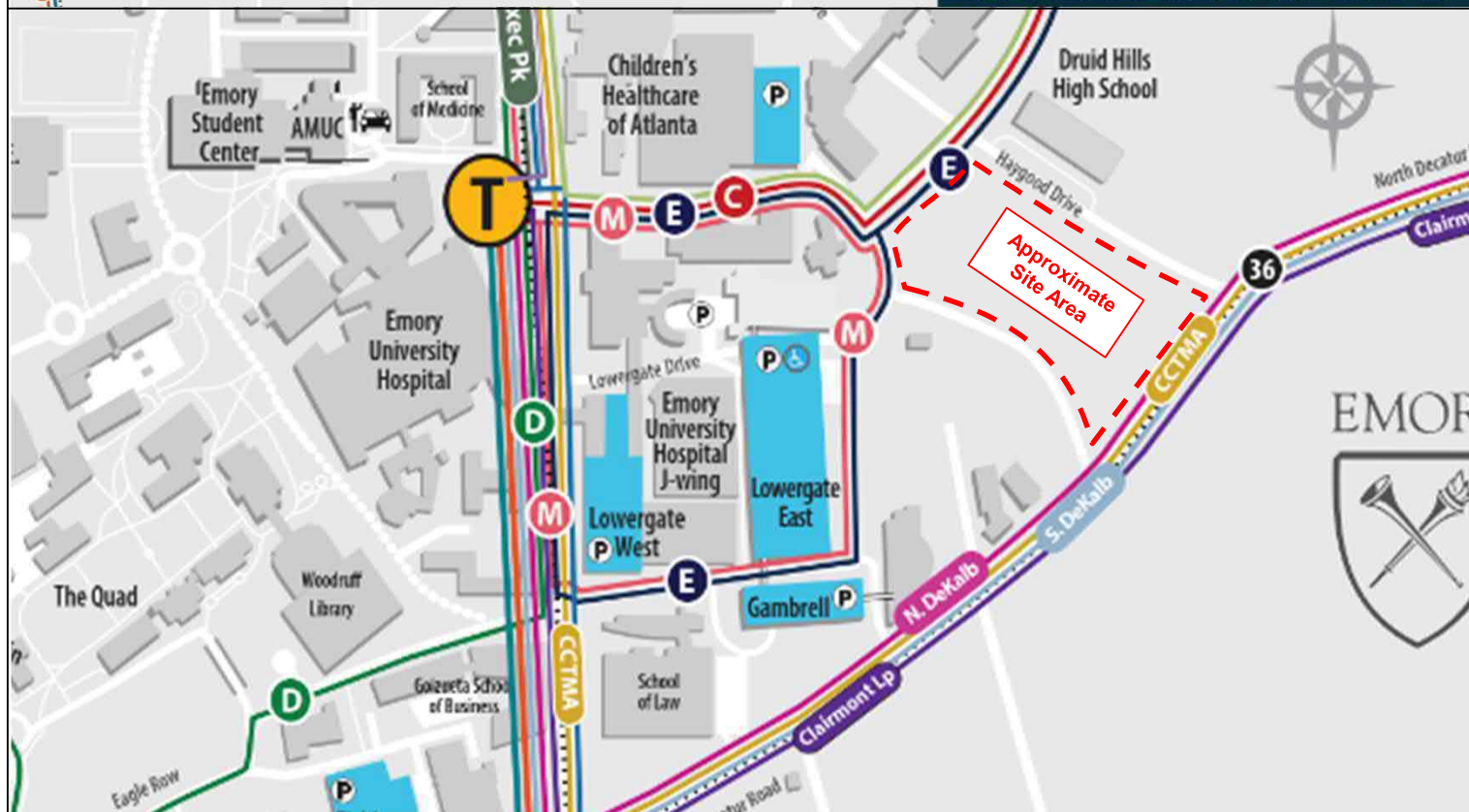
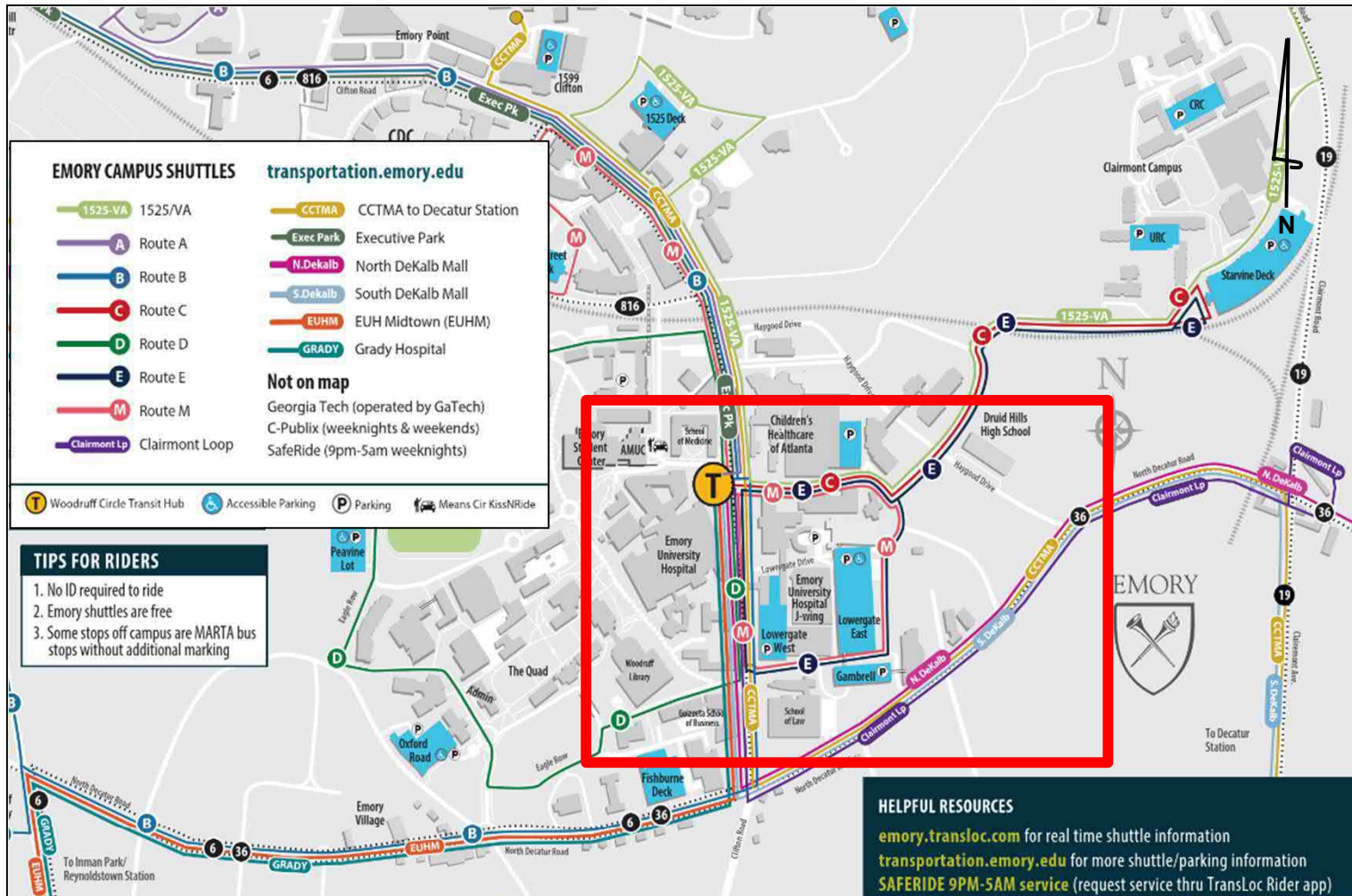
Service Provider	Service Routes/ Locations
MARTA	<p><u>Adjacent (stops adjacent to project site):</u></p> <ul style="list-style-type: none"> • Route 6 – Inman Park MARTA/ Lindbergh MARTA/ Little 5 Pts/ Emory University/ CDC • Route 36 – Midtown MARTA/ Decatur MARTA/ Piedmont Park/ Emory University/ Emory Decatur Hospital/ Decatur Square <p><u>Nearby (stops within walking distance):</u></p> <ul style="list-style-type: none"> • Route 19 – Decatur MARTA/ Chamblee MARTA/ Decatur Square/ Atlanta VA Medical Center/ Skyland Shopping Center/ N DeKalb Health Center • Route 816 – Five Points MARTA/ Lenox MARTA/ Wellstar Atlanta Medical Center/ Carter Center/ Briarcliff Plaza/ Woodruff Circle Transit Hub/ Michael Street/ Nursing/ Public Health
Emory Shuttle	<p><u>Adjacent (stops adjacent to project site):</u></p> <ul style="list-style-type: none"> • Route C – Starvine Deck/ Clairmont Campus/ Woodruff Circle Transit Hub • Route E – Clairmont Campus/ Gambrell/ Law School/ Clinics/ Winship/ Hub • Route M – Michael Street/ Nursing/ Public Health/ EUH/ Law School/ Clinics/ Hub • 1525-VA – Gatewood/ Student Health Center/ Clairmont Campus/ VA/ Hub • North DeKalb Mall – commuter route between Park-and-Ride and Emory • South DeKalb Mall – commuter route between Park-and-Ride and Emory • Clairmont Loop – Woodruff Circle Transit Hub/ North Decatur Plaza (Clairmont at N Decatur Rd) <p><u>Nearby (stops within walking distance):</u></p> <ul style="list-style-type: none"> • Route A – Woodruff Transit Hub/ Wesley Woods Budd Terrace/Geriatric Hospital • Route B – loop incl. Hub, Clifton Road, N Decatur Rd, Briarcliff Rd • Route D – Eagle Row loop incl. Hub/ Clifton Rd • Route A+B – summer service route – replaces A & B • Route C-Publix – Hub/ Clairmont Campus/ Publix on Clairmont at N. Decatur • Exec Park – Hub/ Emory Point/ Emory Conference Center/ Emory Exec Park • EUH Midtown – Civic Center MARTA/ EUHM/ Hub • Grady – Grady Hospital/ Hub
Clifton Corridor TMA	<p><u>Adjacent (stops adjacent to project site):</u></p> <ul style="list-style-type: none"> • Cliff – Decatur MARTA Station/ stops along Clairmont Road & along N Decatur Road & along Clifton Road/ Woodruff Circle Transit Hub/ Emory Conference Center/ Nursing/ Public Health
Gwinnett County Transit	<p><u>Nearby (stops within walking distance):</u></p> <ul style="list-style-type: none"> • Route 110 - Clifton at 1762 Clifton Road/ Woodruff Circle Transit Hub/ I-85 at Sugarloaf Mills Commuter Transit lot/ I-85 at Indian trail Commuter Transit Lot – commuter service every 30 mins 5:30 AM – 7:30 AM and 3:45 PM – 6:30 PM

Table 4: Existing High-Capacity Transit Stations

Station	Access via
Decatur MARTA Rail (Blue Line)	<ul style="list-style-type: none"> • CCTMA Shuttle to Decatur (25 mins) • MARTA Route 36 (27 mins) • Walking/Biking (2.3 miles)
Lindbergh MARTA Rail (Gold/Red Line)	<ul style="list-style-type: none"> • MARTA Route 6 (26 mins)
East Lake MARTA Rail (Blue Line)	<ul style="list-style-type: none"> • MARTA Route 19 (28 mins incl. 0.5-mile walk) • Walking/Biking (2.3 miles)

Table 5: Existing Transit Service Details

Route	Days	Span	Peak Headway
MARTA 6	MON-FRI SAT SUN	5:10 AM – 12:01 AM 5:20 AM – 12:01 AM 5:20 AM – 12:01 AM	20 min 40 min 40 min
MARTA 36	MON-FRI SAT SUN	5:30 AM – 12:16 AM 5:55 AM – 9:36 PM 5:55 AM – 9:36 PM	40 min 40 min 40 min
Emory C Route	MON-FRI	5:00 AM – 12:00 AM	3-5 min
Emory E Route	MON-FRI	5:00 AM – 9:00 PM	10 min
Emory M Route	MON-FRI	5:00 AM – 12:00 AM	10 min
Emory 1525-VA Route	MON-FRI	7:45 AM – 5:45 AM	25 min
Emory North DeKalb Mall	MON-FRI	5:45AM – 8:30 PM	15 min
Emory South DeKalb Mall	MON-FRI	5:30 AM – 8:15 PM	25-40 min
Emory Clairmont Loop	MON-FRI	7:00 AM – 10:00 AM 3:00 PM – 6:20 PM	15 min
Clifton Corridor TMA	MON-FRI	5:30 AM – 9:10 PM	30 min



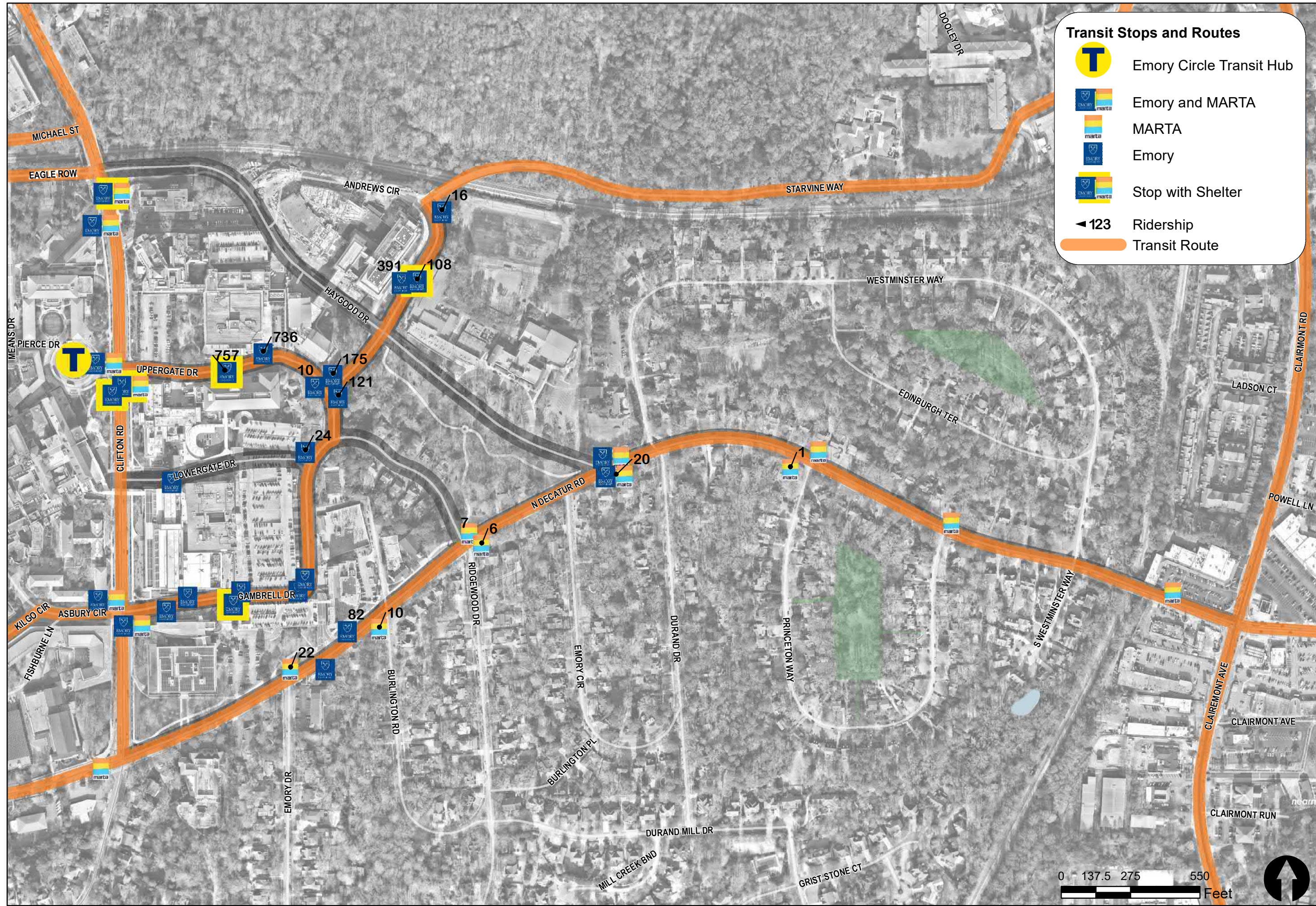


Figure 8

Transit Amenity
Inventory

Emory Graduate and
Professional Housing
DRI #3378



MARTA Stop 91729/Emory Stop 534
N Decatur Road at Haygood Drive



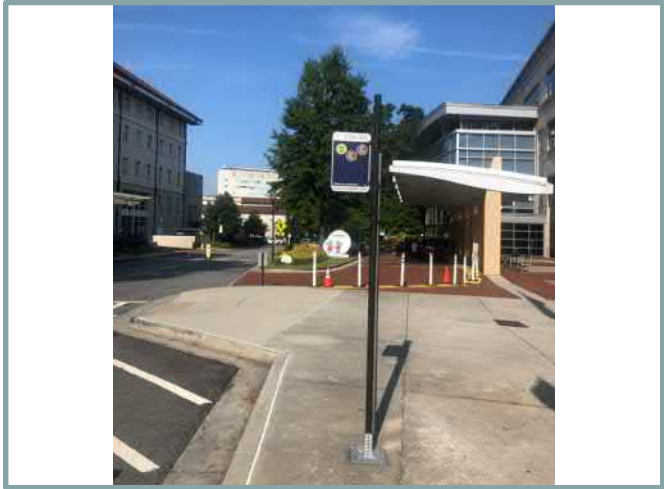
MARTA Stop 901840
N Decatur Road at Ridgewood Drive



Emory Stop 209
N Decatur Road at Healthgate Drive



Emory Stop 136
Uppergate Drive at Winship Cancer Institute



Emory Stop 135
Uppergate Drive at CHOA



Emory Stop 537
Uppergate Drive at Ridgewood Drive



Emory Stop 134
Uppergate Drive at Ridgewood Drive
(Southbound)



Emory Stop 176
Gambrell Drive at Lowergate Drive



Emory Stop 161
Andrews Circle at Health Sciences Research
Building (Southbound)



Emory Stop 301
Andrews Circle at Health Sciences Research
Building (Northbound)



Emory Stop 137
Andrews Circle at Starvine Way



Woodruff Circle Transit Hub Station

3.2.1 Transit Stop Ridership

Existing 2019 ridership data in the study area was collected from MARTA and Emory. The 2019 data provides the most recent ridership data prior to the COVID-19 pandemic. **Table 6** and **Table 7** outline ridership data for the stops closest to the site, for MARTA and Emory transit services, respectively. The MARTA stops with the highest ridership are westbound N Decatur Road NE at Healthgate Drive (Stop ID 901842) and westbound N Decatur Road at Haygood Drive (Stop ID 901729), with an average of 22 and 18 daily boardings/alightings, respectively. The Emory shuttle stops with the highest ridership are at Uppergate Drive at Children's Hospital of Atlanta (Stop ID 136) and at Uppergate Drive at Winship Cancer Center (Stop ID 135) with an average of 757 and 736 daily boardings/alightings, respectively.

Table 6: MARTA Bus Stop Data

MARTA Stop ID	Stop Name	2019 On	2019 Off	2019 Total
901726	N Decatur Rd NE at Healthgate Dr	6	4	10
901727	N Decatur Rd NE at Ridgewood Dr NE	1	5	6
901728	N Decatur Rd NE at Princeton Way	0	0	1
901729	N Decatur Rd at Haygood Dr	4	14	18
901840	N Decatur Rd NE at Ridgewood Dr	5	3	7
901842	N Decatur Rd NE at Healthgate Dr	9	13	22
902061	N Decatur Rd NE at Haygood Dr NE	8	2	10

Table 7: Emory Shuttle Stop Data

Emory Stop ID	Stop Name	2019 On	2019 Off	2019 Total
134	Ridgewood Dr at Uppergate Dr	31	144	175
135	Uppergate Dr at CHOA	56	680	736
136	Uppergate Dr at Winship Cancer	684	73	757
137	Andrews Cir at Starvine Way	9	7	16
155	Ridgewood Dr at Uppergate Dr	108	13	121
161	Andrews Cir at Health Sci Res	167	224	391
177	N Decatur Rd at Haygood Dr	4	6	10
301	Andrews Cir at Health Sci Res	71	37	108

3.3 Existing Transportation Demand Management Measures

Emory provides extensive Transportation Demand Management (TDM) measures and a Smart Commute Program for students, university employees, and healthcare employees. TDM programs supplement the extensive pedestrian and transit-enabled environment throughout the campus that provides easy opportunities to travel without a car. While all of the programs provide a TDM-rich environment, the below sample of TDM measures are specifically relevant to the *Graduate and Professional Housing* resident:

- **Transit Subsidies** – discounted unlimited monthly MARTA passes \$68.50 (regularly \$95)
 - Graduate Students who decline an annual parking permit and register to bike/walk receive two 20-trip MARTA Breeze cards (one per semester)
 - Additional subsidies for GRTA, GCT, CobbLinc available
- **Emory Shuttles** – available to all students and employees, the shuttle service is extensive serving all areas of Campus, many off-campus destinations, and is well connected to the site.
 - Real-time transit arrival and departure information available via [TransLoc](#) webpage.
- **Emory Semester Bike Rental Program** – bicycles are available for rent from Emory by the semester
- **E-Scooter/E-Bike** – light individual transport service for hire available throughout campus community
- **Parking** – Emory parking strategies include many initiatives to limit the number of on-campus vehicle trips:
 - Single-deck parking assignments for a “park once” approach
 - New 2021-2022 parking passes will be paid on a daily basis (with a semester maximum) to encourage vehicle owners to reconsider the day-to-day need to drive and pay for parking
- **SafeRide** – program is offered 365 days per year from 9 PM to 5 AM to provide free, on-demand service anywhere on campus.

Emory is also a member of the Clifton Corridor Transportation Management Association (CCTMA), which was founded in 1998 with the purpose of mitigating congestion within the Clifton Corridor area through various TDM options.

3.4 Existing Roadway Facilities

While this *Alternative Study Option* DRI primarily focuses on infrastructure for walking, biking, and taking transit, it is beneficial to understand roadway characteristics associated with the sidewalk, bicycle facility, trail, and transit networks.

Roadway classifications and estimated Average Daily Traffic (ADT) for roadway segments within the study area are provided in **Table 8** (bolded roadways are adjacent to the site).

Table 8: Roadway Classifications

Roadway	Lanes	ADT ¹	Speed Limit	GDOT Functional Classification	DeKalb County Functional Classification	Jurisdiction
Haygood Drive	2	10,200	25	Local	Local	DeKalb County
N Decatur Road	4	18,300 ²	35	Minor Arterial	Minor Arterial	DeKalb County
Ridgewood Drive	2	3,300	25	Local	Local	City of Atlanta ³
Gambrell Drive	2	2,700	15	Local	Local	Private
Uppergate Drive	2	3,100	15 ⁴	Local	Local	City of Atlanta
Lowergate Drive	2	2,400	15 ⁴	Local	Local	Private
Clifton Road	4	19,700 ²	25	Minor Arterial	Local	City of Atlanta
Andrews Circle	2	1,300	10	Local	Local	Private

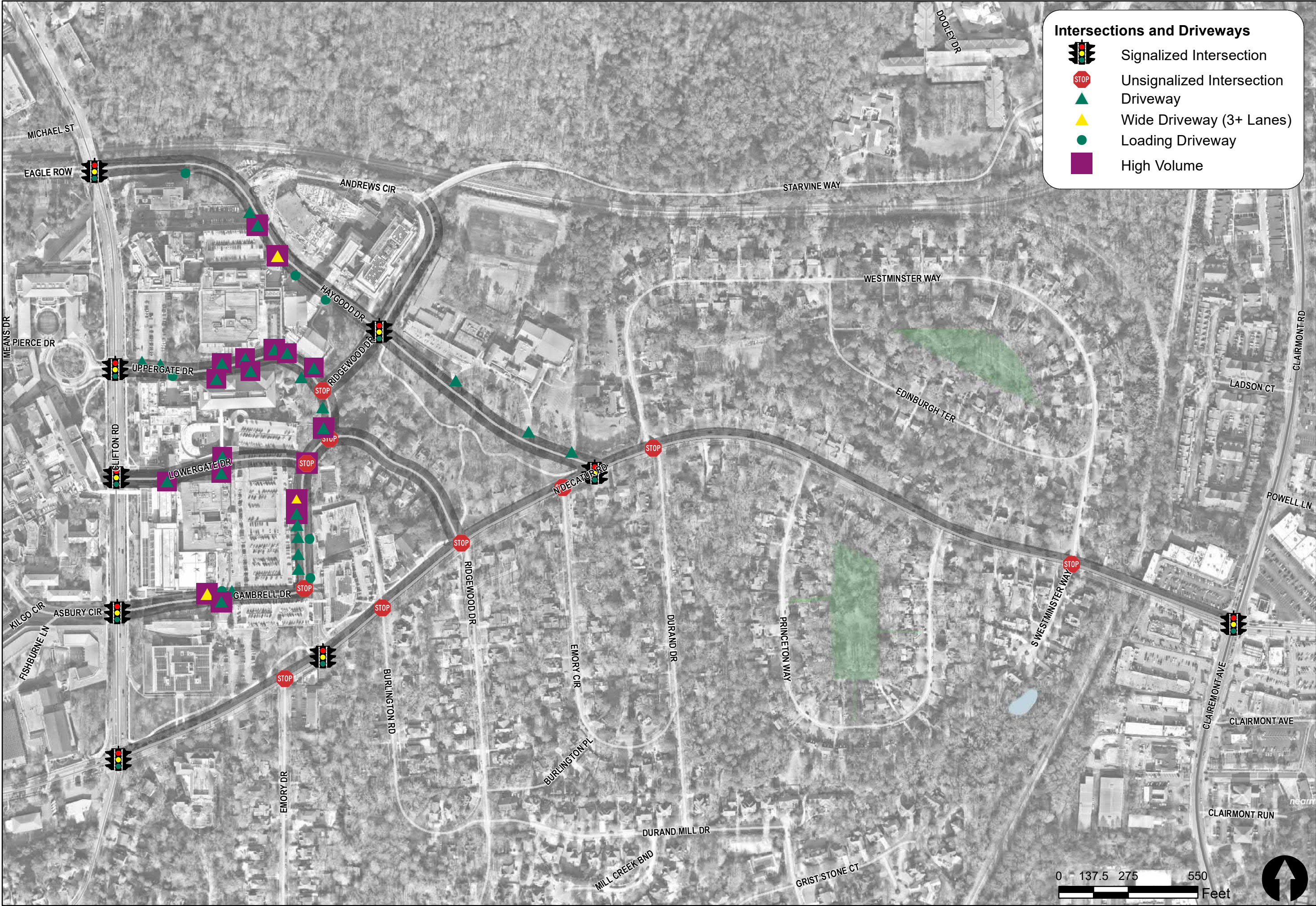
¹ ADTs estimated from peak hour counts taken in 2017, unless indicated otherwise.

² GDOT Average Annual Daily Traffic (AADT)

³ Ridgewood Drive assumed to be City of Atlanta following annexation of parcels along Ridgewood Drive.

⁴ Speed limits assumed to be 15 MPH along Uppergate Drive and Lowergate Drive.

On the roadways identified above, curb cuts were documented to identify potential areas of pedestrian and/or bicycle conflict with vehicles entering and existing driveways. Driveways are particularly prevalent along the north side of Uppergate Drive and the west side of Gambrell Drive. In **Figure 10**, wide driveways are symbolized with a yellow triangle. Driveways that serve higher vehicular volumes are symbolized with a purple square. Wide driveways and those with high volumes may pose challenges for pedestrians and bicyclists. High volume driveways were observed along Uppergate Drive and Gambrell Drive. Gambrell Drive contains a high concentration of curb cuts at the Lowergate Parking Deck.



Intersections and Driveways

4.0 FUTURE CONDITIONS

4.1 Programmed and Planned Projects

Programmed and planned projects near the project site were researched to account for any improvements or modifications within the study network by the build-out year of the development. The programmed and planned projects were discussed in the methodology meeting with GRTA, ARC, and other local stakeholders.

The following projects shown in **Table 9** are programmed to occur near the development.

Table 9: Programmed Projects							
Project Name	From / To Points:	Sponsor	GDOT PI #	ARC ID # (TIP)	Design FY	ROW / UTL FY	CST FY
Upgrades to Approximately 25 Signals in Dekalb County – Clifton Road, N Decatur Rd	N Decatur Rd to CDC Pkwy; N Decatur Rd at Clairmont Rd	GDOT	0006999	DK-344C	N/A	2020/2022	2022
Off-System Safety improvements in DeKalb County (incl. installation of enhanced crosswalks, ADA ramps, etc.)	E Rock Springs/N Decatur Rd between Cumberland Rd and Lullwater Rd	GDOT	0016887	N/A	2020	N/A	2022
SR 155 from SR 10 to SR 13 (Clairmont Road Resurfacing)	Clairmont Rd from SR 10 to SR 13	GDOT	M006145	N/A	N/A	N/A	2021
Emory PATH Trail Phase 3 (Realignment)	Within project site (maintain connectivity to PATH)	Emory/PATH	N/A	N/A	2021	2022	2023
Emory PATH Trail Phase 4 Eagle Row at Means Drive	Connect PATH from Haygood at Clifton to ped bridge/ Woodruff PE Center	Emory/PATH	N/A	N/A	2020	2022	2022
Emory PATH Trail Phase 5 Starvine Trail/ Clairmont Campus PATH	Connect from Andrews Cir to Clairmont Campus/ S Peachtree Creek Trail	Emory/PATH	N/A	N/A	2020	2022	2022
Clifton Road Multi-Use Path	Michaels Street to Houston Mill Rd	Emory	N/A	N/A	2020	2021	2022
Emory Shuttle – Loop Route – reinstate suspended route	Clairmont Campus/ Quad/ Woodruff Circle	Emory	N/A	N/A	2021	2021	2022

*Project information was obtained from GeoPI (GDOT) and the Atlanta Region's Plan (ARC), City of Atlanta, Emory-led projects, and Emory/PATH Foundation trail network.

**Highlighted projects are most relevant to this DRI.

Emory has partnered with the PATH Foundation to provide trail connectivity around campus. Emory has completed the first two (2) phases of the PATH partnership project. Phase 3 through phase 5 include realigning the PATH within the project site, connecting the PATH from Haygood Avenue at Clifton Road to the pedestrian bridge/Woodruff PE Center, and connecting the PATH from Andrews Circle to Clairmont Campus/ S Peachtree Creek Trail. These programmed improvements will provide improved connectivity to both the primary destinations and to the greater PATH network, shown in **Figure 11**.

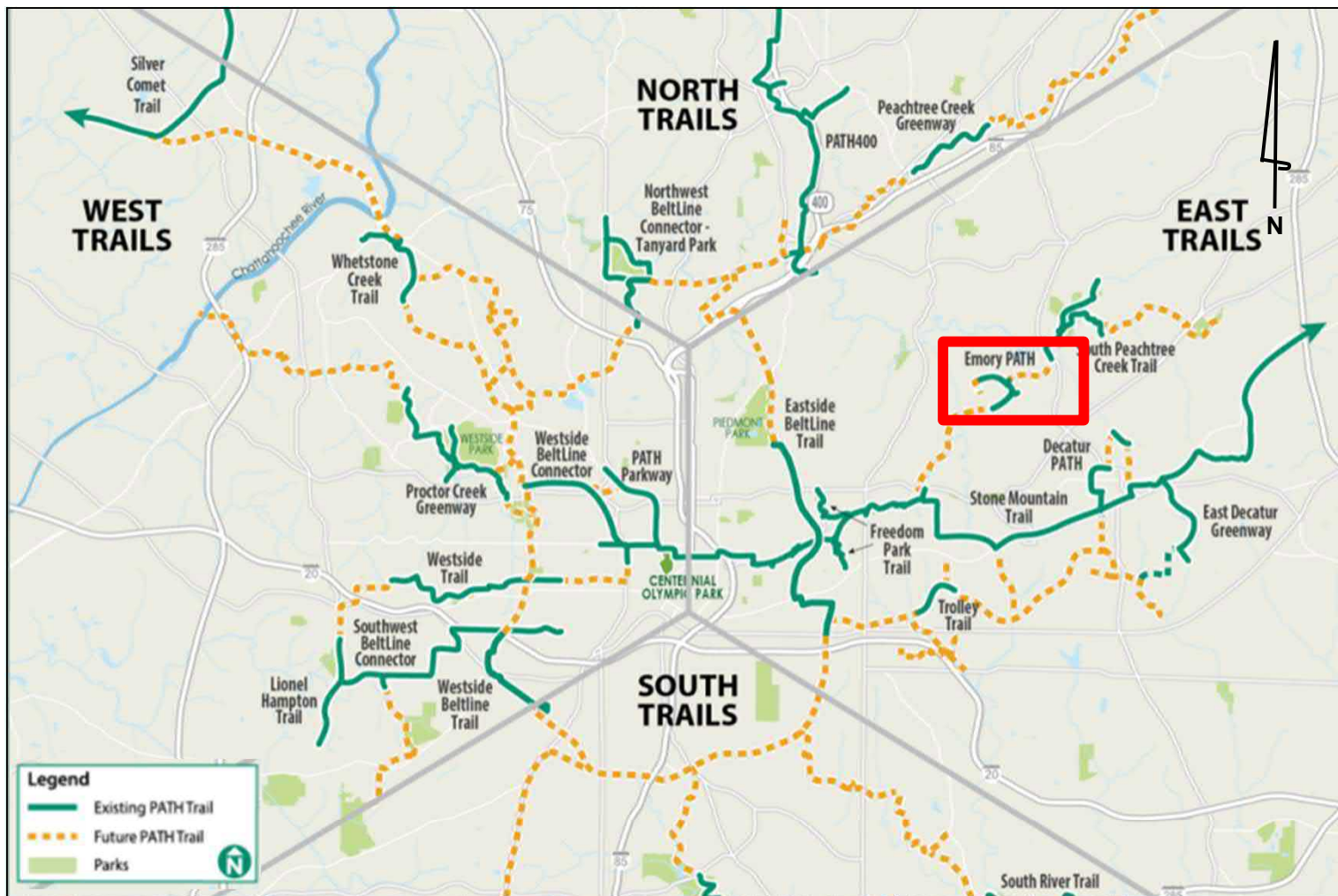
Emory is also sponsoring a programmed project to construct a multi-use path along Clifton Road from Michael Street to Houston Mill Road. This multi-use path will provide connectivity further north along Clifton Road to Emory University buildings and to residential streets. Additionally, Emory plans to reinstate the Loop Route shuttle for the 2021-2022 school year, which will serve the Clairmont Campus, the Quad, and Woodruff Circle. These projects, which have been undertaken by Emory directly or as a partnership with others, will provide major impacts to the existing bicycle and pedestrian infrastructure for the project site and broader community.

The following projects shown in **Table 10** may not yet have funding identified, but they are planned to occur near the development.

Table 10: Planned Projects					
Project Name	From / To Points:	Potential Sponsor	Project ID #	Project Timeline	Planning Document
Druid Hills High School/ DeKalb County/ Emory University – Haygood Drive Improvements	N Decatur Rd to Ridgewood Drive/ Andrews Circle	Emory	N/A	Ongoing	N/A
N Decatur Road at Haygood Road Pedestrian Crossing Improvement	N Decatur Rd at Haygood Rd	Emory	N/A	2024	N/A
Emory Lowergate-Gambrell Sidewalk Improvement	Healthgate Dr/ Emory Clinic Parking Deck	Emory	N/A	2024	N/A
Clifton Corridor Light Rail Transit – Phase 2	Emory University / North Decatur Road	MARTA	AR-412	TBD	Clifton Corridor (2018) - <i>outdated</i>
PATH Foundation Metro Atlanta Trail Network (<i>map shown below</i>)	Connect Emory to Freedom Park Trail	PATH	N/A	TBD	N/A
DeKalb Priority Bicycle Network (DeKalb CTP)	<u>First Tier Priority Network:</u> N Decatur Road & Clifton Road	DeKalb County	N/A	TBD	DeKalb 2014 Transportation Plan
N Decatur Rd Multimodal Corridor Improvements	Clifton Rd to Clairmont Rd (Ph 1) to Church St (Ph 2)	DeKalb County	5092A – Ph 1 5092B – Ph 2	TBD	DeKalb 2014 Transportation Plan
Clifton Rd/ Haygood Rd Multimodal Corridor Improvements	Briarcliff Rd to N Decatur Rd	DeKalb County	5094	TBD	DeKalb 2014 Transportation Plan
Clifton Rd at Houston Mill Rd Intersection Improvements	Clifton Rd at Houston Mill Rd	DeKalb County	1880	TBD	DeKalb 2014 Transportation Plan
Clifton Rd Bridge Upgrade and Haygood Rd Intersection Improvements	Clifton Rd over CSX railroad line/ Clifton Road at Haygood Dr	DeKalb County	3200	TBD	DeKalb 2014 Transportation Plan

In addition to the Emory-led projects highlighted in the table above, Emory University continuously evaluates opportunities to improve the campus environment. There may be study area improvements that occur in the near term adjacent to the site that are not documented in this report.

Available fact sheets for projects can be found in **Appendix D**.



4.2 Project Trip Generation

The proposed project will provide housing for graduate students and is anticipated to serve existing students who currently commute to campus from off-site residences. Upon completion of this project, the residential development will provide graduate residents with a convenient walk to the majority of their daily destinations on or near campus, with access to significant transit operations serving the Emory campus and farther destinations off-campus. The project is expected to significantly reduce or eliminate the need for graduate and professional student residents to drive on and around campus, as it will reduce the quantity of graduate and professional student commuter traffic that exists today from student populations who have no other option than to live off-campus.

The proposed project will include amenities for residents such as residential commons, collaboration spaces, and a ground floor lobby lounge area with a small coffee shop or café. The coffee shop/café and ground floor lobby are anticipated to be open to non-residents, though specifically targeted to the residents and their guests. These amenities are not anticipated to generate additional vehicular trips and were therefore not included in the trip generation calculations.

4.2.1 Existing Land Use to be Redeveloped/Removed

The current site is occupied by 11 single family residential dwelling units that will be removed and replaced by the proposed *Emory Graduate and Professional Housing* project. These residential dwelling units are owned by Emory University and have been rented to faculty, staff, and graduate students as an interim use.

4.2.2 Estimated Trips

Estimated future trips associated with the development are based on information presented in the *ITE Trip Generation Manual, 10th Edition*. Limited information exists for trip generation behavior and travel patterns associated with student housing, as discussed in the Methodology Meeting held on July 19th, 2021. Based on discussions in the Methodology Meeting and the GRTA LOU, project trip generation for the proposed graduate and professional student housing development is anticipated to resemble Multi-Family Housing (Mid-Rise, ITE 221) most closely because a large proportion of graduate and professional students follow a typical 8:00 AM to 5:00 PM workday.

Residents of the proposed development are anticipated to walk, bike, and take transit to their research offices, laboratories, libraries, and classrooms on-campus. As noted, Emory University parking passes are only applicable for a single location on campus (surface lot or parking structure), so a resident of the Graduate and Professional Housing project would not be able to hold a parking pass both at the residence hall and at another location on campus, reducing the opportunity to drive on campus.

Typical weekday trips, estimated by mode of travel, are noted below. They are based on gross trip generation activity from ITE, existing mode-split identified through the American Community Survey Commute data (2017 Block Groups), and engineering judgement anticipating routes and potential modes of travel between the site and major daily destinations.

Table 11: Typical Weekday Trip Generation

Land Use	Density	Daily Traffic			AM Peak Hour		PM Peak Hour	
		Total	Enter	Exit	Enter	Exit	Enter	Exit
221 – (Multi-Family Housing (Mid-Rise))	800 units (1,000 beds)	4,358	2,179	2,179	68	195	199	127
Gross Project Trips		4,358	2,179	2,179	68	195	199	127
<i>Existing Use Trips (To Be Removed) *</i>		-26	-13	-13	-1	-2	-2	-1
New Alternative Mode Trips (80% of Total)		3,486	1,743	1,743	54	156	159	102
<i>Walking Trips (45% of Alt. Mode Trips)</i>		1,570	785	785	24	70	72	46
<i>Transit Trips (40%)</i>		1,394	697	697	22	62	64	41
<i>Biking Trips (15%)</i>		522	261	261	8	23	24	15
New Vehicle Trips (20% of Total)		846	423	423	13	37	38	24

* Existing single-family residential units (11 total) will be replaced by the proposed project. Alternative mode share for the existing use was estimated to be the same as the future proposed project.

A more detailed trip generation analysis summary table is provided in **Appendix C**.

4.3 Trip Distribution and Routing to Major Destinations

The distribution of pedestrian, bicycle, and transit project trips was based on the destinations anticipated to serve the residents of the *Emory Graduate and Professional Housing*, primarily graduate program facilities, the Emory medical campus, and nearby commercial developments. The proposed project site is conveniently located near many graduate and professional program classes, labs, and libraries, generally within a 15-minute walk. The location will allow anticipated residents in graduate and professional programs to live on campus and walk, bike, or take Emory shuttles rather than driving to campus. While not exhaustive, **Table 12** provides a summary of campus and nearby destinations likely to be frequented by residents of the proposed project.

Table 12: Campus and Nearby Destinations

Campus Buildings	Macmillan-Gambrell Hall (Law School), Goizueta Business School, Woodruff Library, Health Sciences Research Building, Grace Crum Rollins Building (Public Health), O. Wayne Rollins Research Center (Public Health), Nell Hodgson Woodruff Nursing, 1462 Clifton Road (Labs), Emory University Hospital buildings (multiple; medical residency), Psychology and Interdisciplinary Sciences, Atwood Chemistry Center, Health Sciences and Research Building
Recreation/ Entertainment	Woodruff P.E. Center and Track, WPEC Tennis Center, Campus Life Center (CLC), Emory Student Activity & Academic Center (SAAC), Lullwater Preserve, Schwartz Center for Performing Arts, Michael C. Carlos Museum
Commercial/ Retail/ Restaurants	Campus dining at the Health Sciences Research Building and Winship Cancer Center (one block from site), dining facilities at the Emory University Hospital Tower, Emory Student Center main dining hall, Kaldi's Dining outlet on Eagle Road, Emory Village (N Decatur Rd at Oxford Rd), Emory Point (Clifton Rd at Avenue Pl), retail near N Decatur Rd at Clairmont Rd

Emory University medical buildings and the Health Sciences Research Building are located adjacent to the proposed housing, which is also a couple of blocks to the Emory Law School (6 min walk) and

Goizueta Business School (9 min walk). Bicycle and pedestrian infrastructure on the site and connecting to the Emory campus includes abundant sidewalk coverage. It also includes a direct connection to the existing Emory PATH trail, which has programmed expansions planned for 2021. The site is served directly by numerous Emory Campus Shuttles, MARTA bus routes, the CCTMA shuttle to the Decatur Station MARTA rail, and it is located a 7-minute walk away from the Woodruff Circle Transit Hub, which serves Emory University with over 700 shuttles per day.

A map of destinations with trip assignment is shown in **Figure 12** for the most likely and shortest paths connecting to the site. An Emory University campus map is included in **Appendix E**.

The assignment of project trips considered the path of least resistance and is based on the transportation network where there are sidewalks, trails, bicycle facilities, and transit routes. The routes were based on convenience and user experience with existing and anticipated future infrastructure. In addition, existing walking and biking routes identified from Strava and Streetlight data were referenced to determine existing preferred pedestrian and bicycle routes. Trip assignment primarily considers typical weekday daily trips, which are expected to follow graduate and professional student daily commutes to and from campus.

The trip assignment map may not capture the entirety of a transit route, which may be more circuitous than paths pedestrians and bicyclists can take. Additionally, it is expected that some trips taken by residents of the proposed development will be made by more than one mode, for example both walking and taking transit following the shortest overall path.



4.4 Standards and Ordinances

The project site has been annexed into the City of Atlanta as of August 2021 and is undergoing a rezoning to O-I (Office-Institutional). Standards and ordinances anticipated for the site and its frontages are included in the sections below.

4.4.1 Sidewalk & Streetscape Ordinance Standards

For the proposed *Emory Graduate and Professional Housing* project, the following sidewalk and streetscape ordinance standards will be implemented on-site.

City of Atlanta

City of Atlanta Code [Sec. 16-10.010. - Sidewalks \(Chapter 10. - O-I Office-Institutional\)](#)

- Sidewalk widths
 - 10' minimum along arterial and collector; 6' minimum for all other streets
- Street furniture and tree planting amenity zone:
 - 5' minimum
- Tree planting requirements
 - 40' on center maximum (center with streetlights)
- Street lighting requirements
 - 40' on center maximum (center between trees)

Sidewalks and streetscapes will be designed in accordance with City of Atlanta standards and will be coordinated with the City during the permitting process. DeKalb County code is provided for reference below.

DeKalb County

DeKalb County Code [Sec. 5.4.3. - Streetscape elements and dimensions \(Chapter 27, Article 5\)](#)

- Sidewalk widths for existing streets:
 - 6' minimum along arterial, collector, and local non-residential streets
 - 5' minimum along local residential streets
- Supplemental zone for existing streets: none required
- Tree planting spacing requirements
 - 40' inside activity centers along arterial, collector, and non-residential/mixed-use streets
 - 30' along local residential streets
- Street lighting requirements
 - 80' along arterial, collector, and non-residential/mixed-use streets
 - 100' along local residential streets

4.4.2 Transit Stop Amenity Standards

MARTA

MARTA Bus Stop Sign – all bus stops are marked with a sign, contact for customer service and bus schedule information ([MARTA Service Standards FY 2020, p. 30](#)).

Bench and Shelter Installation – riders can provide input for the placement of shelters, which must consider the following factors for urban, suburban, and rural areas: ridership, span of service, trip frequency, proximity to other shelters, Title VI compliance, local land use. Additionally, installation shall be considered based on the following constraints: site must accommodate a concrete pad and set back 10 feet from roadway, be ADA compliant and wheelchair accessible, not be next to a guardrail, barrier,

or fire hydrant, not block vehicular traffic, and comply with all other local jurisdictional requirements including ordinances and design guidelines. ([MARTA Service Standards FY 2020, p. 30](#)).

Emory

Emory Shuttle stops must all be marked with a sign and pole. All Emory shuttle shelters must match those provided in the Woodruff Circle Transit hub.

4.4.3 Parking Requirements (City of Atlanta)

City of Atlanta Code [Sec. 16-38.003. Off-street parking requirement – Chapter 39. -Emory Campus Parking Overlay District](#). The Emory overlay district provides maximum parking ratios instead of minimums for O-I. As currently envisioned, the site will provide far fewer parking spaces than the maximum allowed for the site.

Table 13: Proposed Vehicle Parking			
Land Use	Minimum	Maximum	Proposed
Residential dorms, fraternities, sororities	None	0.75 per bed (750 spaces allowed)	275 spaces

4.4.4 Site Loading/Dock Requirements (City of Atlanta)

The City of Atlanta has requirements for minimum off-street space to be provided for loading at residential dwellings. Loading may be located off-street, or on-street where loading is allowed.

City of Atlanta Code [Sec. 16-28.015. - Off-street loading requirements](#).

1. Minimum off-street space shall be provided according to the following "Table of Loading Requirements." All loading berths shall provide vertical clearance of 14 feet. All loading access ways and areas shall provide a vertical clearance of 14 feet and shall not be located within the required sidewalk. All loading spaces shall be a minimum of 12 feet wide by 35 feet long.
2. Where legal on-street loading spaces of any width exist in a public right-of-way, one on-street loading space may be substituted for every required off-street loading space, provided the on-street space immediately abuts the subject property. Each on-street loading space shall only be counted for one property. Where a space straddles a property line (as projected into the right-of-way), the space shall only be counted by the owner whose property abuts 50 percent or more of the on-street loading space. The commissioner of the department of transportation may determine that to ensure future roadway capacity, the on-street loading reduction may not be available.

Table 14: City of Atlanta Loading Requirements			
Land Use	Unit of Measure	Required Loading	Proposed
Residential Dwellings and Lodging	201 units and above	2 spaces (min. 12'x35')	2 spaces¹

¹ The project will provide a minimum of 2 spaces.

Loading will be provided for the project as required by the City of Atlanta. Additionally, residential loading/short-term parking areas will be provided along the Ridgewood Drive frontage to serve rideshare drop-off/pick-up, deliveries, and other curbside activities associated with the residential development.

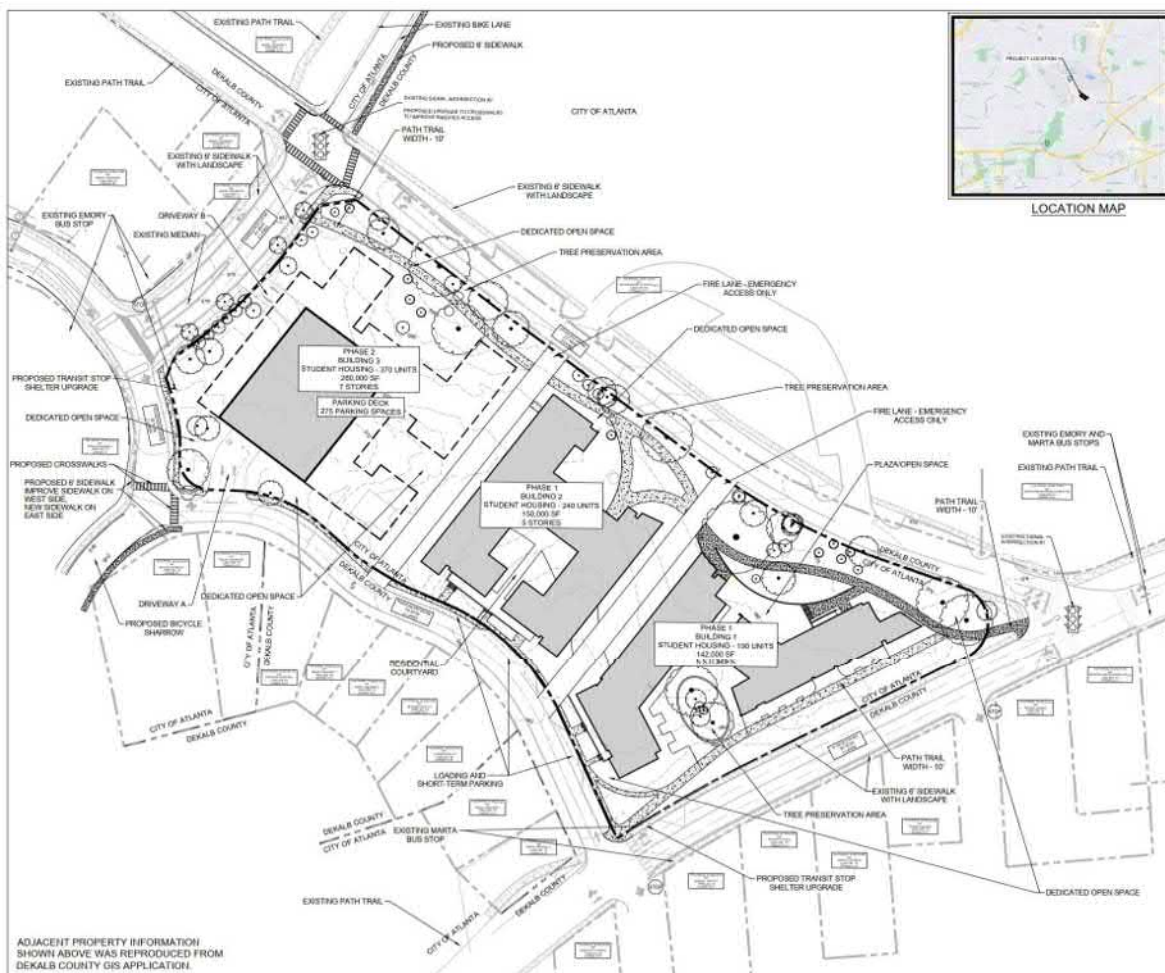
4.5 Site Plan Review

As shown in **Figure 13**, the *Emory Graduate and Professional Housing* development will include three (3) residential buildings connected by ample walkways and PATH trail connections throughout the site.

The site plan facilitates pedestrian and bicycle connectivity throughout the proposed *Emory Graduate and Professional Housing* development. The site will include walkways and bicycle connections throughout the site and will connect the three (3) proposed buildings on site. Fire lanes will run between Ridgewood Drive west and Haygood Drive, which will be limited to pedestrian and bicycle access when not in use by emergency response vehicles. Building entrances will be located near pedestrian walkways and access to the PATH trails to prioritize accessibility for pedestrians and cyclists. Bicycle racks are also proposed to be located adjacent to building entrances for ease of access.

Vehicle parking will be provided in a single parking structure located on the north end of the site. Two (2) driveways will be incorporated on Ridgewood Drive west and Ridgewood Drive north. Pending the location of covered bicycle spaces in the parking structure, bicycle access will be accommodated to facilitate ease of access for bicyclists to enter bicycle storage and parking areas inside the parking structure. As noted in the site loading requirements, include spaces for commercial loading and unloading and trash pick-up that will be provided along the eastern frontage of the site on Ridgewood Drive west. Loading space provided in addition to City of Atlanta requirements will enable curbside space for rideshare drop-offs and pick-ups.

Figure 13: Site Plan



5.0 NEEDS ASSESSMENT

Based on a review of the existing inventory of transportation infrastructure and future conditions, including programmed and planned projects, needs and deficiencies identified throughout the study network have been documented in the sections below. A photo log in **Appendix B** provides a visual representation highlighting many of the needs identified in the inventory and review of study area conditions.

5.1 *Bicycle and Pedestrian Facilities*

5.1.1 *Site Frontage*

Sidewalks in need of repair were identified in a few parts of the study area. Ridgewood Drive west does not have any sidewalks on either side, but the redevelopment of the site will include sidewalks on the east side. The sidewalk pavement is in poor condition along the west side of Gambrell Drive from Lowergate Drive to Uppergate Drive. There is also a segment of missing sidewalk along the east side of Gambrell Drive from Ridgewood Drive west to the power substation, which is along a preferred pedestrian route.

The PATH trail currently runs through the project site and provides connectivity along Haygood Drive and N Decatur Road. With the construction of the proposed development, this section of the PATH trail be reconstructed to maintain connectivity of the PATH.

Tire marks were noted along the northwest corner of Haygood Drive at N Decatur Road, indicating vehicle paths in the pedestrian ramps. Modifications to curb radii at northeast and northwest corners of the intersection may improve the skew at the intersection and reduce speeds for the westbound right-turn and reduce challenges with the low angle southbound right-turn. In addition, the crosswalk across the western leg is missing a pedestrian push button on the northwest curb/sidewalk, though a pedestrian push button is located in the refuge island nearby.

The intersection of Ridgewood Drive west at Gambrell Drive does not have pedestrian crosswalks across any legs of the intersection. This intersection will be critical to the site and should be marked with crosswalks

5.1.2 *Offsite*

Haygood Drive provides a great connection for bicyclists and pedestrians via the existing PATH trail on the west side and adequate sidewalk facilities along the east side between the project site and Clifton Road. A small section of the existing PATH trail has been removed for an emergency utility repair between Ridgewood Drive north and the loading driveway associated with the Emory Pediatrics building. The repair and replacement of this section of PATH trail will be important to restore PATH trail connectivity along Haygood Drive. Mid-block pedestrian crossings were observed across Haygood Drive between the PATH and Druid Hills High School. Pedestrian fencing and/or plantings could deter jaywalking across Haygood Drive outside of the designated crosswalks.

Uppergate Drive provides direct connectivity between the project site and the Woodruff Circle Transit Hub. Uppergate Drive is a busy corridor with valet and drop-off areas and parking facility entrances associated with Children's Healthcare of Atlanta (CHOA), Emory Pediatrics, and the Winship Institute. The quantity of driveways, particularly along the north side of Uppergate Drive in front of CHOA, pose

challenges for pedestrian and bicyclists crossing numerous vehicular conflict points. Consolidation of curb cuts and improved delineation of pedestrian routes should be considered when renovating or retrofitting facilities when CHOA relocates. Additionally, crosswalk markings are recommended across wide driveways, including the loading area between Clifton Road and the Winship Institute on the south side of Uppergate Drive. Pedestrian access via Uppergate Drive would benefit from wayfinding/signage encouraging use of the south side to avoid the high number of curb cuts on the north side.

Lowergate Drive generally serves Emory Healthcare facilities. Sidewalk coverage along Lowergate Drive provides access between parking facilities and the healthcare buildings on either side of the roadway but are constrained by existing buildings and infrastructure. Lowergate Drive does not provide direct east-west connectivity for pedestrians and bicyclists traveling westbound to campus buildings beyond Clifton Road. It is unlikely that pedestrians or bicyclists will choose to use Lowergate Drive to travel between the project site and Emory's campus buildings. Sidewalks along Lowergate Drive are narrow in areas and some sections do not have a buffer between them and the roadway. Improvements to sidewalks along Lowergate Drive, including widening sidewalks and/or providing a buffer between pedestrian walkways and vehicular lanes of travel are recommended if future modifications to Lowergate Drive would allow.

Gambrell Drive provides access to Emory's southern campus buildings. Emory Shuttle routes are abundant along Gambrell Drive with multiple stops along the route to and from Campus. The primary recommended pedestrian path from the site would be located on the east/south side of Gambrell due to fewer conflicts with driveways and fewer pedestrian obstructions. It will be important to fill the existing sidewalk gap between Ridgewood Drive west and the power substation along the east side of Gambrell Drive, which is along a preferred pedestrian route. On the west side, Emory has developed a sidewalk improvement project to fill sidewalk gaps and improve pedestrian visibility along the numerous Lowergate Parking Deck driveways. The proposed project will also include a spot improvement to add a missing pedestrian ramp to access the Emory Shuttle stop located on the southwest corner of the Lowergate Parking Deck. This project will provide a much-needed improvement for pedestrians along the west side of Gambrell Drive. It is notable that the sidewalk along the south side of the Lowergate Parking Deck is narrow due to elements of the parking structure conflicting with the sidewalk area. It is unlikely that this section of sidewalk could be widened due to existing constraints but should be identified for improvement if Gambrell Drive undergoes major geometric changes in the future.

Bicyclists were observed riding along Gambrell Drive during site observations in August 2021. Bicycling activity was confirmed to be significant along Gambrell Drive from Strava heat maps and from data retrieved through the City of Atlanta StreetLight account. With existing bicycle ridership high along this corridor, the installation of bicycle sharrows is recommended to alert motorists to potential bicycle interaction and help bicyclists identify a preferred marked bicycle routes to campus.

Andrews Circle provides access from the site to Starvine Way, a bicycle, pedestrian, and transit-only connection between the main Emory Campus and the Emory Clairmont Campus. A PATH trail currently exists on the north side of Andrews Circle and directional bicycle lanes are striped along the road between Haygood Drive and Starvine Way. The westbound directional bicycle lane stops suddenly ahead of the intersection with Haygood Drive. Consideration should be made to provide a transition for bicyclists to enter the PATH trail system either at the intersection with Haygood Drive or ahead of Haygood Drive with a ramp and paved connection to the PATH trail on Andrews Circle.

To the east of the project site, N Decatur Road provides access to a commercial shopping area near Clairmont Road. Sidewalk coverage is adequate and continuous between the site and Clairmont Road.

However, some sidewalk sections are narrow to traverse due to utility pole placements and overgrown foliage, including lawns that have grown over and narrowed some sections of sidewalk. Channelized right-turns at both intersections of the Westminster Way loop can create a safety hazard for pedestrians, as turning vehicles travel at higher speeds and sight distance is limited. It is recommended that channelized right-turns are removed at both intersections of the Westminster Way loop.

Emory Shuttle, CCTMA shuttles, and MARTA transit routes provide ample opportunities for travelers to access the commercial node centered on the intersection of N Decatur Road and Clairmont Road and connect to further destinations including MARTA rail stations. During the PM peak hour on a weekday in early August, two Emory Shuttle busses stopped within a 5-minute period to drop-off eighteen riders at the southwest corner of the signalized intersection. Passengers were observed heading to restaurants and the grocery store nearby. Based on limited observations and a review of the corridor, it is anticipated that travel to/from the graduate and student housing site will primarily use Emory and MARTA buses to reach the off-campus commercial node. The shared MARTA/Emory westbound transit stop located on the northeast corner of N Decatur Road and Haygood Drive would benefit from a short pedestrian connection to the existing PATH trail, including a landing pad for riders.

5.2 Transit Access

The ridership generated by the *Emory Graduate and Professional Housing* is anticipated to be approximately 1,400 daily trips based on the trip generation estimate and proportion of transit trips estimated for residents of the development. It should be noted that some trips may already be in the system with existing graduate and professional students who will continue to use the shuttle system throughout the day. It is not anticipated that additional routes be needed, though Emory transit is adding a loop route for the 2021-2022 school year, as identified in programmed projects.

It was noted that MARTA bus stop 901729/Emory CCTMA stop 534, at the northeast corner of N Decatur Road at Haygood Drive, does not have a landing pad nor direct paved access to the nearby PATH trail and would benefit from the installation of both features. MARTA stop 901842, along the north side of N Decatur Road between Healthgate Drive and Emory Drive was identified to connect via existing sidewalk that dead ends at the stop but would also benefit from improved pedestrian connectivity to the PATH trail nearby.

Transit stops along or near the site frontage are anticipated to experience the greatest increase in ridership from the *Emory Graduate and Professional Housing* project trips. MARTA bus stop 901840 at the northeast corner of N Decatur Road at Ridgewood Drive west located on-site is likely to experience increased ridership and could provide on-site space to upgrade to a shelter instead of a sign-only stop. If a shelter upgrade takes place, the relocating the Emory CCTMA stop 534 to MARTA bus stop 901840 (it is currently shared with MARTA bus stop 901729). Additionally, Emory stop 155 on the southeast corner of Uppergate Drive at Ridgewood Drive north along the north side of the site could provide on-site space to upgrade to a shelter instead of a sign-only stop.

In 2018, Haygood Drive was identified as a potential future alignment for high-capacity transit through Clifton Corridor High-Capacity Transit project. However, alternative modes and alignments are still being considered and no final preferred alternative has been determined. The *Emory Graduate and Professional Housing* project will not preclude future transit along Haygood Drive.

5.3 Roadway Facilities and Curbside Management

Ridgewood Drive west is anticipated to be the primary vehicle access for drop-off/pick-up area for the proposed development. No parking signs are posted on both sides of Ridgewood Drive west today, but parking restrictions are not currently enforced. Illegal parking is common, especially on the west side of the road. Proper curbside management along Ridgewood Drive west between N Decatur Road and Gambrell Drive will be needed. Three (3) primary uses at the curb are anticipated:

1. Transportation Network Company (TNC) drop-off/pick-up and restaurant deliveries will occur regularly with fast turnover. Loading and unloading spaces with 30-minute maximum parking is recommended to serve TNC trips.
2. Heavy vehicle loading and unloading will occur for delivery trucks and waste removal. The heavy vehicles may occupy the spaces for longer periods of time than the TNCs. These spaces should be designed to meet Atlanta City Code and shall be clearly designated as a loading zone (as opposed to short-term parking).
3. Move-in and move-out will primarily occur at the start of the fall semester and at the end of the spring semester. The curb will need to be allocated to accommodate these semi-annual events. Vehicles will be parked for longer periods of time and there will be high demand for the curb. If allowable, fire lanes have been used for move-in/move-out at other campuses and would provide additional loading for these infrequent activities.

At the intersection of Ridgewood Drive west with Gambrell Drive, the Physicians Parking Deck driveway does not align with Ridgewood Drive west. The driveway should be realigned in the future to improve multimodal circulation.

At the intersection of Haygood Drive at Ridgewood Drive north/Andrews Circle, the stop bar at the northbound approach along Haygood Drive is too far back from signal heads. Consider modifying this intersection to improve placement of the stop bar.

Haygood Drive along the site frontage is being discussed outside of the DRI process to identify potential improvements between N Decatur Road and Ridgewood Drive north. Ongoing conversations between DeKalb County, Druid Hills High School, and Emory University are intended to identify potential widening and/or roadway operational improvements to address challenges with congestion, school bus operations, and pedestrian access along this section of Haygood Drive.

6.0 RECOMMENDATIONS

To facilitate the preferred bicycle and pedestrian routing from the site to anticipated destinations, and to promote the use of transit to travel to/from the site, the following improvements are recommended to better serve the *Emory Graduate and Professional Housing* development. A preferred bicycle, pedestrian, and transit routing map is included for reference. Additionally, specific project recommendations identify items outlined in the Needs Assessment that directly impact the routing of pedestrians and cyclists to/from the proposed development. Project recommendations are located along the site frontage. Background recommendations that will serve the project directly, but are existing deficiencies are generally located along routes that are critical for students to access major graduate program facilities on campus and nearby commercial areas. Additional improvements mentioned in the Needs Assessment do not directly impact this development but may be worth reviewing for future improvements in the vicinity of the site.

6.1 Preferred Routes for Bicyclists and Pedestrians

Based on the proposed development site plan and an assessment of existing and future conditions in the vicinity of the site, recommended bicycle, pedestrian, and transit routes are shown in **Figure 14**. The recommended routes consider existing conditions and recommend improvements that are favorable for walking and biking. Project recommendations, discussed below, have identified the most pertinent improvements to facilitate easy access along the proposed/preferred routes.

Primary and secondary bicycle routes have been designated based on the presence of existing or proposed future bicycle facilities. Of note, Clifton Road and N Decatur Road are both designated as Tier 1 Priority Bicycle Network connections according to the DeKalb 2014 Transportation Plan. As of September 2021, portions of the Priority Bicycle Network have been implemented including directional northbound bicycle lane and a southbound sharrow on Clifton Road between Haygood Drive and N Decatur Road and a section of the PATH trail along the north side of N Decatur Road between Haygood Drive and Clifton Road with directional lanes continuing west along N Decatur Road towards Emory Village.

The addition of wayfinding and signage to clearly designate preferred pedestrian and bicycle routes from the site to primary destinations may be beneficial for residents of the proposed development as well as the broader campus community.

6.2 Project Recommendations

6.2.2 Site Design/Site Frontage

- Reconstruct the PATH trail along Haygood Drive and N Decatur Road within the site upon redevelopment.
 - Pedestrian fencing is recommended along the Haygood Drive frontage to reduce the potential for unprotected mid-block crossings.
- Provide wider than code-required sidewalks (8 foot minimum recommended) along Ridgewood Drive west within the site upon redevelopment.
- Improve signalized intersection of Haygood Drive at Ridgewood Drive north/ Andrews Circle to include crosswalks that directly connect to PATH trail alignments across the intersection.
- Improve pedestrian signal at the intersection of Haygood Drive at N Decatur Road with the addition of a pedestrian push-button on the northwest corner in addition to the existing pedestrian push-button located in the refuge island.
- Improve two-way stop-controlled intersection of Ridgewood Drive west at Gambrell Drive by adding high visibility crosswalks to north leg and east leg of the intersection.
- Upgrade existing transit stops to include transit shelters at the following locations on-site:
 - Emory stop 155 on the southeast corner of Uppergate Drive at Ridgewood Drive north
 - MARTA stop 901840 on the northeast corner of N Decatur Road at Ridgewood Drive west
 - If a shelter is installed, consider relocating Emory CCTMA stop 534 on the northeast corner of N Decatur Road at Haygood Drive to MARTA stop 901840.
- Coordinate with the local jurisdiction for illegal parking enforcement along west side of Ridgewood Drive west.
- Provide on-street loading and short-term parking on east side of Ridgewood Drive west to be enforced by Emory University.
- Provide full-movement site driveways to access the proposed parking structure along Ridgewood Drive north and Ridgewood Drive west (right-in/right-out along one-way road). Driveways should be designed to maximize visibility for pedestrians and cyclists.

6.2.3 Offsite Improvements

- Construct sidewalk on east side of Gambrell Drive south of Ridgewood Drive west to connect with the existing sidewalk.
 - Install wayfinding to direct pedestrians to south campus destinations via preferred pedestrian connection along east/south side of Gambrell Drive.
- Reconstruct sidewalk on west side of Gambrell Drive between Lowergate Drive and Uppergate drive to address sidewalk pavement quality.
 - Install wayfinding to direct pedestrians to north campus destinations via preferred pedestrian connection along west side of Gambrell Drive and south side of Uppergate Drive.
- Install crosswalks across the power substation driveway and the building loading area on the east side of Gambrell Drive near Healthgate Drive to improve pedestrian visibility.
- Install crosswalk across the loading area on the south side of Uppergate Drive between Clifton Road and the Winship Institute to improve pedestrian visibility.
- Construct sidewalk along south side of Andrews Circle to connect pedestrians from the site with Emory stop 301.
- Reconfigure southwest-bound bicycle lane along Andrews Circle, which abruptly ends at the intersection, to connect to the PATH trail system (possible alignment in road or through northeast corner of intersection or eliminate bicycle lane/direct bicyclists to use the PATH instead).
- Install sharrow pavement markings along Gambrell Drive from Ridgewood Drive west to Clifton Road to provide a marked preferred bicycle route to south campus.

A map depicting all recommendations is shown in **Figure 15**.

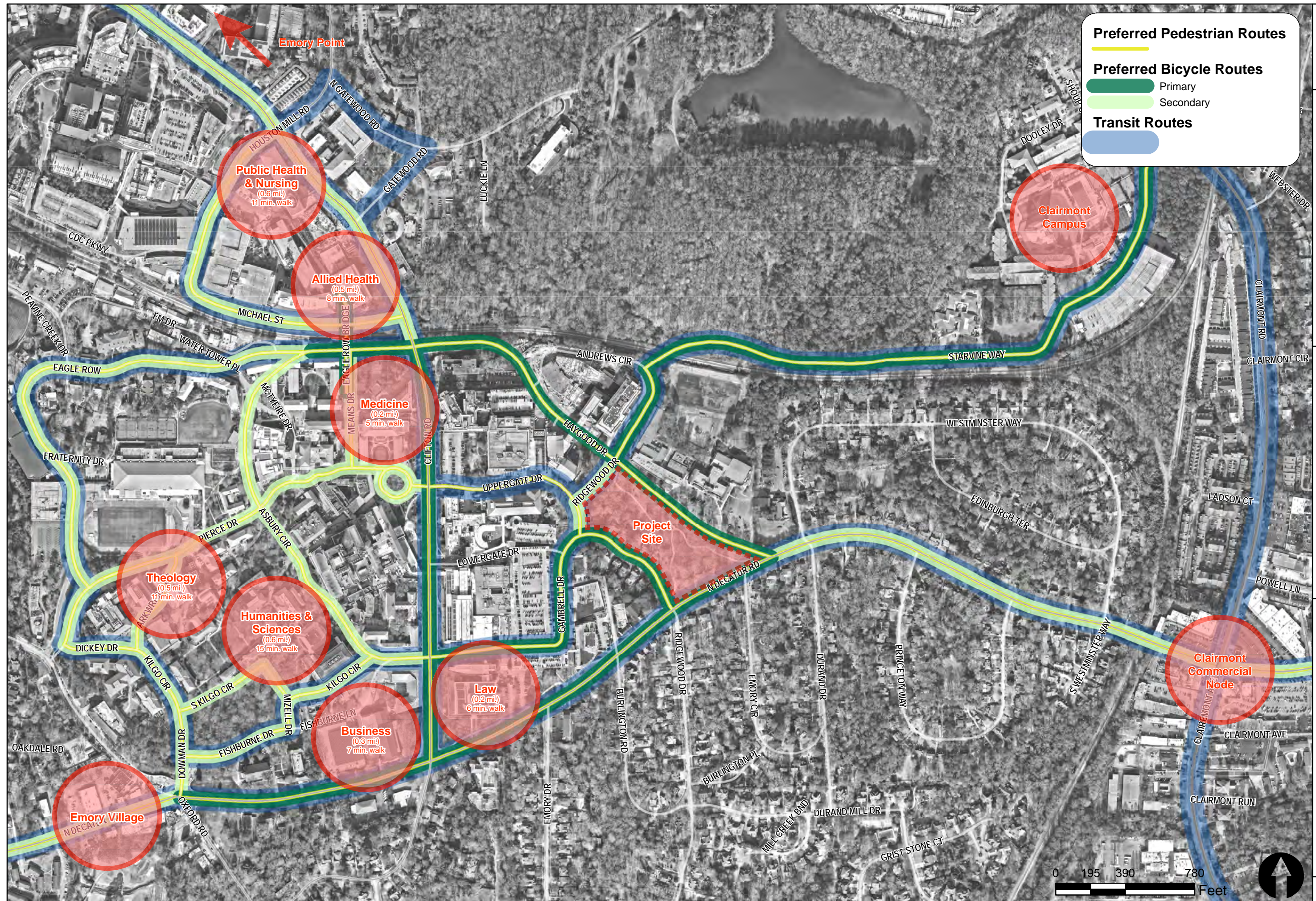
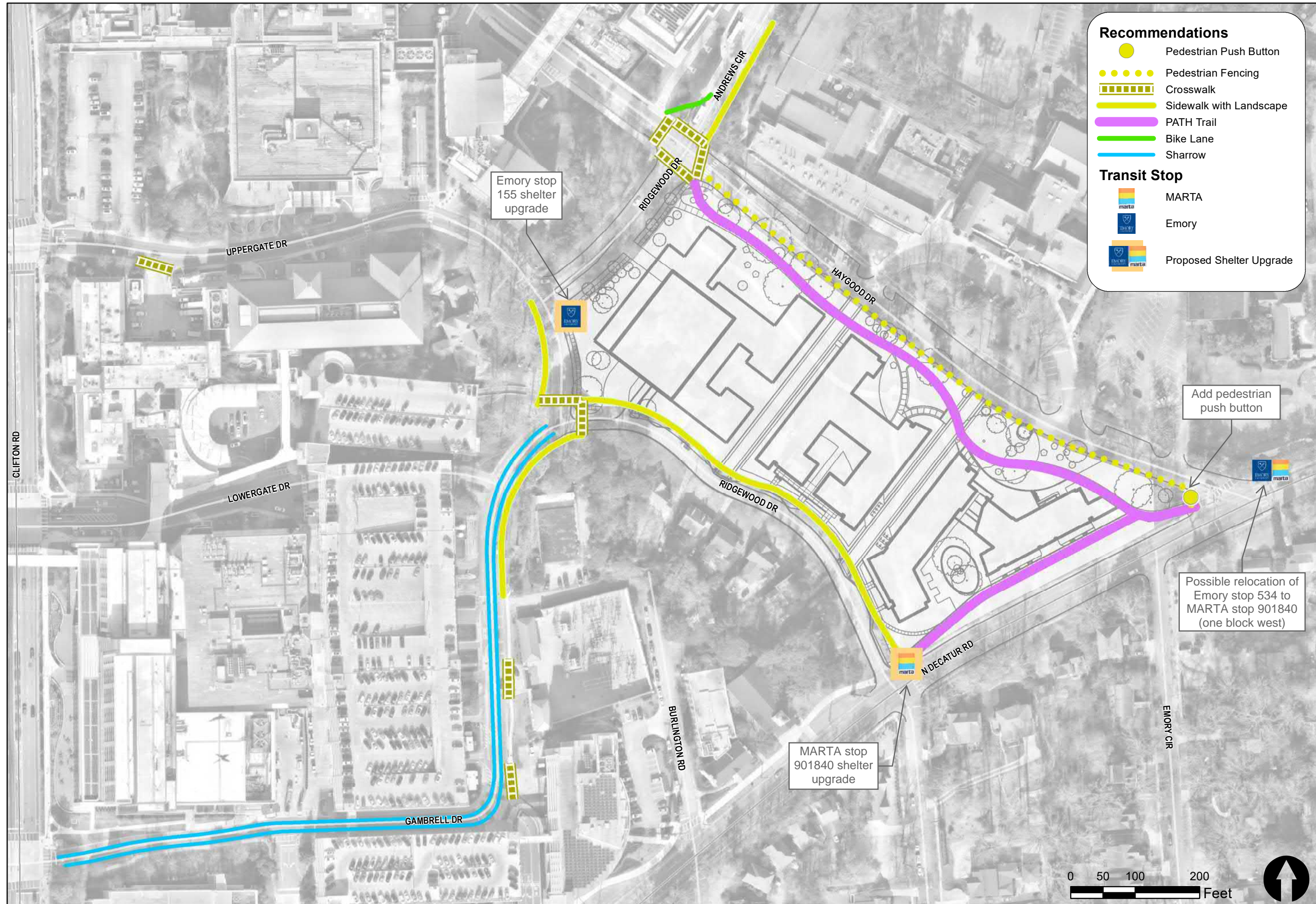


Figure 14

Pedestrian, Bicycle, and
Transit Routing Map

Emory Graduate and
Professional Housing
DRI #3378



Recommendations

- Pedestrian Push Button
- ⋯ Pedestrian Fencing
- Crosswalk
- Sidewalk with Landscape
- PATH Trail
- Bike Lane
- Sharrow

Transit Stop

- MARTA
- Emory
- Proposed Shelter Upgrade

Figure 15

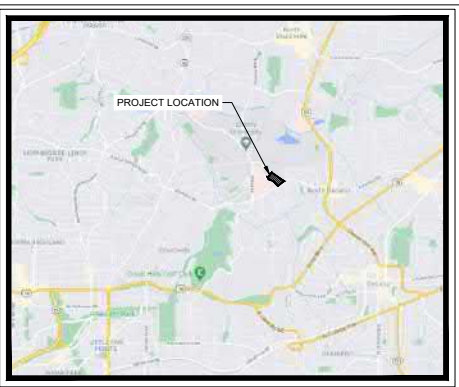
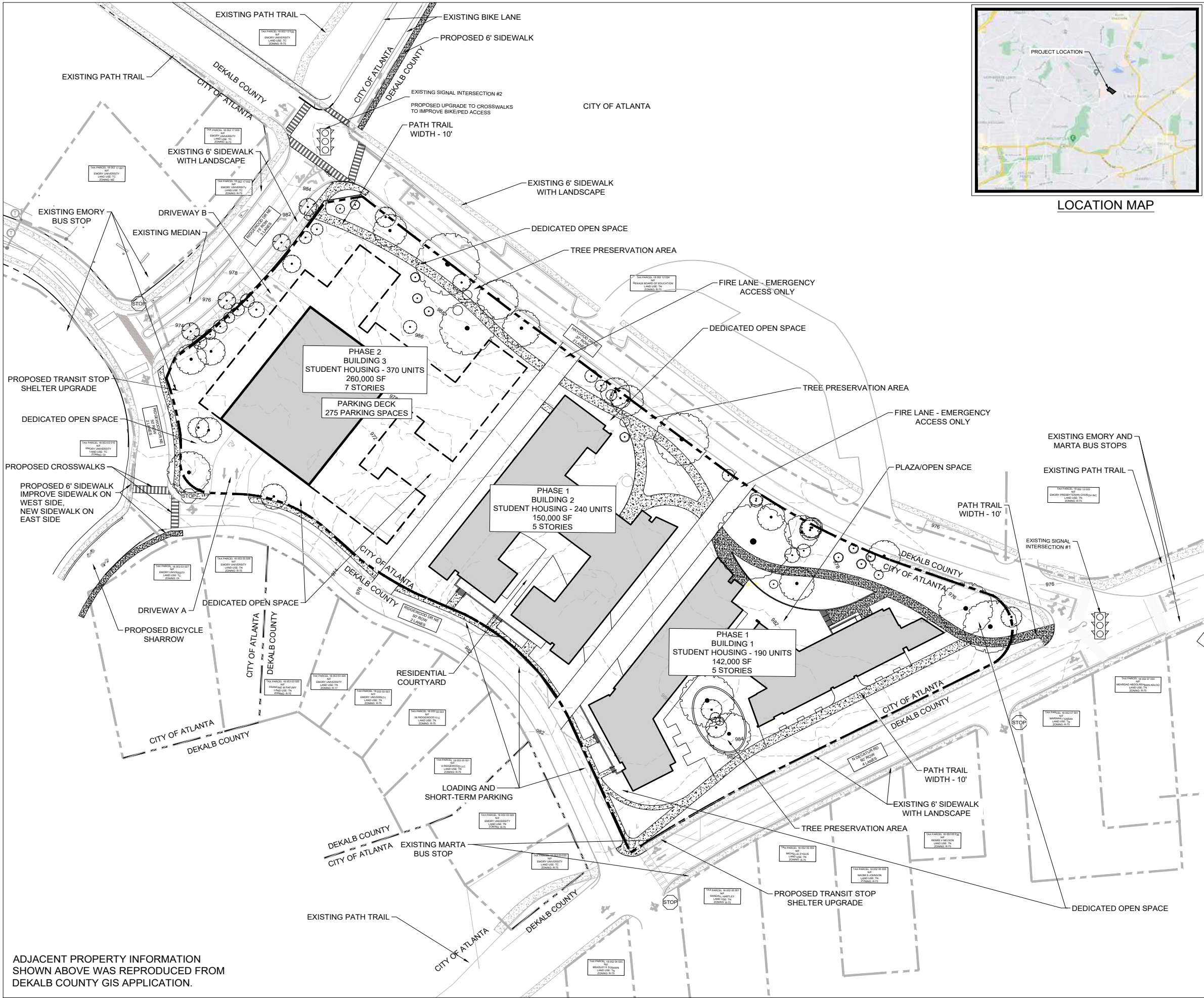
Recommendations

Emory Graduate and Professional Housing
DRI #3378

APPENDIX A

Proposed Site Plan

Drawing name: C:\Users\Paul Gernett\appdata\local\temp\AcPublish_13892\Layout-Haygood-2022-5-24-21_GRTA.dwg GRTA DRI Sep 07, 2021 6:49pm by Paul Gernett



LOCATION MAP

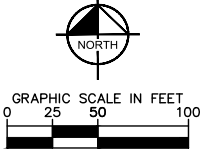
SITE PLAN SPECIFICATIONS:

- DRI # 3378**
OVERALL PROJECT AREA: 281,058 SF (6.4 ACRES)
CURRENT ZONING - R-75
PROPOSED ZONING - O-1
OWNER: EMORY UNIVERSITY
JURISDICTION: CITY OF ATLANTA
- PROGRAM:**
GRADUATE AND PROFESSIONAL HOUSING -
APPROXIMATELY 550,000 SF
(800 UNITS, 1,000 BEDS)
- EXISTING SITE PROGRAM:**
RESIDENTIAL
- FLOOR AREA RATIO:**
PROPOSED: 1.97
125 UNITS PER ACRE
- PARKING PROVIDED**
RESIDENTIAL:
MINIMUM: N/A
MAXIMUM: 0.75/BED
PROPOSED: 275 SPACES
- TOTAL PARKING PROVIDED: 275 SPACES**
- CONTACTS**
APPLICANT: EMORY UNIVERSITY
CONTACT: SARA LU
SARA.LU@EMORY.EDU
100 WATER TOWER PLACE
ATLANTA, GA 30322
404-727-8439
TRAFFIC CONSULTANT: KIMLEY-HORN
CONTACT: ANA EISENMAN, P.E.
ANA.EISENMAN@KIMLEY-HORN.COM
817 WEST PEACHTREE ST. NW
SUITE 600
ATLANTA, GA 30308
404-419-8700
CIVIL ENGINEER: KIMLEY-HORN
CONTACT: GREG MAXEY, P.E.
GREG.MAXEY@KIMLEY-HORN.COM
11720 AMBER PARK DRIVE
SUITE 600
ALPHARETTA, GA 30009
470-299-7045

SITE PLAN LEGEND:

- PROPERTY LINE
- CONCRETE SIDEWALK
- PROPOSED BUILDING FOOTPRINT

ADJACENT PROPERTY INFORMATION
SHOWN ABOVE WAS REPRODUCED FROM
DEKALB COUNTY GIS APPLICATION.



PREPARED BY

Kimley»Horn

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PREPARED FOR

EMORY UNIVERSITY
100 WATER TOWER PLACE
ATLANTA, GA 30322
PHONE: 404.727.8123

PROJECT

DRI #3378
EMORY GRADUATE AND
PROFESSIONAL HOUSING

GSWCC NO.
(LEVEL II)

00000XXXXX

DRAWN BY

SPG

DESIGNED BY

XYZ

REVIEWED BY

PDQ

DATE

09/03/21

PROJECT NO.

01XXXXXXX

TITLE

**DRI SITE
PLAN**

SHEET NUMBER

This document, together with the concepts and designs presented herein, as an instrument of service, is intended only for the specific purpose and client for which it was prepared. Reuse of and improper reliance on this document without written authorization and adaptation by Kimley-Horn and Associates, Inc. shall be without liability to Kimley-Horn and Associates, Inc.

APPENDIX B

Site Photo Log



Northwest corner of the intersection of Haygood Drive with N Decatur Road. Tire tracks from wide turning vehicles/ driving on the sidewalk.



Southbound Haygood Drive. Traffic at school drop-off.



Southbound Haygood Drive. School bus traffic at school dismissal.



Ridgewood Drive. No parking allowed on both sides of the street.



Ridgewood Drive. Vehicles illegally parked.



Andrews Circle looking southwest at intersection with Haygood Drive; end of southwest bound bicycle lane.



Andrews Circle looking northeast from Haygood Drive at start of northeast bound bicycle lane. End of sidewalk visible with gap to transit shelter.



Andrews Circle looking southwest at transit shelter on southeast side of the road. Sidewalk gap to Haygood Drive beyond shelter.



Transit, bicycle, and pedestrian gate to Starvine Way at Andrews Circle.



Sidewalk along eastern side of Haygood Drive crossing school driveway. No ramp or crosswalk.



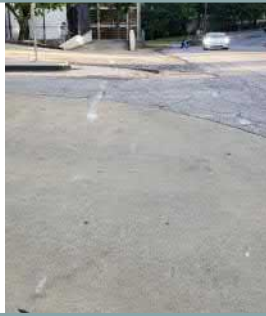
Haygood Drive. Construction of the Health Sciences research Building (HSRB) II.



Sidewalk along Gambrell Drive near the intersection with Ridgewood Drive. Sidewalk condition is poor.



Crosswalk and sidewalk along Gambrell Drive are in poor condition.



Crosswalk along Gambrell Drive at Lowergate Parking Garage is not well marked.



Sidewalk along Gambrell Drive south of Lowergate Garage is impeded by pillar.



Sidewalk along Lowergate Drive is missing pedestrian ramps at curb cuts.



Crosswalk along Lowergate Drive at valet dropoff is not well marked.



Crosswalk and sidewalk along Lowergate Drive are in poor condition.



PATH crossing along N Decatur Road at Haygood Drive.



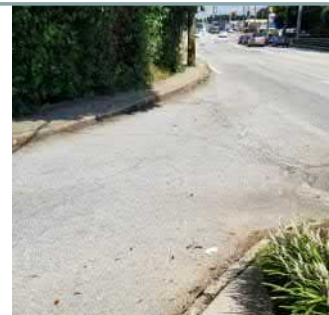
MARTA Stop 901840 along N Decatur Road at Ridgewood Drive. Missing a landing pad.



MARTA Stop 901729 along N Decatur Road at Haygood Drive. Missing a landing pad.



N Decatur Road at Westminster Way. Channelized right turns pose safety hazard for pedestrians.



N Decatur Road at Westminster Way. Channelized right turns pose safety hazard for pedestrians.



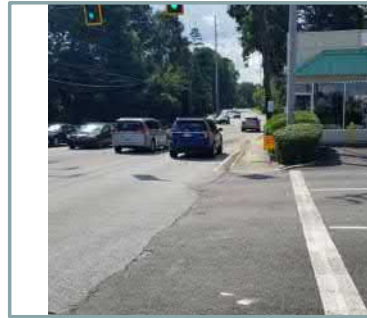
Sidewalk along N Decatur Road east of Westminster Way is impeded by foliage.



Sidewalk along N Decatur Road east of Westminster Way is in poor condition.



Sidewalk along N Decatur Road east of Westminster Way is in poor condition



Driveway to development at northwest corner of N Decatur Road at Clairmont Road does not have a crosswalk marked.



Sidewalk along N Decatur Road east of Clifton Road is impeded by a utility pole.



MARTA Stop 901842 along N Decatur Road at Healthgate Drive. No ramp from sidewalk/stop to roadway. Opportunity to tie in bus stop with PATH.



Intersection of N Decatur Road at Clairmont Road.



Woodruff Circle Transit Center



Pedestrian connection from Woodruff Circle Transit Center to Emory Campus



MARTA Stop 901560 along N Decatur Road northbound at Uppergate Drive



MARTA Stop 901952 along N Decatur Road southbound at Uppergate Drive



N Decatur Road at Law School. Sidewalks lead to the street, possibly encouraging drop-off or illegal crossing at busy roadway.




Driveway curb cut along Uppergate Drive.

APPENDIX C

Trip Generation Analysis

Trip Generation Analysis (10th Ed. with 2nd Edition Handbook Daily IC & 3rd Edition AM/PM IC)
Emory Graduate and Professional DRI #3378
City of Atlanta, GA

Land Use	Intensity	Daily Trips	AM Peak Hour			PM Peak Hour		
			Total	In	Out	Total	In	Out
Proposed Site Traffic								
 221 Multi-Family Housing (Mid-Rise)	800 d.u.	4,358	263	68	195	326	199	127
Existing Site Traffic <i>(To be removed)</i>								
210 Single-Family Detached Housing	11 d.u.	136	13	3	10	12	8	4
Alternative Mode Reductions (80%)		-110	-10	-2	-8	-10	-6	-3
Adjusted Residential Trips		26	3	1	2	2	2	1
Gross Trips		4,358	263	68	195	326	199	127
Residential Trips		4,358	263	68	195	326	199	127
Alternative Mode Reductions (80%)		-3,486	-210	-54	-156	-261	-159	-102
Adjusted Residential Trips		872	53	14	39	65	40	25
<i>Existing Site Traffic (To be removed)</i>		-26	-3	-1	-2	-2	-2	-1
Net New Trips		846	50	13	37	63	38	24
Driveway Volumes		846	50	13	37	63	38	24

\\kimley-horn.com\se_amt2\amt_tpto\019264009 emory graduate housing dri\phase ii\analysis\2021-06-15_cqi_analysis-10thedition_ic-2nddaily_3rdedam-pm-ndscouts.xlsm\trip generation scn1

Alt Mode (80%)	3,486	210	54	156	261	159	102
Walk (45%)	1,570	94	24	70	118	72	46
Transit (40%)	1,394	84	22	62	105	64	41
Bike (15%)	522	31	8	23	39	24	15

APPENDIX D

Programmed Project Fact Sheets

A map of the Emory University area in Atlanta, Georgia, showing the locations of 30 red star markers. The markers are distributed along major roads including N Druid Hills Rd NE, Lavista Rd NE, Houston Mill Rd NE, and Peachtree Dunwoody Rd NE. A scale bar at the bottom left indicates distances up to 0.5 miles.

This project upgrades (and in some cases replaces) signals along the following locations: Briarcliff Road at Johnson Road; Clifton Road; Briar Vista Terrace; Lavista Road; Sheridan Road; Clifton Road at North Decatur Road; Fishburn Drive; Emory University Hospital; Haygood Drive; Gatewood Road; Houston Mill Road; Emory Conference Center; Clifton Way; CDC Parkway; North Decatur Road at North Decatur Center Drive; Clairmont Road at North Decatur Road; Gables Apartment driveway; Williams Lane; Clairmont Lake; Southern Lane; Mason Mill Road; McConnell Drive; North Druid Hills Road; Lavista Road; North Decatur Road at Webster Drive; Church Street at Clairmont Oaks Apartment driveway; Glenlake Park driveway; Forkner Drive; Christian Towers Apartment; North Decatur Road

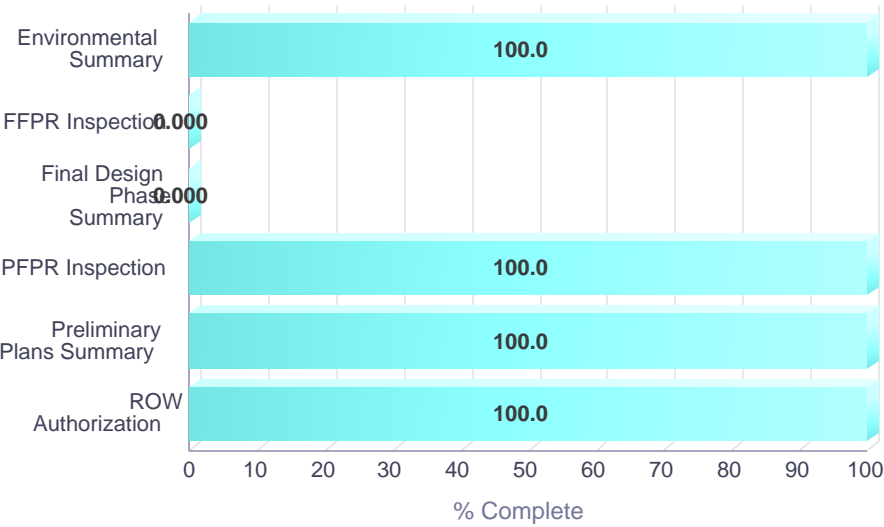
SCP: Scoping PE: Preliminary engineering / engineering / design / planning PE-OV: GDOT oversight services for engineering ROW: Right-of-way Acquisition
UTL: Utility relocation CST: Construction / Implementation ALL: Total estimated cost, inclusive of all phases

PRECONSTRUCTION STATUS REPORT

PROJ ID	COUNTY	DESCRIPTION
0006999	DeKalb	UPGRADE TRAFFIC SIGNALS @ 25 LOCATIONS IN DEKALB CO
Mgmt Let Date:	2022-03-15	The project will upgrade equipment, accommodate pedestrians, and update pedestrian facilities to meet current ADA standards.
		List of intersections in project:
		1.) Clifton Rd @ N. Decatur Rd
		2.) Clifton Rd @ Fishburne Dr
		3.) Clifton Rd @ Emory Univ Hos
		4.) Clifton Rd @ Haygood Dr
		5.) Clifton Rd @ Gatewood Rd
		6.) Clifton Rd @ Houston Mill Rd
		7.) Clifton Rd @ Emory Conf Cntr
		8.) Clifton Rd @ Clifton Way
		9.) Clifton Rd @ CDC Parkway
		10.) N. Decatur Rd @ N. Decatur Cntr Dr
		11.) SR 155 @ N. Decatur Rd
		12.) SR 155 @ Gables Apt DW
		13.) SR 155 @ Williams Ln
		14.) SR 155 @ Clairmont Lake
		15.) SR 155 @ Southern Ln
		16.) SR 155 @ Mason Mill Rd
		17.) SR 155 @ McConnell Dr
		18.) SR 155 @ N. Druid Hills Rd
		19.) SR 155 @ Lavista Rd
		20.) N. Decatur Rd @ Webster Dr.
		21.) Church St @ Clairmont Oaks Apt DW
		22.) Church St @ Glenlake Pkwy DW
		23.) Church St @ Forkner Dr
		24.) Church St @ Christian Towers Apt
		25.) Church St @ N. Decatur Rd
PROJ NO:	CSSTP-0006-00(999)	SPONSOR: GDOT
MPO TIP#:	DK-344C	PROJ MGR: Tichy, Derek
MPO:	Atlanta TMA	DOT DIST: 7
PROJ LENGTH (MI):	0.00	CONG DIST: 004, 005
TYPE WORK:	Signals	HOUSE DIST: 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94
LET RESPONSIBILITY:	GDOT Let	SENATE DIST: 10, 40, 41, 42, 43, 44, 55
BIKE PROVISIONS INCLUDED?	N	

<u>Phase</u>	<u>FY</u> <u>Approved</u>	<u>Approved FY</u> <u>Estimate*</u>	<u>Fund</u>	<u>Phase Status</u>
Right of Way	2020	\$2,980,000.00	Z230	AUTHORIZED
Engineering	2014	\$929,862.28	M240F	AUTHORIZED
Construction	2022	\$3,755,614.80	Z240F	PRECST
Utility	2022	\$221,129.37	Z240F	PRECST

PRECONSTRUCTION STATUS REPORT



Activity	Actual Start Date	Actual Finish Date
ROW Authorization	2020-06-12	2020-06-12
Preliminary Plans Summary	2006-04-01	2007-09-10
Final Design Phase Summary		
FFPR Inspection		
Environmental Summary	2006-01-31	2020-06-08
PFPR Inspection	2007-08-07	2007-08-08

Right of Way Acquisition Information:

Preliminary Parcel Count: 29

Total Parcel Count: 29

Acquired by : DOT

Short Title

CLIFTON CORRIDOR LIGHT RAIL TRANSIT - PHASE 2
FROM EMORY UNIVERSITY TO NORTH DECATUR ROAD

GDOT Project No.

N/A

Federal ID No.

N/A

Status

Long Range

Service Type

Transit / Rail Capital

Sponsor

MARTA

Jurisdiction

Regional - Central

Analysis Level

In the Region's Air Quality Conformity Analysis

Existing Thru Lane

N/A

LCI

☐

Planned Thru Lane

N/A

Flex

☐

Network Year

2050

Corridor Length

TBD miles



Detailed Description and Justification

This project will provide light rail service along the Clifton Corridor from the Emory University/CDC campus to North Decatur Road.

Phase Status & Funding Information		Status	FISCAL YEAR	TOTAL PHASE COST	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE			
					FEDERAL	STATE	BONDS	LOCAL/PRIVATE
ALL	New Starts		LR 2041-2050	\$108,000,000	\$37,800,000	\$0,000	\$0,000	\$70,200,000
				\$108,000,000	\$37,800,000	\$0,000	\$0,000	\$70,200,000

SCP: Scoping PE: Preliminary engineering / engineering / design / planning PE-OV: GDOT oversight services for engineering ROW: Right-of-way Acquisition
 UTL: Utility relocation CST: Construction / Implementation ALL: Total estimated cost, inclusive of all phases



For additional information about this project, please call (404) 463-3100 or email transportation@atlantaregional.com.



OFF-SYSTEM SAFETY IMPROVEMENTS @ 4 LOCS IN DEKALB COUNTY

Project ID: 0016887
Project Manager: Charity L. Belford
Office: Local Grants Office
County: DeKalb
Congressional District: 004, 005, 006
State Senate District: 010, 041, 042, 055
State House District: 082, 083, 085, 086, 087, 090
Project Type: Safety
Project Status: Under Construction
Right of Way Authorization:

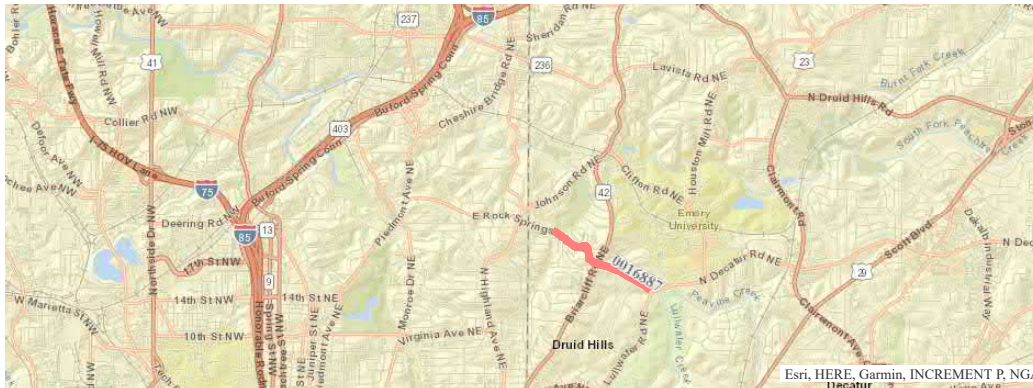
Notice to Proceed Date:
Construction Percent Complete: 0.00%
Current Completion Date: 4/30/2022
Work Completion Date:
Construction Contract Amount:
Construction Contractor: GTG TRAFFIC SIGNALS, LLC
Preconstruction Status Report
Construction Status Report

[Contact Us](#)

Project Description:

Installation of enhanced crosswalks, handicap ramps, striping, highway signs, radar signs and rectangular rapid flashing beacons at the following locations in DeKalb County: South Hairston Road (from Wesley Chapel Road to Rockbridge Road) 5.6 miles N. Indian Creek Drive (from Jamieson Place to Rockbridge Road) 1.2 miles Briarcliff Road (from Timothy Road to Payton Road) 4.42 miles

Activity	Program Year	Cost Estimate	Date of Last Estimate
PE (Preliminary Engineering)	2020	\$8,000.00	
CST (Construction)	2021	\$604,750.00	



Esri, HERE, Garmin, INCREMENT P, NGA

Project Documents

There are no items to show in this view.

Most Visited

[Road & Traffic Data](#)
[Contractors](#)
[Design Guides](#)
[Crash Reporting](#)
[Disadvantaged Business Enterprise \(DBE\)](#)

Georgia Department of Transportation
One Georgia Center
600 West Peachtree NW
Atlanta, GA 30308
(404) 631-1990 Main Office
[Contact Us](#)



SR 155 FROM SR 10 TO SR 13

Project ID: **M006145**
 Project Manager: Arthur McKinley Wilson II
 Office: Maintenance
 County: DeKalb
 Congressional District: 004, 005, 006
 State Senate District.: 040, 042
 State House District: 081, 082, 084, 086
 Project Type: Maintenance
 Project Status: Construction Work Program
 Right of Way Authorization:

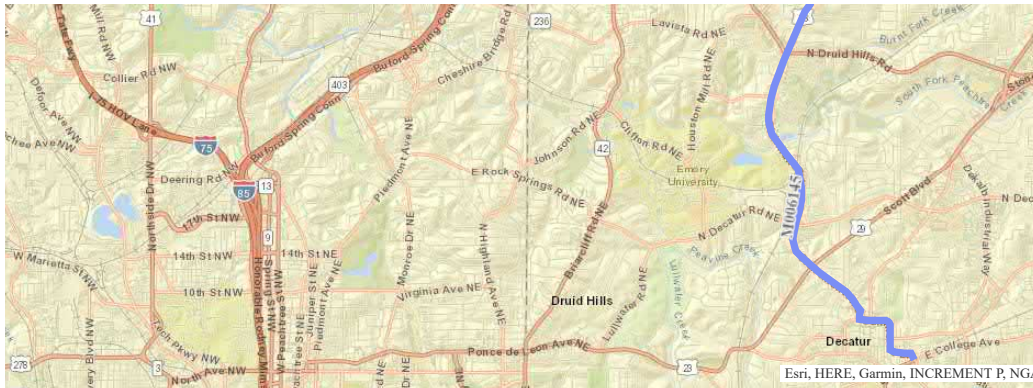
Notice to Proceed Date:
 Construction Percent Complete: %
 Current Completion Date:
 Work Completion Date:
 Construction Contract Amount:
 Construction Contractor:
[Preconstruction Status Report](#)
[Construction Status Report](#)

[Contact Us](#)

Project Description:

This project, selected by the District Maintenance Office, is the resurfacing of SR 155 to improve the roadways current low PACES rating.

Activity	Program Year	Cost Estimate	Date of Last Estimate
MCST (Maintenance Construction)	2021		



Project Documents

There are no items to show in this view.

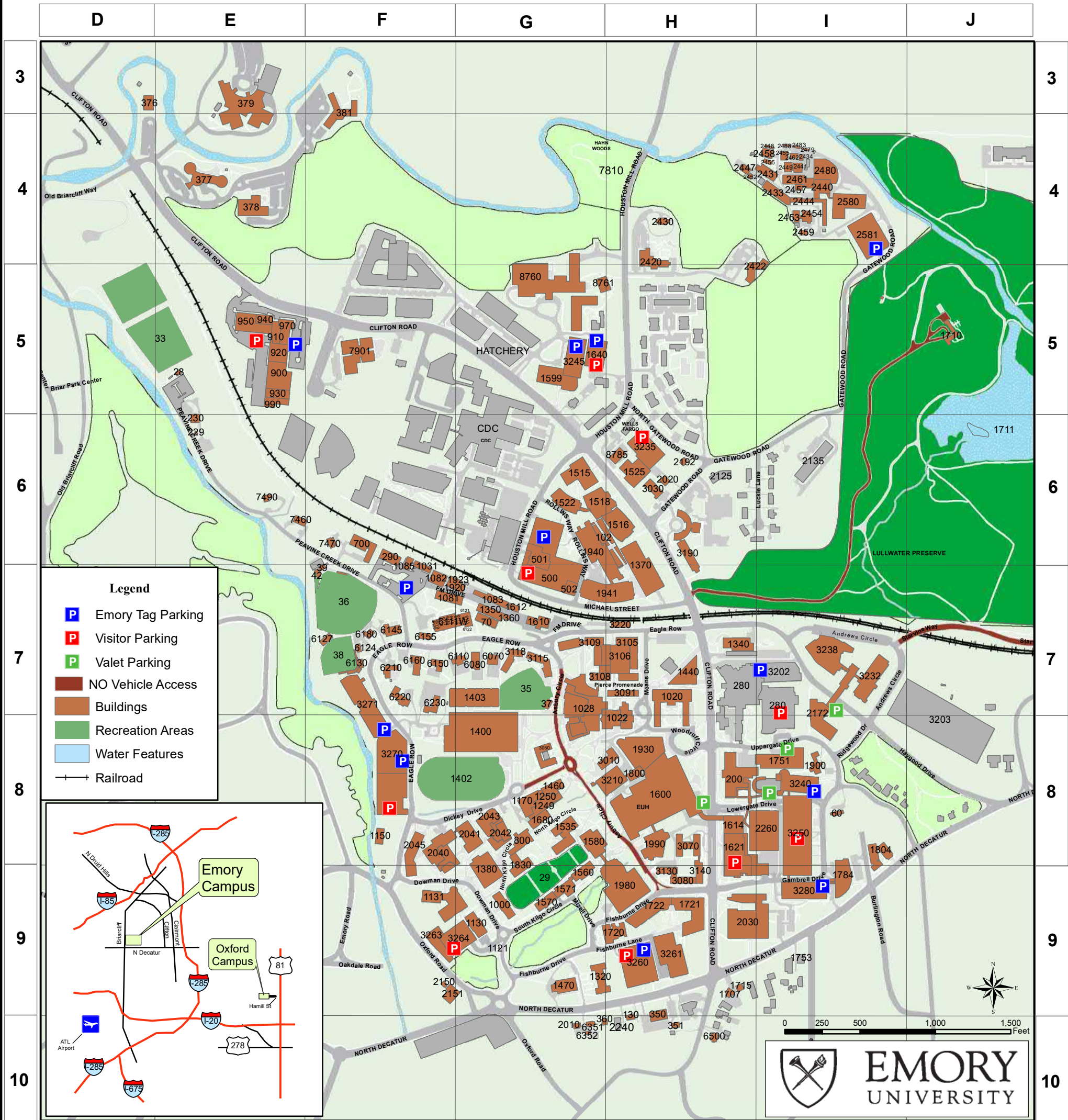
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Georgia Department of Transportation
 One Georgia Center
 600 West Peachtree NW
 Atlanta, GA 30308
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APPENDIX E

Emory University Campus Map



BLDG	BUILDING DESCRIPTION	GRID CODE
28	KAMINSKY PARK FIELDHOUSE	E5
29	QUADRANGLE	G9
33	MICHAEL KAMINSKY INTRAMURAL PARK	E5
35	MCDONOUGH FIELD	G7
36	CHAPPELL PARK	F7
38	SOFTBALL FIELD (COOPER)	F7
39	CHAPPELL PARK FIELD HOUSE	F7
42	CHAPPELL PARK LOCKER ROOM	F7
60	THE 2012 HOUSE	I8
70	FM BLDG - A (ADMIN)	G7
102	BIOCHEMISTRY CONNECTOR	G6
153	BRIDGE ON MIZELL DRIVE	G9
200	EMORY CLINIC BUILDING - A	H8
229	MICHAEL KAMINSKY INTRAMURAL PARK RSRTM	E6
230	RECYCLING OPERATIONS	E6
280	CHOA IN CLIFTON	H7
290	PEAVINE DAR FACILITY	F6
350	GLENN MEMORIAL YOUTH BUILDING	H9
351	GLENN BOYSCOUT BUILDING	H10
360	1641 N. DECATUR	G10
376	WESLEY WOODS ADMIN	D3
377	WESLEY WOODS TOWERS	E4
378	WESLEY WOODS BUDD TERRACE	E4
379	WESLEY WOODS GERIATRIC HOSP	E3
381	WESLEY WOODS HEALTH CNTR	F3
500	MICHAEL STREET PARKING DECK	G6
501	MICHAEL STREET CHILLER PLANT	G7
502	BIOLOGY GREENHOUSE	F6
700	VISUAL ARTS	F6
800	CANNON CHAPEL	G8
900	1762 CLIFTON ROAD SUITE 900	E5
910	1762 CLIFTON ROAD SUITE 910	E5
920	1762 CLIFTON ROAD SUITE 920	E5
930	1762 CLIFTON ROAD SUITE 930	E5
940	1762 CLIFTON ROAD SUITE 940	E5
950	1762 CLIFTON ROAD SUITE 950	E5
970	1762 CLIFTON ROAD SUITE 970	E5
990	1762 CLIFTON ROAD SUITE 990	E5
1000	UNIVERSITY ADMINISTRATION	G9
1020	JAMES B. WILLIAMS MEDICAL EDUCATION BLDG	H7
1022	ALUMNI MEMORIAL UNIVERSITY CTR. (AMUC)	H7
1028	EMORY STUDENT CENTER	G7
1031	EHSO WAREHOUSE	F7
1081	FM BLDG - C (CP - PM&C)	F7
1082	FM BLDG - D (AUX SRVCS)	F7
1083	FM BLDG - F (NORTH SHOP)	G7
1085	EMORY WATER HUB	G7
1121	EMORY VISITOR INFORMATION BOOTH	G9
1130	BOISFEUILLET JONES CENTER	G9
1131	MATHEMATICS AND SCIENCE CENTER	F9
1150	EMORY ELECT SUB-STATION	F8
1170	TARBUTTON HALL	G8
1222	THE HATCHERY	G5
1249	TULL PLAZA	G8
1250	QUAD ENERGY PLANT	G8

1320	GLENN MEMORIAL CHURCH SCH	G9
1340	REHABILITATION CENTER	H7
1350	FM BLDG - B (CUST SRVCE)	G7
1360	FM BLDG - G (STORAGE)	G7
1370	1462 CLIFTON ROAD	H7
1380	WHITE HALL	G9
1400	WOODRUFF P E CENTER	G8
1402	WOODRUFF P E TRACK	G8
1403	WPEC OUTDOOR TENNIS COURTS	G7
1440	WOODRUFF HEALTH SCIENCES ADMINISTRATION	H7
1460	ANTHROPOLOGY	G8
1470	GLENN CHURCH AND AUDITOR	G9
1515	NELL HODGSON WOODRUFF NURSING	G6
1516	R. RANDALL ROLLINS BUILDING	H6
1518	GRACE CRUM ROLLINS	G6
1522	CLAUDIA NANCE ROLLINS BUILDING	G6
1525	1525 CLIFTON	H6
1535	CALLAWAY MEMORIAL CENTER	G8
1560	BOWDEN HALL	G9
1570	MICHAEL C. CARLOS HALL	G9
1571	MICHAEL C. CARLOS MUSEUM	G9
1580	CANDLER LIBRARY	G8
1599	1599 CLIFTON RD	G5
1600	EMORY HOSPITAL	H8
1610	FM BLDG - H (STEAM PLANT)	G7
1612	FM BLDG - I (BOILER #9 BLDG)	G7
1614	EUH J WING	H8
1621	LOWERGATE WEST PARKING DECK	G7
1640	EMORY CONF CTR HOTEL PARKING DECK	G5
1680	MODERN LANGUAGES	G8
1707	1707 N. DECATUR	H9
1710	LULLWATER HOUSE	J5
1711	LULLWATER - ESTATES	J6
1715	1715 N. DECATUR	H9
1720	RICH MEMORIAL BUILDING	H9
1721	GOIZUETA BUSINESS SCHOOL	H9
1722	GOIZUETA FOUNDATION CENTER	H9
1751	WINSHIP CANCER INSTITUTE	I8
1752	WINSHIP CANCER CHILLER PLANT - 1751	I8
1753	CATHOLIC CENTER	I8
1784	NORTH DECATUR BUILDING	I9
1800	TELECOMMUNICATION	H8
1804	BURLINGTON RD-PERFORMING ARTS	I8
1830	CONVOCACTION HALL	G9
1900	TUFT'S HOUSE	I8
1920	FM BLDG - E (RECEIVING)	F7
1923	HAZARD PAINT WASTE STORAGE	F7
1930	WOODRUFF MEMORIAL RESEARCH BLDG	H8
1940	WAYNE ROLLINS RESEARCH CENTER	G6
1941	WHITEHEAD BIOMEDICAL RESEARCH BLDG	G7
1980	ROBERT W. WOODRUFF LIBRARY	H9
1990	EUH EDUCATION ANNEX	H8
2010	1627 N. DECATUR	G10
2015	EMORY VILLAGE	G10
2020	MEDICAL SCHOOL ADMIN - 718 GATEWOOD	H6
2030	MACMILLAN - GAMBRELL HALL	H9

2040	ATWOOD CHEMISTRY CENTER	G8
2041	EMERSON HALL	G8
2042	CANDLER SCH. OF THEOL/PITTS THEOL. LIBRARY	G8
2043	RITA ANNE ROLLINS BUILDING/ETHICS	G8
2045	PSYCHOLOGY AND INTERDISCIPLINARY SCIENCES	F8
2125	MARCUS HILL CENTER	H6
2150	1399 OXFORD ROAD	F9
2151	1401 OXFORD ROAD	F9
2172	EMORY CHILDREN'S CENTER	I7
2192	732 GATEWOOD RD	H6
2240	CREATIVITY AND ARTS	H10
2260	EMORY CLINIC BUILDING - B	I8
2420	MILLER-WARD ALUMNI HOUSE	H4
2422	LUCE CENTER	H5
2430	HOUSTON MILL HOUSE	H4
2431	YERKES DUAL FUNCTION FACILITY	I4
2433	YERKES D WING	I4
2434	YERKES T-14	I4
2440	YERKES MAIN BUILDING	I4
2441	YERKES EYE BUILDING	I4
2444	YERKES GREAT APE WING	I4
2447	H4	I4
2448	LIVING LINKS TRAILER	I4
2449	VIROLOGY RESEARCH WING	I4
2452	SPECIMEN STORAGE	H4
2453	REPE A	I4
2454	REPE B	I4
2455	REPE C	I4
2456	REPE D	I4
2457	YERKES QIF	I4
2458	CF	I4
2459	CID	I4
2461	SMALL PRIMATE WING	I4
2462	YERKES T-12	I4
2470	ANIMAL SUPV TRAILER	I4
2483	YERKES VACCINE RESEARCH CTR	I4
2488	YERKES BEHAV. MNGT. TRAILER.	I4
2580	YERKES FMD TRAILER	I4
2581	YERKES NEUROSCIENCE BUILDING & IRA	I4
3010	ALABAMA HALL	H8
3030	CLIFTON TOWER	H6
3050	DOBBS HALL	G8
3070	HARRIS HALL	H8
3080	HOPKINS HALL	H9
3091	TURMAN RESIDENCE HALL	H7
3105	EAGLE HALL	H7
3106	EAGLE HALL PARKING DECK	H7
3108	HAMILTON E. HOLMES HALL	H7
3109	ELDONORE RAOUL HALL	G7
3115	IGNATIUS FEW HALL	G7
3118	LETTIE PATE WHITEHEAD EVANS HALL	G7
3130	SMITH HALL	H9
3140	THOMAS HALL	H9
3190	WOODRUFF RESIDENTIAL CENTER	H6
3201	1762 CLIFTON PARKING	E5
3202	EGLESTON HOSPITAL PARKING DECK	I7

3203	DRUID HILLS HIGH SCHOOL	J8
3210	COX HALL	H8
3212	DOOLEY'S DENN	H7
3232	HEALTH SCIENCE RESEARCH BUILDING	I7
3235	1525 BLDG PARKING DECK	H6
3238	HEALTH SCIENCE RESEARCH BLDG. PHASE II	I7
3240	PHYSICIANS PARKING DECK	I8
3241	LOWERGATE VALET PARKING LOT	I8
3245	1599 BLDG PARKING DECK	G5
3250	LOWERGATE EAST PARKING DECK	F7
3260	FISHBURNE PARKING DECK	H9
3261	SCHWARTZ CENTER FOR PERFORMING ARTS	H9
3262	PEAVINE SOUTH PARKING LOT	F8
3263	OXFORD ROAD BUILDING	F9
3264	OXFORD ROAD PARKING DECK	G9
3270	PEAVINE SOUTH PARKING DECK	F8
3271	PEAVINE NORTH PARKING DECK	F7
3278	FM PARKING LOT	G7
3280	LOWERGATE SOUTH PARKING DECK	I9
6070	#6 EAGLE ROW	G7
6080	#8 EAGLE ROW	G7
6100	#10 EAGLE ROW	G7
6111	SORORITY VILLAGE A	G7
6112	SORORITY VILLAGE B	G7
6113	SORORITY VILLAGE C	G7
6114	SORORITY VILLAGE D	G7
6115	SORORITY VILLAGE E	G7
6116	SORORITY VILLAGE F	G7
6117	SORORITY VILLAGE G	G7
6118	SORORITY VILLAGE H	G7
6119	SORORITY VILLAGE I	G7
6120	SORORITY VILLAGE J	G7
6121	SORORITY VILLAGE MECHANICAL ROOM	G7
6122	SORORITY VILLAGE APARTMENT	G7
6123	SORORITY MAIN MECHANICAL	F7
6124	SOFTBALL LOCKER ROOM	F7
6127	SOFTBALL BATTING FACILITY	F7
6130	SOFTBALL TEAM FACILITY AND PRESS BOX	F7
6145	#15 EAGLE ROW	F7
6150	#12 EAGLE ROW	F7
6155	#13 EAGLE ROW	F7
6160	#14 EAGLE ROW	F7
6180	#17 EAGLE ROW	F7
6210	#18 EAGLE ROW	F7
6220	#20 EAGLE ROW	F7
6230	#22 EAGLE ROW	F7
6351	1635-A N DECATUR - HOUSE	G10
6352	1635-B N DECATUR - COTTAGE	G10
6500	GLENN CHURCH PARSONAGE	H10
7460	CASA EMORY	E6
7470	CAMPUS LIFE PAVILION	F6
7490	ASBURY HOUSE	E6
7810	HAHN FOREST	H4
7901	CLIFTON SCHOOL AT CLIFTON	F5
8510	CENTER DISEASE CONTROL	G6
8760	EMORY HOTEL + CONF CNTR	G5
8761	EMORY CONF CTR PAVILION	H6
8785	EGLESTON CYSTIC FIBROSIS	G5