

Clifton Corridor



Urban Design Guidelines



PREPARED FOR THE
CLIFTON COMMUNITY PARTNERSHIP
BY GOODY CLANCY

DECEMBER 2008

Contents

Letter from Mike Mandl	iii		
Letter from the Clifton Community			
Partnership Advisory Group	iv		
Behind this Plan	vi		
Acknowledgments	viii		
Overview	xi		
Using these Guidelines	xv		
The Planning Process	xxiii		
A. Forces shaping growth and change in DeKalb County and the Clifton community	1		
Demographics	1		
Household affluence	2		
Land use and transportation	4		
Institutional growth and scale	6		
Transportation challenges	7		
B. Core Principles	11		
Create places of greater civic value	12		
Promote environmental sustainability	13		
Expand choices	14		
Improve accessibility and connectivity	15		
Enhance personal well-being	16		
Foster community-wide engagement	17		
C. Vision	19		
Natural Environment Restoration Areas			
Neighborhood Preservation Areas			
Corridor Enhancement Areas			
D. Design Guidelines	27		
Five Steps to Creating Successful Places	28		
Natural Environment Restoration Areas	30		
Connectivity	37		
Neighborhood Preservation Areas	44		
Corridor Enhancement Areas	49		
General Guidelines	51		
District Guidelines	63		
Clifton Sage Hill	64		
Clifton Wesley Woods	76		
Clifton Hilltop	88		
Clifton Emory Health Sciences	104		
Clifton Station	116		
Clifton Emory Core	128		
Haygood Druid Hills High School	144		
Druid Hills North Decatur	158		
Clairmont North Decatur	172		
Clairmont Lullwater	184		
Appendices			
A. Appropriate plant species list			
B. Emory Forest Canopy Policy			
C. Zoning Analysis			



From Mike Mandl

Weather and schedule permitting, the latter not nearly often enough, I enjoy walking from home to my office at Emory. It is surprising what I notice on these walks to work, when, out of my car, I am able to see the Clifton community in a very different light.

Our community is fortunate to maintain a healthy, green “tree canopy,” an abundant stock of classic historic homes and mix of local businesses. Unfortunately, walking or bicycling within the Clifton community can be dangerous, with uneven or missing sidewalks and a lack of bike lanes. Over time, a clear pattern has emerged of traveling through our community primarily by car—often with only one occupant.

These Urban Design Guidelines are meant to challenge each of us to see a new vision for our community. The Clifton Community Partnership (CCP) and Emory initiated this project to support the four CCP focus areas—transportation choices as alternatives to single-occupancy vehicles; housing that enables employees to live closer to their workplaces; vibrant activity centers with shops, restaurants and amenities; and pedestrian-friendly streetscapes and outdoor spaces.

The vision and ideals reflected in these Guidelines are energizing and provide a solid foundation for tackling long-term changes and opportunities in our community. But, I am equally pleased that this initiative provided many occasions for neighbors to assemble and begin discussions about how our community should evolve in the most beneficial way for the largest number of people in the face of inevitable change.

From the start of our discussion at the end of 2006, hundreds of neighbors, civic leaders, business owners, and Emory stakeholders contributed to the final set of Guidelines. This document outlines what aspects of our community are “sacred” and should be preserved—and what aspects are dated, underutilized, and do not contribute sufficiently to the public good.

Please take some time and review the Guidelines closely. The ideas envisioned in this document will evolve over the coming years and quite possibly decades. But the Guidelines provide a great planning tool that allow us to continue our ongoing conversation about what the Clifton community can look and feel like in the years ahead.

I look forward to seeing the evolution firsthand on future walks and bike rides throughout the community.

Best wishes,

Michael J. Mandl

From the Clifton Community Partnership Advisory Group

To the Clifton community:

Fifteen months ago, the Clifton Community Partnership, Emory and members of our community met to initiate the development of Urban Design Guidelines for our community. As we started this extended dialogue – the first of a series of public meetings and charrettes - we met, appropriately in the auditorium of Druid Hills High School, a rich, historic educational fixture in the middle of our community.

The setting was appropriate as we were about to embark on an experience that was educational as much as it was visionary.

As we learned, our community, our county and our region are all changing. The projected demographic shifts and lifestyle changes will be profound. A primary goal of these guidelines is to ensure that we, as a community, have a broad yet nimble plan that will provide the framework for embracing change in a way that preserves our cherished quality of life.

Ours is not a one-size-fits all community, and as one Advisory Group member aptly described, “We are not just a collection of cul-de-sacs.”

Different corridors require different considerations and no two should look the same. The “gateways” to our community touch key thoroughfares – Briarcliff, Clifton, North Decatur and Clairmont roads – but also coexist with historic communities, pristine woodlands, creeks, schools, shops and jobs. The distinct corridors received individual attention to preserve their unique qualities.

The education didn’t end with urban design concepts. These guidelines represent not just standards for a community in evolution, but an important process that brought divergent views together to find common interest. Hundreds of community members rolled up their sleeves, marked maps, ate pizza and listened – really listened to one another – as we envisioned what our community “could” be.

The discussion easily led from specifics on certain streets, to the larger needs of our community through a process that most of us had not participated in previously.

No education is cheap and ours was not either. We thank Emory for generously funding this process, and extend special thanks to David Dixon and Ben Carlson at Goody Clancy, without whom we would not have produced this exceptional work product.

When people of divergent opinions sit down together, in the spirit of goodwill, there is no end to what we can accomplish.

We hope you enjoy reading these guidelines and a perspective on shaping the future of our community.

CLIFTON COMMUNITY PARTNERSHIP ADVISORY GROUP (CCPAG) MEMBERS

Ingrid Blanton
Emory University

Robert L. Brown
RL Brown & Associates

Charlie Bleau
Clairmont Heights Civic Association

Vanessa Cameron

Nancy Ciliax
Clairmont Heights Civic Association

Natalie DiSantis
*Atlanta Neighborhood
Development Partnership, Inc.*

Jeffrey Dufresne
Urban Land Institute (ULI)

Sara Fountain
*Leadership DeKalb, Briarcliff Woods
Civic Association*

Alicia Franck
Emory University

Lynn Cherry Grant
DeKalb Board of Education

Renee Huskey

Mary Leight
Briarwood Hills Civic Association

Bruce MacGregor
Druid Hills Civic Association

JoAnn Godfrey McClinton
MARTA Board of Directors

Stuart Meddin
Alliance to Improve Emory Village

Jim Morawetz
Druid Hills Civic Association

Maria Mullins
DeKalb Economic Development

Harvey Nation
Mason Mills Civic Association

Everett Patrick
Druid Hills High School

Mac Platt
Druid Hills Civic Association

Julie Ralston
Atlanta Regional Commission

Dr. James Ramsay
Emory University

Doris Robinson
Coldwell Banker

Kenneth Rose
Centers for Disease Control and Prevention

Sally Sears
Alliance to Improve Emory Village

Arnie Silverman
Silverman Program Construction Management

Lorine Spencer
Centers for Disease Control and Prevention

John Wegner
Emory University

Behind this Plan:

The Clifton Community Partnership, the Clifton Community, and the Clifton Community Partnership Advisory Group

The Clifton Community Partnership (CCP) is an initiative started by Emory University to provide a framework for discussing common quality-of-life issues within the Clifton community—the area within three miles of Emory’s main campus.

The collaboration between the CCP and Emory supports the University’s Strategic Plan and its challenge: Creating Community, Engaging Society. Through the CCP, Emory is putting its strategic initiatives into action. Many of the CCP’s projects support Emory’s Sustainability Initiatives, which promote healthy ecosystems and environmental stewardship.

Community input is a core value of the CCP. The CCP initiates significant outreach and engagement efforts that include a dynamic community website, a monthly newsletter mailed to nearly 16,000 homes in the Clifton community, and periodic community workshops.

By engaging local residents, civic leaders, business leaders, local governments, and employers and employees, the CCP concentrates on four areas that will have a significant

impact on the community, including:

- **Encouraging housing** in the Clifton community that will appeal to local employees, allowing them live near their jobs, and reducing the number of commuter vehicles on area roads.
- **Promoting walking** as a healthy and viable commuting option on pedestrian-friendly streets with wider sidewalks and safer pathways.
- **Reducing the number of residents and employees traveling on local roads in single-occupancy vehicles.** The CCP encourages the idea of commuters’ traveling in ways other than single-occupancy vehicles to improve air quality and reduce traffic congestion in the Clifton community.
- **Improving the community** by supporting local shops, restaurants, entertainment venues and activities.

The CCP established an Advisory Group of neighborhood, business, institutional, and civic leaders representing broad and varied interests within the greater Clifton community. The group serves as advisors to Emory on several early initiatives, including the Emory Point and development of these Urban Design Guidelines.

The CCP envisions that within ten years, students, faculty, staff, patients, residents, and visitors will know that they are in the Clifton community by the progressive urban design, beautifully landscaped streets, walkable and safe sidewalks, range of activities offered in the area, and the confluence of people actively engaged in the community. There will be the sense that “this is the place to be.”

Acknowledgments

EMORY UNIVERSITY

Michael J. Mandl,
Executive Vice President, Finance and Administration

Jen Fabrick,
University Architect

Charlie Andrews,
*Senior Associate Vice President for Health Science
Center Space Planning and Construction*

Barry Atwood, *Manager,*
Graphic Design

Debra Bloom,
Associate Administrator, Emory Healthcare

Tina Chiles,
Administrative Assistant

Adele Clements, *Director,*
Transportation

Bryan Cooke,
Executive Director, Clifton Community Partnership

Beverly Cormican,
Assistant Vice President, Business Management

Lynn Drawdy,
Project Manager

Kelly Gray,
*Communications Manager, Campus Planning
and Outreach*

David Hanson,
*Associate Vice President, Finance and Special Assistant
to Executive Vice President*

Bob Hascall,
Vice President, Campus Services

Gary Hauk,
Vice President and Deputy to the President

Ciannat Howett,
Director, Sustainability Initiatives

James Johnson,
Project Manager

Sharon Jordan,
Administrative Assistant

David Payne,
*Director of Communications,
Campus Planning and Outreach*

Thayra Riley,
Transportation Planning Manager

Robert Rodriguez,
Associate General Counsel

Karen Salisbury,
Chief of Staff to the Vice President for Campus Services

Ron Sauder,
Vice President, Communications and Marketing

Jamie Smith,
*Senior Program Associate,
Clifton Community Partnership*

Denise Walker,
Assistant Director, Community Affairs

John Wegner,
Senior Lecturer and Chief Environmental Officer

Betty Willis,
*Senior Associate Vice President,
Governmental and Community Affairs*

Julia Yeager,
Senior Director, Emory Healthcare

THE PRESIDENT'S CABINET, EMORY UNIVERSITY

REAL ESTATE, BUILDINGS, AND GROUNDS COMMITTEE OF THE EMORY BOARD OF TRUSTEES

WOODRUFF HEALTH SCIENCES CENTER

EMORY UNIVERSITY COMMITTEE ON THE ENVIRONMENT

Chris Beck
Tim Bryson
John Wegner

**THE CLIFTON COMMUNITY PARTNERSHIP
ADVISORY GROUP**

ALLIANCE TO IMPROVE EMORY VILLAGE (AIEV)

Davis Fox
Stuart Meddin

ATLANTA REGIONAL COMMISSION

Julie Ralston

**CENTER FOR QUALITY GROWTH & REGIONAL
DEVELOPMENT (GEORGIA TECH)**

Karen Leone Di Nie
Catherine Ross

**CENTERS FOR DISEASE CONTROL AND
PREVENTION (CDC)**

George Chandler
David Clark
Howard Frumkin
Robert Lawson
Jim Maxwell
Ken Rose
Brent Rosser
Greg Rosser
Sam Tarr

**CHILDREN'S HEALTHCARE
OF ATLANTA AT EGGLESTON**

Dan Maxwell

CITY OF ATLANTA PARKS DEPARTMENT

Dee Merriam

CLAIRMONT HEIGHTS CIVIC ASSOCIATION

Tim Bryson
Nancy Ciliax
Jim Smith

**CLIFTON CORRIDOR TRANSPORTATION
MANAGEMENT ASSOCIATION (CCTMA)**

Adele Clements
Thayra Riley

DEKALB COUNTY

Kathie Gannon
Jeff Rader
Andrew Baker
Patrick Ejike
Stacey Grear
Kevin Hunter
Maria Mullins
Debbie Schneider

DRUID HILLS CIVIC ASSOCIATION

Sallie Freeman
Bruce MacGregor
Jim Morawetz
Chad Palazzo
Mac Platt
Dick Spangler

DRUID HILLS HIGH SCHOOL

Everett Patrick

DRUID HILLS HIGH SCHOOL ADVISORY COUNCIL

EMORY PRESBYTERIAN CHURCH

Bill Choate
Rev. Jill Oglesby Evans
Wendy Riggs

FERNBANK MUSEUM OF NATURAL HISTORY

Aneli Nutgeren

FRIENDS OF EMORY FOREST

Daniel Denton
Bob Kibler
Marianne Skeen

GEORGIA BRAIN TRAIN

Emory Morsberger

LIVABLE COMMUNITIES COALITION

Jim Durrett
John Maximuk

MARTA

Paul Grether

MASON MILL WOODS CIVIC ASSOCIATION

Harvey Nation

OLMSTED LINEAR PARKS ALLIANCE

ULI ATLANTA

Jeff Dufresne

VICTORIA ESTATES NEIGHBORHOOD

David Littlefield

**MEMBERS OF THE CLIFTON COMMUNITY
THAT SUPPORTED THIS EFFORT**

Overview

An idyllic suburban community suffering from success

Emory University and its neighbors collaborated to create the Clifton Corridor Urban Design Guidelines out of a desire to build on the area's unique heritage and to reinvigorate that heritage to meet 21st-century needs and aspirations.

When Frederick Law Olmsted laid out a plan for Druid Hills—graced by a network of parks that lined pleasure drives and by streets whose curves celebrated the area's hills and streams—he evoked the spirit of the City Beautiful movement. Reacting to unhealthful and dehumanizing conditions in America's late-19th- and early-20th-century industrial cities, Olmsted and fellow City Beautiful advocates sought to introduce parks, public squares, and grand promenades that would restore a sense of grace to cities. Olmsted and his contemporaries also explored the possibilities of idealized suburban environments such as Druid Hills as escapes from foul urban air and congestion. Olmsted spoke of the kind of community spirit found in villages where people of different generations lived and nature nourished humans. The wisdom of his plan was borne out as trees matured, attractive houses were built on streets, a village

center emerged, and a handsome university grew to national stature.

Three trends that Olmsted had foreseen and that supported his vision—the attraction of suburban living, increased availability of automobiles, and creation of new wealth—grew wildly in the 20th century, far beyond his or anyone's ability to predict. At the time Olmsted's office delivered his plan, DeKalb County held fewer than 30,000 residents and probably well under 1,000 cars. By contrast, in the years 1990–2005 alone the county added roughly 170,000 residents. The metropolitan region is expected to add another million people by 2025, roughly one-fifth of whom are expected to settle in DeKalb County. The number of cars on local roads and the number of hours lost to congestion have grown even faster than population has. At the same time, increasing affluence—household income in Druid Hills has surpassed \$100,000—and rising land values have drawn investment toward this part of the rapidly growing region.

Burgeoning population, traffic, and wealth together have created a sort of perfect storm that began to strengthen in the mid-1980s and has grown steadily since then. While the physical framework that Olmsted imagined

has weathered this storm and remains visible and treasured, the quality of life he hoped to foster faces serious threat. Residents complain that clogged streets and anonymous strip shopping centers create a sense of isolation rather than community. Roughly half of Emory and CDC employees drive to lunch regularly—because their desired options are not located within reasonable walking distance—further exacerbating congestion. Both younger faculty/staff seeking to live near Emory or the CDC and older residents seeking to retire in their neighborhood complain that they lack suitable housing choices. Criss-crossed by a series of auto-oriented corridors, the area lacks the walkability that supports personal health and puts people in touch with nature. The forest canopy, woodlands, and streams so loved by everyone in the community have suffered from the polluted runoff sluicing off the acres of surface parking that have spread across the landscape.

The Clifton community and Emory chose not to surrender to the impacts of growth. Instead, they chose to create the Clifton Community Partnership as a vehicle for managing growth and transforming its impacts into opportunities for community building. One of the Partnership's first tasks was to develop guidelines to foster a more walkable community and promote a wider range of housing and transportation options. Hundreds of residents joined Emory faculty, staff, and students, representatives

of other institutions, county officials, and other stakeholders in energetically supporting the process of developing the guidelines. Their active involvement—including participation in a broadly representative advisory committee, community workshops, a visioning charrette, community meetings, and a page-by-page review of these guidelines—suggests the depth of commitment and mutual goodwill on which the community can build.

An uncharted course

The guidelines that emerged from this broad and inclusive process represent far more than their title implies. The guidelines do offer specific direction for shaping a more livable future for the corridor and adjacent neighborhoods and institutions, but they also represent a dramatic step beyond that.

- The guidelines recognize the need for a far more robust response to the corrosive impacts of suburban growth—one in which all members of the community benefit from working together. While neighborhoods and universities in numerous older urban neighborhoods have joined forces to address decades of disinvestment, these guidelines represent the first collaboration between suburban neighborhoods and a university to create such a tangible vision for the community they share. Equally notable, participants recognized the futility of trying to isolate the community from

the impacts of regional growth and chose instead to focus on how to work together to amplify the benefits and limit the costs that growth can bring.

- These guidelines establish the value of a shared vision, inspired by diverse perspectives. Clifton boasts a rich history of visions, from Olmsted's plans for a regional park system and for the Druid Hills neighborhood to recent plans drawn up by individual neighborhoods, Emory, the CDC and others. This process represents the first time, however, that widely diverse stakeholders sat at the same table, month after month, to hammer out a shared vision that reflected the needs and aspirations of the entire area.
- The guidelines explore non-traditional strategies. In place of generic approaches to accommodating growth—wider roadways designed to handle increased traffic but that inevitably invite more, and down-zoning that pushes growth to other areas but inevitably brings more through traffic—the stakeholders investigated other strategies designed to create a more livable community. The guidelines call for incentives that encourage people who work along the corridor to live in new housing in the corridor (and walk, bike or ride transit to work); concentrate growth in places that could be served by future transit; and link development to the creation of new public parks and other steps that produce a greener community.

By taking the risk of charting a new course—setting aside differences and experimenting with collaboration—Clifton's neighborhoods, institutions, and other stakeholders have moved to take charge of their shared future. Through these guidelines and future products of this collaboration, they are building a model for other communities across the country and laying the groundwork for benefits in their own community that will represent an enduring legacy.

A journey marked by discovery

These guidelines are very different in spirit, scope, and detail, from the document that the Partnership originally envisioned. In many ways the process of creating the guidelines represented a journey that led its participants into unanticipated territory and produced unexpected discoveries:

- A vision shaped by preservation, restoration, and innovation. As originally conceived, the vision and guidelines would have focused solely on enhancing walkability and expanding housing and transportation choices along existing auto-dominated corridors. Instead, the process produced a far broader vision that embraced this initial approach, but broadened its focus to include the value of preserving the character of historic and traditional residential neighborhoods, of restoring the quality of natural habitats, and of maintaining a fit between people and nature across the area.

-
- A cultural shift from a mid-20th-century automobile-centered suburb into a 21st-century walkable community. The process began with a widespread sense that the goal of moving traffic efficiently (already impossible, given congestion levels) took precedence over the aspiration for increased walkability. As tradeoffs between facilitating traffic and enhancing walkability became more apparent, stakeholders came down strongly in favor of planning, programming, and design decisions that would enhance walkability and reduce traffic growth.
 - A new community-wide sense of responsibility for sustainability. While many stakeholders reported taking increasing personal responsibility for better environmental practices, the process of collaboration built a shared sense of area-wide responsibility. This translated directly into an invitation for Emory, through its Office of Sustainability and other resources, to form new partnerships aimed at preserving forest canopy, managing groundwater, and providing environmental education across the area. The sense of shared responsibility extended to enhancing the entire area's "performance" on a range of sustainability components—for example, locating housing, jobs, and other activities within walking distance of each other and creating new connections that invite walking.

Continuing the journey together

Perhaps more important than the guidelines is a widespread interest in a partnership through which stakeholders of diverse backgrounds and viewpoints can continue to collaborate on managing growth for mutual benefit—even though this holds no guarantee of solving the challenges that lie ahead for the area. Articulate neighborhood residents remain committed to enhancing quality of life. Environmental advocates remain focused on protecting and restoring natural habitats. Emory, as a world-leading university and health center, remains committed to excellence in a fast-changing world—a goal its colleagues at the Centers for Disease Control and Veterans Administration Hospital share. Shopping centers developed in an earlier era remain significant and tempting investment opportunities. These varying stakeholder interests and conditions represent a potentially combustible mix that could undermine the goals of all stakeholders. Managed by the collective efforts of stakeholders committed to partnership, these same interests and conditions could lead to a very different future. They offer almost unparalleled opportunities for community revitalization marked by greater livability, mold-breaking innovation, and sustainability.

Using These Guidelines

Sections within this chapter:

1. Audience
2. Guidelines structure
3. The study area and its history
4. Making a difference
5. Terminology

1. Audience

These guidelines are intended for use by a broad range of people and agencies who play or will play important roles in defining, planning, and creating responses to forces of growth and change in the Clifton community, DeKalb County, and metropolitan Atlanta. The guidelines have particular relevance to:

- **Residents and neighborhood organizations**
 - > working with developers and institutions to shape concepts for new projects, policies, and programs;
 - > reviewing new projects; and
 - > shaping initiatives to enhance the quality and character of their neighborhoods.
- **Property owners and developers**—to create plans and designs for new developments or changes in existing buildings.
- **Emory and other institutions**—to draw up plans and designs for new developments, changes in existing buildings, and streetscape and other landscape initiatives. Emory can also refer to the guidelines in working with surrounding neighborhoods and others to plan new environmental or other initiatives intended to enhance the quality and character of the larger community.
- **All members of the community**—to identify steps toward restoring the natural environment and creating a better fit between traditional neighborhoods and the busy corridors running through them.
- **Architects, engineers, landscape architects, and planners**—to shape initial planning and design proposals and to work with the larger community to design buildings, public streets, parks, and other improvements.
- **Elected officials**—to understand the kind of improvements that the community seeks and the shape they should take.
- **County urban design and planning staffs**—to shape county-sponsored projects, programs, and policies— from new developments to public parks and street and streetscape improvements—and in reviewing projects proposed by others.
- **County, regional, and state agency staffs**—to formulate regional transit and related development policies.
- **Everyone whose actions directly or indirectly affect the character**

and quality of this wonderful community—to assess their own actions and to understand more fully what they can do to help build a still better community.

- **Neighborhood and environmental preservation interests.**

These guidelines also draw on a wealth of information, research, and recommendations provided by others. Key sources for further reference are included in the appendices.

2. Guidelines Structure

These guidelines address many issues, from the community-wide forest canopy to individual crosswalks, and many scales. The chapters provide complementary perspectives on these scales and issues.

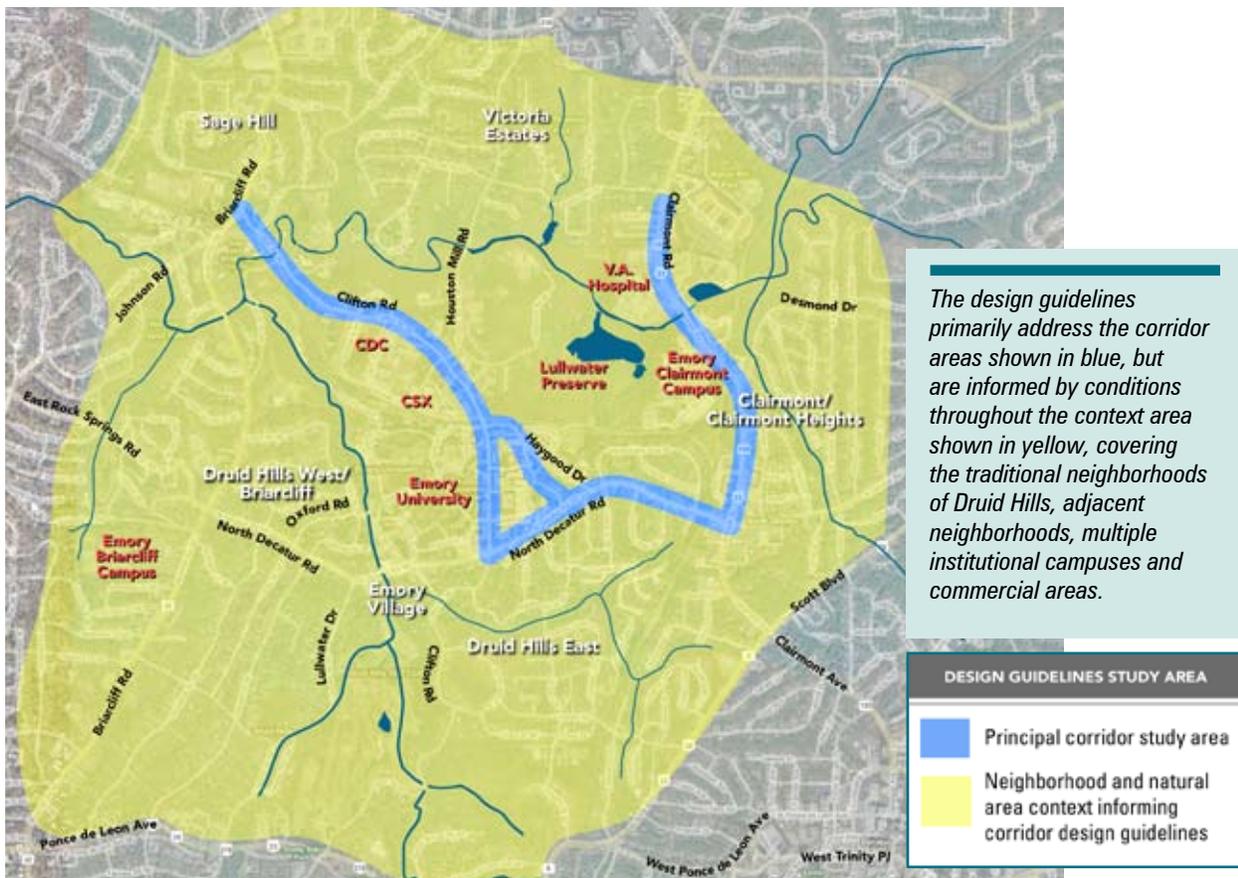
- *Overview, Using These Guidelines* and *The Planning Process* provide background on the origins, evolution, and spirit of the guidelines as an instrument that serves a broad and complex community.
- *Section A, Forces of Growth and Change*, describes key external and internal forces in the study area that shape issues like transportation and housing demand. These forces will affect the study area no matter what its course of action, and they will pose both challenges and opportunities for achieving community goals.
- *Section B, Planning Principles*, organizes diverse goals expressed by the community into six key principles. Component elements of the principles inevitably overlap, but the six statements stand as the backbone of planning policy for the Clifton Corridor.
- *Section C, Vision*, translates the principles into graphic form by identifying three fundamental types of land throughout the study area that merit distinct treatment. Its composite schematic plan shows general opportunities and goals that grow out of community input, and it contains a more detailed illustrative plan of the primary study area that highlights specific opportunities and goals.
- *Section D, Design Guidelines*, represents the largest chapter of this document and is itself divided into parts. *Five Steps to Creating Place* briefly explains that the process of creating great places requires simultaneous attention to multiple issues, and that excluding any of them jeopardizes the success of the whole. *Natural Environment Restoration Areas* describes the first of the three types of land identified in the vision, the natural realm. *Connectivity* addresses the need for new and different transportation choices, a pervasive theme throughout the document. Then follow the other two types of land, that together constitute the built realm: *Neighborhood Preservation*

Areas and Corridor Enhancement Areas. The latter of these two includes both guidelines that apply universally across the study area’s corridors and ten chapters that focus on specific sub-districts along the corridors. These chapters, with their greater level of detail, form more than half of this document.

- *Appendices* provide additional reference information on plant species appropriate for use in the area, Emory’s tree canopy preservation policy, and an analysis of zoning changes that would help achieve community goals.

3. Study Area and Its History

Druid Hills and the residential neighborhoods around it evolved hand in hand with Emory University and other major area institutions during the twentieth century. The neighborhoods and institutions have always had close relationships in terms of a shared community of faculty, staff, students and supportive services, and in terms of physical planning and architecture. Over time, these relationships have changed as a reflection of shifting neighborhood demographics, institutional scale and other factors, introducing new complementarities and tensions. As



summarized by Emory University Historian Gary Hauk, this history breaks roughly into four eras:

- **1910s–1940s.** This period saw the original development of Druid Hills as planned by the office of Frederick Law Olmsted, and the establishment of the Emory campus in its current location in 1916. Initially a small liberal arts college without today’s research and medical components, Emory grew up together with Druid Hills. The neighborhood housed college faculty and staff, and a strong shared culture emerged among the community and the institution. Emory Village was developed as a community center for both, with stores, restaurants, a theater and streetcar service to Atlanta by way of Oxford, the Byway and Briarcliff roads. Emory Station provided rail service to the larger region and beyond. In response to the growing number of faculty with children in the community, Emory helped the community establish the Druid Hills School in 1919 on the college’s campus. In 1928 the school moved to the current location of Druid Hills High School, where it served students in grades K through 11. In 1959 the school shifted its focus to students in grades 8-12 as elementary pupils began attending Fernbank Elementary.
- **1940s–1970s.** The passage of the GI Bill spurred Emory’s growth after World War II with a large influx of students and the introduction of new and expanded graduate and professional programs. The admission of women in 1953 further expanded the student body. The campus grew physically with new dormitories, academic and research buildings and the expansion of Emory Hospital on Clifton Road. The CDC began to develop its current campus in the 1950’ and 1960s on land provided by the university. Transportation, meanwhile, shifted predominantly to the automobile as local rail and streetcar services ended by the 1960s. Despite significant growth, Emory’s scale still posed few direct challenges to the established character of the surrounding neighborhoods, which themselves saw significant expansion after World War II within the final Olmsted-planned tracts and other areas.
- **1970s–late 1990s.** In the 1970s, increasing institutional scale brought more significant changes to the Clifton community. Emory’s 1972 library was the first building of significant height in the area. The 1979 Woodruff gift to the university led to significant expansion of medical care and research facilities on campus, including significant hospital growth and the Emory Clinic B building in the 1980s. The CDC began to develop its campus more aggressively in the 1990s. Controversies began pitting Emory and the community against one another. The scale of proposed development proved a particular flashpoint for such projects as the North Decatur Road medical building, the Emory Conference Center Hotel and Boisfeuillet

Jones Center. By the 1990s, meanwhile, traffic had emerged as a serious and growing community problem.

- **Late 1990's–today.** A new era began in the late 1990s with the realization that the growing complexity of development and related issues called for more comprehensive approaches to campus and community planning. Planning perspectives would need to engage more stakeholders and embrace a larger scope. Efforts to revive Emory Village began in 1998 through a community-inclusive process. The university renewed its campus master plan with more attention to edge conditions along neighborhoods. A growing appreciation emerged for the area's natural areas as traffic problems took on even greater urgency. The process of creating these guidelines has intended to build upon these steps with a longer-term view both to the goals of physical planning and to a more inclusive community process by which it should occur.

4. Making a Difference

Phasing. While conceptual plans and goals throughout this document depict a thorough set of potential improvements extending through large areas, reality dictates that changes will occur incrementally over five, ten, and even as many as twenty years. The gradual pace of change is highly beneficial, protecting the community from the impacts of overwhelming simultaneous

change, ensuring that a variety of people will bring many unique concerns to different stages of change, and offering the flexibility to evaluate progress and reorient planning goals as time passes and key issues shift.

At the same time, incremental change presents a different set of difficulties, particularly that of coordinating the many independent actions that take place throughout the study area. A key recommendation of these guidelines outlines the comprehensive improvement of portions of Clifton, Briarcliff, North Decatur and Clairmont roads and Haygood Drive with upgraded sidewalks, medians, landscaping, travel lanes, bike lanes, and, in some cases, adjacent redevelopment. As portions of these corridors undergo improvement, others will remain as they are, yet improved and existing areas must continue to work together as a system. Therefore, the design guidelines for each Corridor Enhancement District outline interim improvements along with ultimate improvements. Interim measures—which typically can be accomplished through simple restriping of roadways—provide tangible near-term enhancements and help support improved areas.

A phasing priority map and matrix conclude each of the ten chapters that focus on individual Corridor Enhancement Districts. The map and matrix organize the initiatives recommended for each district in a sequence that reflects the consulting

team’s best understanding of community priorities and of opportunity. The CCPAG and other stakeholders working to implement these guidelines, however, should remain in ongoing dialogue to confirm and reconfirm priorities, even among the priorities already listed. This process will help identify priorities among initiatives having a variety of time frames. For instance, achieving the long-term goal of rail or other improved transit will require more immediate and ongoing efforts.

Clifton community members—especially many of the direct participants in this planning process—are simultaneously engaged with a number of entities whose initiatives will play an instrumental role in meeting the goals of these guidelines. Notable among these are:

- The **CCPAG**—The Clifton Community Partnership, particularly its Advisory Group, is the most direct owner of these guidelines as well as its most important community advocate. The CCPAG will need to work actively with stakeholders and the general community to coordinate actions and priorities. While Emory has provided a majority of the initiative and funding for the CCP and these design guidelines, the intent is that the CCP continue to serve as a forum representing the entire community, with strong and growing involvement by other institutions, residents, land and business owners, and other stakeholders.
- **Emory University:**
 - > The **Office of Finance and Administration** has provided significant input and information for these guidelines. Within this larger entity, the Office of Sustainability Initiatives, Office of Campus Services, and the University Architect have had particularly strong engagement.
 - > **Committee on the Environment (COE)**—Creator of some of the nation’s most progressive environmental policies for Emory, the committee plays an important advisory role in what gets built on university land.
 - > The **Emory Bike and Pedestrian Committee** recommends specific improvements for strengthening pedestrian and bicycle accessibility.
- The **CCTMA** has studied opportunities for enhanced transit service in the area and helps coordinate transportation planning among area landowners and DeKalb County.
- **DeKalb County:** The county retains conventional zoning control throughout the study area, but it has expressed interest in the possibility of adopting the guidelines in whole or part as overlays to area zoning that support the intent of the revised county master plan. The CCP should continue working with the county to determine the most appropriate approaches to policy and administration of planning guidelines in support of mutual community goals.

- **Neighborhood homeowner**

associations: Principal neighborhoods represented in the preparation of this document include:

- > Druid Hills
- > Clairmont Heights
- > Victoria Estates
- > Briarwood Hills
- > Briarcliff Woods
- > Morningside
- > Mason Mill

- **Livable Cities Coalition:** This planning agency, based in Atlanta, has engaged with the planning process to provide both general assistance in explaining and evaluating regional development prototypes, and specific experience working with private owners of commercial land in the study area to discuss redevelopment possibilities. The LCC has also been active in planning for Emory Village and North Druid Hills at Briarcliff.

- **Emory Village:** The Alliance to Improve Emory Village (AIEV) has led an initiative for redeveloping key public and private spaces in Emory Village over the past several years. Zoning for an updated village plan was approved this year. Concurrent reconstruction of North Decatur Road from Emory Village to Clairmont Road with a “road diet”—shifting from a 4-lane to 3-lane format—complements AIEV’s efforts as well as corridor improvements recommended by these guidelines.

5. Terminology

- **Clifton Community** refers to the broad spectrum of people who live, work, study, shop or otherwise spend time in the study area. The people who participated in the public meetings, workshop, and charrette as part of this planning process are assumed to be broadly representative of the Clifton community.

- **Clifton Corridor** refers to the collective corridor areas of major roads: Briarcliff, Clifton, North Decatur and Clairmont roads and Haygood Drive. These are indicated in blue on the Design Guidelines Study Area Map, p.XV.

- **Clifton Boulevard:** Central to the promise of this area is the prospect of transforming Clifton Road—now designed mainly to move traffic—into a public space that offers compelling opportunities for walking, biking and using transit, and overlays enhanced landscaping and improved land uses on its continued traffic function. *Clifton Boulevard* is used in this document to refer to the portion of Clifton from Briarcliff to North Decatur roads and connotes a more appropriate, more balanced, more urban thoroughfare than does the word “road.” *Clifton Road* in many cases describes the existing thoroughfare, but both names refer to the same entity. Officially renaming Clifton Road is not necessarily practical nor expected; even if that were to take place, the use

of “boulevard” here would not preclude use of an entirely different term. However, fundamental transformation of Clifton Road’s character *is* a basic premise of these guidelines; ideally, its name would reflect this. Independently of any decision about renaming Clifton Road, various new names could be given to new and enhanced civic spaces along the corridor—public squares, parks, paths and so forth—as another means of creating a more unique sense of place within the Clifton community.

- **Walkability** refers to use of sidewalks by anyone able to use them within a range of mobility levels. The design guidelines aim to make public sidewalks (including all crosswalks, and multi-use paths where possible) fully accessible to people with mobility constraints as well as to those able to walk.

The Planning Process

Steps along the journey to a community vision

The Clifton Community Partnership (CCP) engaged a team led by Goody Clancy to develop these design guidelines, beginning in the fall of 2006. Goody Clancy provided planning, urban design and public process services, and its consultants—Dovetail Consulting and Kittelson Associates—provided supplementary transit and traffic planning services. Goody Clancy worked with a broad variety of stakeholders to develop the guidelines under the premise that widespread participation both brings to light a full range of ideas and builds broad community consensus on goals and initiatives that is the best means of ensuring successful realization of those goals. Key elements of the process included:

- **Public engagement**

- > A public meeting on November 30, 2006, presented the scope of the design guidelines efforts and elicited community input on goals and priorities through discussion groups.



- > A public educational workshop on January 26, 2007, at Druid Hills High School featured guest speakers and a roundtable discussion on key issues affecting the Clifton community. The speakers included:

1. Jeff Dufresne of the Urban Land Institute, on forces for growth and the resulting choices and opportunities;
2. Paul Grether, MARTA liaison to the Transit Planning Board, on regional transit initiatives;
3. Dee Merriam, Atlanta Parks Department planner for parks, open space and greenways, on creating successful public spaces for people; and
4. David Dixon, Goody Clancy, on the possibilities and key ingredients of mixed-use development.

- > A public charrette on January 27, 2007, at Druid Hills High School built on the themes of the previous evening's workshop by eliciting community opinions in small discussion groups on planning priorities as the Clifton community looks to its future. Yolanda



Takesian of Kittelson Associates gave a presentation on transit and traffic strategies, and Ben Carlson of Goody Clancy presented an urban design analysis. DeKalb County Commissioner Jeff Rader made concluding remarks.

> A public meeting on March 28,



2007, featured illustrations of conceptual visions for key areas in the Clifton corridor, followed

by small group discussion allowing community feedback.

> A public meeting, June 11, 2007, presented draft content of the design guidelines incorporating public input from the March 28 community meeting.

> Public meeting, November 27, 2007, hosted by the CCPAG, at which these guidelines were presented and next steps identified.

> CCP hosted a continuously updated



website and distributed newsletters reporting on the progress of the planning process.

• **Stakeholder interviews**—The planning team met with representatives

of neighborhood organizations and businesses, Emory's historian, DeKalb County planning and economic development officials, Druid Hills High School staff and parents, and staff of the Olmsted Linear Park Alliance, among others. The team also met at least bimonthly with members of the CCPAG to review and discuss the evolving design guidelines.

• **Contact with development teams for ongoing projects**—

The announcement of several significant project proposals for the Clifton Corridor in 2006 played a major role in launching the process that created these design guidelines. The prospect of these major projects suggested the need for a comprehensive plan in order to verify the appropriateness of the proposed projects to their context. It also suggested that these projects, if properly executed, could serve as compelling models for subsequent development. The planning team held a series of coordination meetings with representatives of projects already in planning or design to ensure that the guidelines and the projects will reinforce each other, including:

> The **Emory Point** development on the site of Emory's Turner Village and Emory Inn. Plans for the project, developed by Cousins Properties, Inc., and Gables Residential (under a long-term ground lease from Emory), include more than 850 housing units, 100,000 square feet of neighborhood-serving retail and com-

munity uses, and a landmark public park. While the project's initial goals generally aligned with the emerging design guidelines, the design guidelines team and DeKalb County representatives helped refine many aspects of the project to ensure that it will address community priorities for public open space, building height, types of retail, housing availability, Clifton Road streetscape, and other issues. The project will set an important precedent both along the corridor and within DeKalb County: It is the county's first Pedestrian Community Subdistrict 3, a new zoning classification intended to provide a "complete and sustainable mixed use, pedestrian-oriented community" with a focus on providing a center of retail, employment, and community identity for existing residential areas. In July 2007, the county commissioners approved a rezoning proposal for the development. Notably, the project intends to give priority consideration for residential units to people who work in the area in an effort to promote walking, biking, and transit use rather than driving to and from the site. The development also avoids impacts on Wesley Woods by providing a public path with views into the preserve but no direct access.

The project plays another pioneering role through participation in the pilot stage of the new LEED® for Neighborhood Design (LEED-ND) standard. This version of LEED—a



Emory Point

certification program of the U.S. Green Building Council that has emerged as one of the nation's foremost sets of standards for sustainable development—focuses on the sustainability of large projects covering multiple blocks and buildings. USGBC developed the new standard with assistance from the Natural Resources Defense Council and the Congress for the New Urbanism.

- > The **Clifton Clinic**, Emory's new medical clinic building, studied in a location adjacent to its current Clinic Building B.
- > The possible reconstruction of the **Clifton/Haygood intersection and bridge** over the CSX tracks. The planning team met with transportation engineers at Kimley-Horn and Associates to discuss this possible project, which would have major impacts on the experience of Clifton and Haygood Roads. Discussion also addressed other sections of Clifton, Haygood, North Decatur and Clairmont to find a better balance among traffic, pedestrians, transit, bikes and street character.



A Forces Shaping Growth and Change

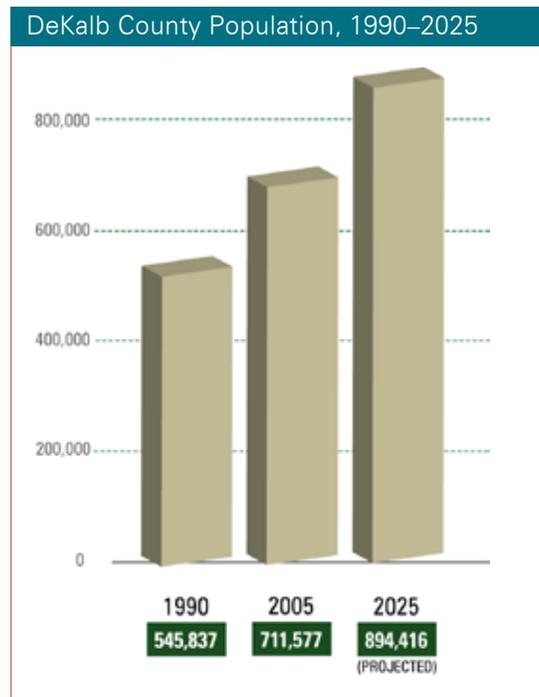
Demographic, economic, transportation, and other forces—not just in Atlanta but across the U.S.—present different growth challenges and opportunities than existed for much of the period from the 1950s to the present.

Demographics

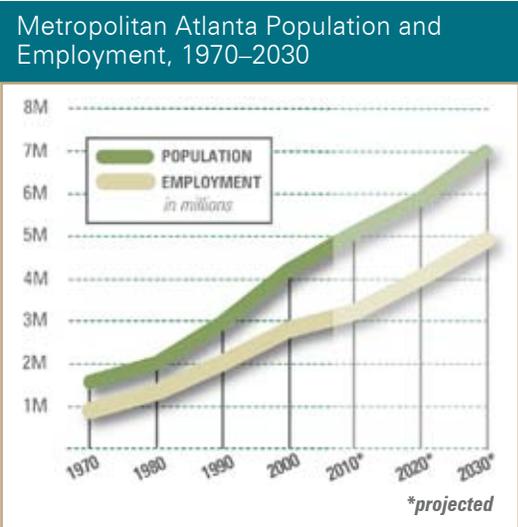
- **DeKalb County's population is growing significantly.** Population is expected to rise by 26% between 2005 and 2025, following 37% growth during the period 1980–2000. These increases arise from several long-term trends.

First, the Atlanta region continues to see strong population growth, thanks to its mild climate, strong economic base, moderate cost of living, and immigration. According to the Atlanta Regional Commission, the metropolitan area is currently gaining 100,000 new residents per year, and overall population growth of 2.3 million is foreseen by 2030. This in turn creates strong demand for development, with Atlanta figuring prominently in the 56% share of building construction expected to occur in the southeastern United States through 2030.

Second, more of this growth—confined to the edges of an expanding metropolitan area over the past generation—will take place in the metropolitan core, including DeKalb County. For instance, Atlanta has reversed a long-term decline—the city lost 80,000 residents between 1970 and 2000—with a gain of nearly 50,000 new residents since 2000. This rise included a gain of 9,500 between April 2005 and April 2006, and an



increase of 12,600 (a 30-year record) between April 2006 and April 2007. According to the *Atlanta Journal-Constitution*, the city issued 10,779 housing permits in 2006, outpacing all ten surrounding counties. Driving this trend, in Atlanta and across the United States, is increasing frustration with the time and cost of long commutes from the urban periphery; increased interest in the amenities of urban living—and the increased sophistication of planners and developers



in providing this sort of environment; and declining numbers of households with children, lessening (although not removing) the impact that access to quality public schools has on location decisions. The presence of significant numbers of jobs and well-regarded schools in the Clifton Corridor make it a natural magnet for additional housing.

A third factor in county population growth is strong immigration, especially in southern districts.

- Population growth among diverse age groups, and a decline in the proportion of households with children, has generated a need for more varied housing types. The conventional single-family home—which served a market dominated by families with children for generations and defined most Americans’ image of home—now appeals only to a minority of the housing market. The diagrams on the facing page suggest how national housing demand has changed in the last 15 years. More diverse, and typically more urban unit types such as townhouses,

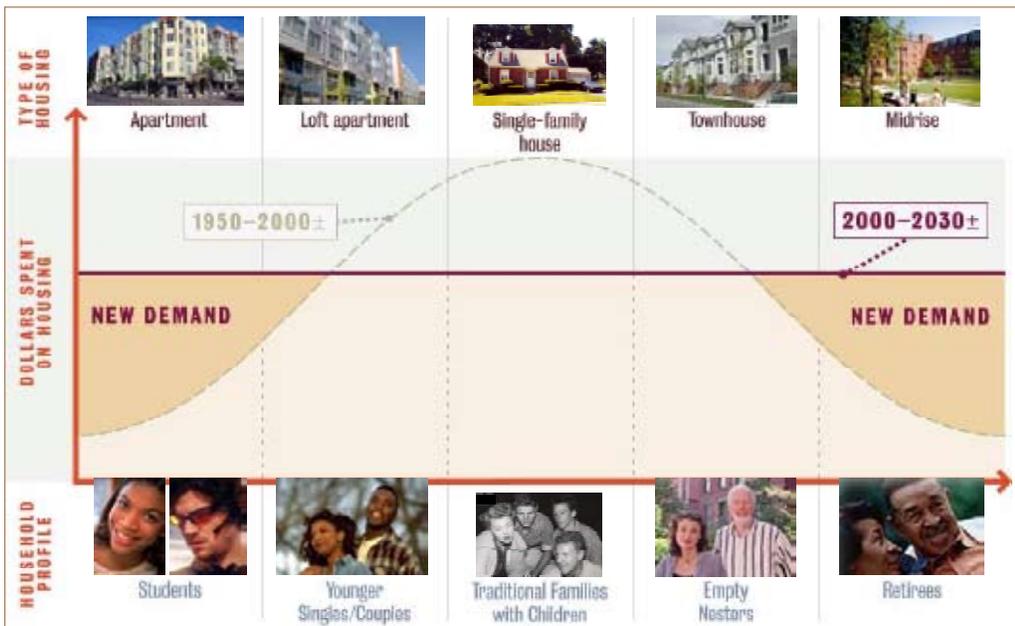
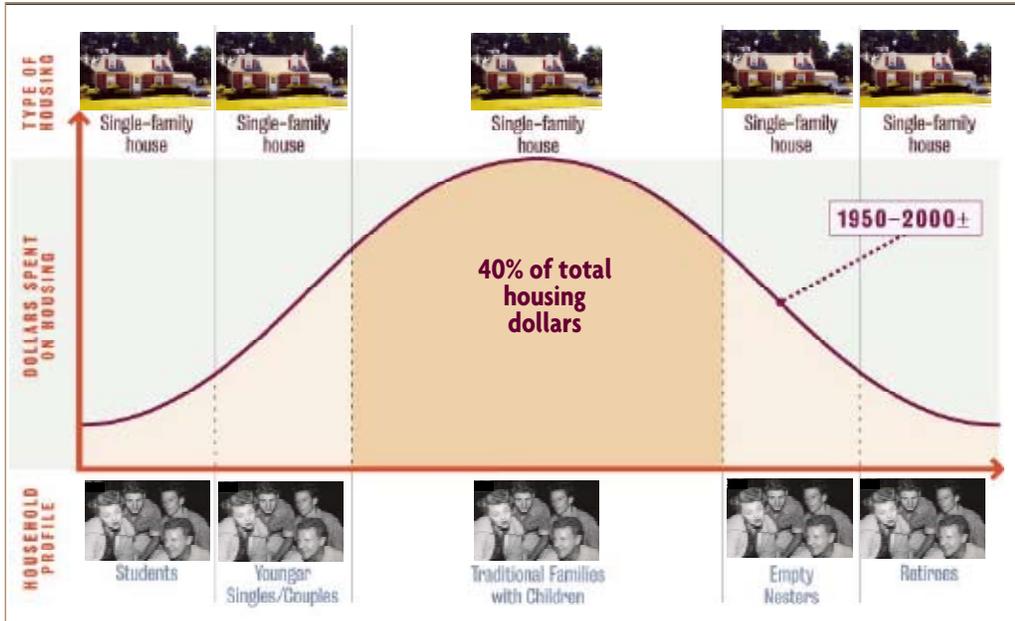
lofts, rental and ownership apartments, and live-work units each has an increasingly important place in a housing market once dominated by nuclear families. Over the next 20 to 30 years, a variety of groups will increase their share of the housing market:

- > “empty nesters” of the baby boom generation who are interested in leaving larger family homes and/or seeking a more urban lifestyle;
- > the children of the baby boomers, or “millennials,” who increasingly choose to postpone having children until they have completed post-secondary education and established a career, and who are often seeking a more urban environment than the suburbs of their youth;
- > “non-traditional” households, including unmarried partners, gay and lesbian partners, divorcees, and other groupings. DeKalb County expects particularly strong growth between 2000 and 2025 in three age groups: 0-13 (millennials), 25-54, and 65+ (baby boomers).

- Fast-growing racial and ethnic diversity in the county will also require the Clifton community to incorporate greater choice in housing options. Choices need to be suitable for greater variety of cultural preferences.

Household affluence

- **The affluence of the average DeKalb household has increased relatively rapidly**—by 37% between 1990 and 2000, or 15% above the state average—putting upward pressure on housing prices and increasing demand for retail and other services. During the same period, limited growth in housing supply within the Clifton community placed further pressure on



These diagrams demonstrate a historic shift in the housing market that will change patterns of development for at least a generation. From about 1950 to about 2000 (upper diagram), roughly 40% of housing market demand came from traditional families with children who wanted a single-family detached house in a suburban setting. Although demand for other housing types existed, the size of this particular demand segment led most developers to focus on the single-family detached house as a generic product suitable for every household, regardless of structure. Since 2000 [lower diagram], demand from traditional families has significantly slackened as younger and older households, often without children, have become more significant segments of the market. The resulting evenness of demand among different age groups and kinds of households seeking a variety of types of housing has led developers to intensify efforts to produce a more diverse range of housing types. A key effect of this change is increased production of more urban housing types of greater quality.

prices. Housing affordability has failed to keep pace with rising affluence, producing a highly ironic result: most members of the humanities faculty can no longer afford to buy a house in a neighborhood developed largely for Emory faculty and staff (many other potential residents find themselves in the same boat). Increasing housing supply and offering an appropriate variety of unit types at affordable prices would find strong support in the market, and that new housing would bring with it strong support for neighborhood retail and other supportive services.

Land use and transportation

- **DeKalb’s “jobs/housing balance”—the relationship between locations of homes and workplaces—is in fact quite out of balance.** According to DeKalb County, 77% of the people working in the county commute in from other counties,

77% of workers in DeKalb county commute from outside of the county.

while many residents commute out. This imbalance adds to the pressures

on transportation infrastructure and erodes quality of life by increasing travel time for commuters and noncommuters alike. A greater variety of quality housing opportunities closer to jobs and reachable via transport modes other than a car would help correct this condition.

- More broadly, **both the county and Druid Hills contain combinations of land use and transportation infrastructure that exacerbate traffic loads and erode sense of community.** The locations of

most existing businesses, homes, retail areas, and other significant uses were chosen on the assumption that automobiles would provide the primary means of access. For decades, this assumption worked well enough, giving all sorts of land uses great flexibility in choosing location. Within the relatively loose constraints of zoning law, this allowed most uses to locate where land cost the least—in some cases on infill sites within the community, and in some cases on cheaper undeveloped land at the edge of metropolitan Atlanta. In recent years, however, high trip-generation rates (that is, the frequency with which automobile trips are taken to and from a site) inherent in this pattern have revealed themselves to be a great strain on the area’s roads and quality of life.

The assumption that most activities would be reachable by car meant that little attention was paid to making non-automobile transportation workable—say, allowing children to walk to school or workers to walk to lunch—or to clustering uses at sufficient densities along major travel routes to support convenient transit service. In the Clifton Corridor, the CDC reports that up to half of its staff leaves campus to get lunch daily and drives to do it; a CCP survey in September 2006 found that 58% of people in the corridor who leave their workplace for lunch drive to a restaurant nearby. Likewise it is not unusual for people to drive ¼ mile from work to a gym or from home to work, owing in part to unwelcoming sidewalk and crosswalk conditions in between, and in part to a culture that treats the automobile as the default means of transportation. Nationally, children walk less due to the obstacles present in the Clifton community: “...fewer than one in seven children walk or bicycle to school, compared

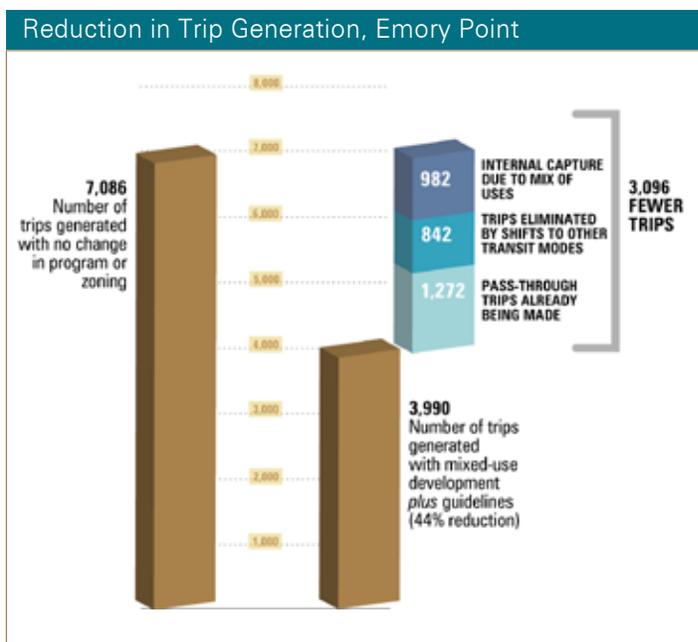
to nearly 50 percent in 1965.... Distance was the biggest obstacle at 55 percent, followed by traffic dangers at 40 percent.” (*National Safe Kids Campaign: Report to the Nation on Child Pedestrian Safety, 2002*). Correlations have been found between this trend and childhood obesity: “Approximately one in ten preschoolers and one in seven school-age children are overweight; more than triple that in the 1960s” (Ewing, Dr. Reid, and Kreutzer, Dr. Richard. *Understanding the Relationship between Public Health and the Built Environment: A Report Prepared for the LEED-ND Core Committee, 2006*).

While the automobile will remain an important means of transportation for the foreseeable future, many benefits would come from planning land use and transportation infrastructure to support a variety of transportation options, so that people begin to think of walking as a default means of getting around. Uses with inherently high rates of automobile trips—particularly “big

box” and other large-format stores—should be located in places where their traffic will not crowd neighborhood streets or overburdened arterial roads. Combinations of uses that reduce vehicle trips—by integrating housing, retail, jobs and/or other uses within walking distance of each other—should be promoted, and they should be sited to take advantage of existing transit services and to build a market for new ones. Emory Point, for instance, is projected to produce 44% fewer automobile trips as planned than if it followed conventional development patterns—that is, if its components were scattered in areas further from supportive uses and transit.

- **Projected regional and countywide employment growth will come in sectors with a major presence in the Clifton community**, particularly education, health and social services. The Centers for Disease Control and Prevention (CDC), the VA Hospital, Children’s Hospital at Egleston and Emory Hospital form one of the most

significant centers of medical research, clinical services, and training in the southeastern U.S. Indeed, the CDC campus is the national headquarters of the agency as well as the site of significant research facilities. These institutions find great value in their proximity to one another, both through formal collaborations, as between the CDC and Emory’s Rollins School of Public Health, and through informal synergies, principally the concentration of skilled medical staff and



faculty in the area. Each institution already makes use of satellite locations to carry out some of its medical work, but the high value of proximity—especially proximity within easy walking distance enjoyed by all but the VA Hospital—will continue to generate pressure to locate significant operations in the Clifton community. The growing importance to public health and the regional economy of the biomedical sector generally, and of the Clifton community’s concentration of it, will amplify this pressure. While this growth poses real challenges in terms of transportation, urban design and related issues, it holds equal potential to overcome them, offering an intensity of use and value that can support the improved transit services, walking environment, and efficient groupings of uses that offer the most promising tools for reducing traffic congestion and other threats to quality of life.

- **Significant ongoing investment in DeKalb County businesses will have an impact on job profiles.** Decreasing levels of local control over local economic sectors make it all the more important that local planning around those sectors be more intentional and pre-emptive.

Institutional Growth and Scale

Institutions in the Clifton Corridor have played major direct and indirect roles in the corridor’s development, supporting growth in jobs, property value and cultural life while also contributing to community concerns around traffic, architectural scale and limited public input on campus initiatives. Emory University, the CDC, Children’s

Hospital at Egleston and the VA Hospital figure most prominently among these institutions, but other important ones include Druid Hills High School and Ben Franklin Academy. While each of these institutions has grown over the years, nearly all are also contemplating further physical and program expansions to meet mission-driven goals.

For instance, Emory’s health sciences aim to continue to increase the cutting-edge research they conduct, meaning additional research facilities are needed. Emory Hospital occupies

aging facilities needing redevelopment and anticipates a steady increase in patient visits over the coming decade. The CDC has seen major expansion since the 1990s,

driven by and driving a nationwide increase in investments and discovery in the biosciences, and anticipates further redevelopment of older campus buildings with new, higher-capacity facilities. Children’s Hospital at Egleston has plans to continue to improve facilities on portions of its campus. Even Druid Hills High School has significant development needs to address a growing student body and outdated facilities designed originally for elementary-level students. DeKalb County sees the cluster of life-sciences institutions in the area, and related private-sector businesses, as a central driver of countywide economic performance.

The major area institutions often face strong internal pressures to meet their mission-driven goals. Historically, these pressures have sometimes diminished consideration of the of their growth on the community. At the same time, the institutions have demonstrated

Traffic congestion would continue to increase even with a halt to development in the Clifton Corridor.

an increasing awareness of community interests as inseparable from their own. Community concerns around traffic, housing costs, environmental protection and historic preservation have become institutional concerns as well when negative impacts on quality of life hinder staff recruitment, program operations and adherence to core principles. The formation of the Clifton Community Partnership and this design-guidelines effort represent two examples of institutions responding pre-emptively to community growth concerns, from the perspective that future growth needs to mitigate its own impacts and remediate some of the impacts of previous growth. Other examples of institutions' pursuing enlightened self-interest through a broad community-based approach include the Clifton Corridor Traffic Management Association and partnerships between Druid Hills High School and Emory University. Intensified use of these partnerships and new ones—including a stronger county role—will be essential as area institutions make plans for their own and their community's future.

Transportation challenges

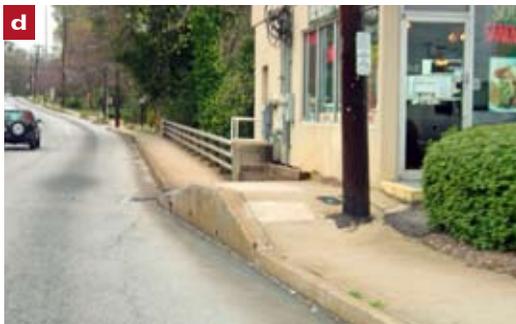
- **Druid Hills was originally conceived as streetcar suburb:** The office of Frederick Law Olmsted included streetcar tracks to Emory Village and along Ponce De Leon Avenue in its neighborhood plan, as well as a network of connecting sidewalks. Regional rail service was also available at Emory Station (the station structure adjacent to the Clifton Road overpass, now occupied by a restaurant) through the 1950s.

The shift to automobiles since the 1960s has reached its limits in terms of road capacity and negative effects on neighborhood quality of life. Traffic congestion would continue to increase even with a halt to development in the Clifton Corridor. Nationally, the increase

in distances driven annually—vehicle miles traveled, or VMT—has significantly outpaced other growth indicators. According to Ewing and Kreutzer, “in recent decades, VMT has increased at three times the rate of population growth. VMT has similarly outpaced employment and economic growth.” Atlanta’s VMT increased at 2.25 times the rate of population growth between 1982 and 1996, less than the national average for such growth, but still a significant rate whose effects are obvious across the regional road network. Recent traffic studies have recommended easing congestion by adding more turn lanes at intersections, but residents have resisted this step

Typical evening rush hour on Houston Mill Road at the pedestrian overpass.





Poor pedestrian conditions make it unpleasant and unsafe to get around much of the Clifton community by any means but car. Sidewalks are missing in places where people frequently walk, including Briarcliff Road at Sage Hill (a) and Desmond Drive in Clairmont Heights (b). In some cases the connections between sidewalks, crosswalks, and curb cuts are missing or poor, and street furniture functions as an obstruction, such as at Clifton and Houston Mill roads (c). Utility poles, steep grades, and poor surfaces also create obstacles, especially for people with disabilities (d). Some locations require new or improved crosswalks with convenient signals to prevent dangerous crossings, such as often occur on Clifton Road near Emory's WHSCAB building (e) and on Clairmont Road between Desmond Drive and Starvine Way (f). Many sidewalks directly expose pedestrians to passing traffic, parking areas, and other unpleasant adjacent conditions (g).



DeKalb County has the highest pedestrian fatality rate in Georgia and one of the highest in the country.

at a number of locations because the wider rights-of-way required would dramatically affect many adjacent properties.

High traffic volume and speeds on major roads (during non-rush-hour periods when some multilane roads are lightly traveled) degrade the character and value of street-side homes. Cut-through traffic seeking to avoid congested arterial roads crowds onto residential streets not planned or laid out for such volumes. While MARTA and, increasingly, CLIFF® provide important transit services, their reach and ridership potential could be much improved with strategies for more convenient service, restoring transit as a major part of the transportation balance in Druid Hills. The success of current initiatives to bring regional rail service to the area would significantly reinforce this. Reducing traffic congestion will also depend heavily on strategies at the county and regional levels, since up to 60% of traffic in the Clifton Corridor is on its way to or from somewhere else, according to recent studies. Reducing traffic congestion within the Clifton community is essential and readily achievable; it must, however, be part of a larger, more comprehensive approach developed with transportation and land use officials in surrounding areas in order to achieve satisfactory results.

- **Lack of suitable pedestrian, bike and transit infrastructure poses hazards, limits choice, and exacerbates traffic impacts.** DeKalb County has the highest pedestrian fatality rate in Georgia and one of the highest in the country, for reasons

that are evident in the Clifton community. Many roads and streets lack sidewalks. In some instances, a decent sidewalk network in a residential neighborhood runs into a major arterial road that lacks sidewalks or crosswalks at key points, forcing people to walk where vehicles do not expect them. Some transit stops lack paved or wheelchair-accessible sidewalk access. Ironically, the evidence of real potential for decreased reliance on automobiles includes the fact that so many people walk, bike and take transit in the area *despite* the frequent inconvenience and hazard of doing so.

- **Lack of a coordinated approach among transit providers and parking policies combine with limited walking opportunities at service stops to constrain the effectiveness of services.**

Easy access to transit schedules and passes, coordinated timing of connecting transit services, and the ease of getting from transit stop to destination, often dismissed

Up to 60% of traffic in the Clifton Corridor is on its way to or from somewhere else, according to recent studies.

as “details,” actually play a major role in determining whether or not transit is an appealing choice for people. For transit service to have a real and measurable impact on traffic reduction, such details need to be taken care of so that transit becomes a first choice, not the choice of last resort. In addition, policies that impose at least some cost for parking can provide a very important incentive for transit use, while reflecting the costs that automobile use imposes on the community. For instance, when Emory approximately doubled its monthly parking

fee to \$600 in February 2007, it saw a 20% drop in demand for parking passes over the next three months as commuters chose other transportation modes or carpoled. Other area institutions that provide free parking could help reduce automobile traffic—as well as their own dollar and land costs for providing parking—by instituting similar policies.

- **Conventional engineering approaches need to be changed if corridors are to accommodate pedestrians, bikes and transit as well as cars.** As implied by their designations as “roads,” Clifton, Briarcliff,

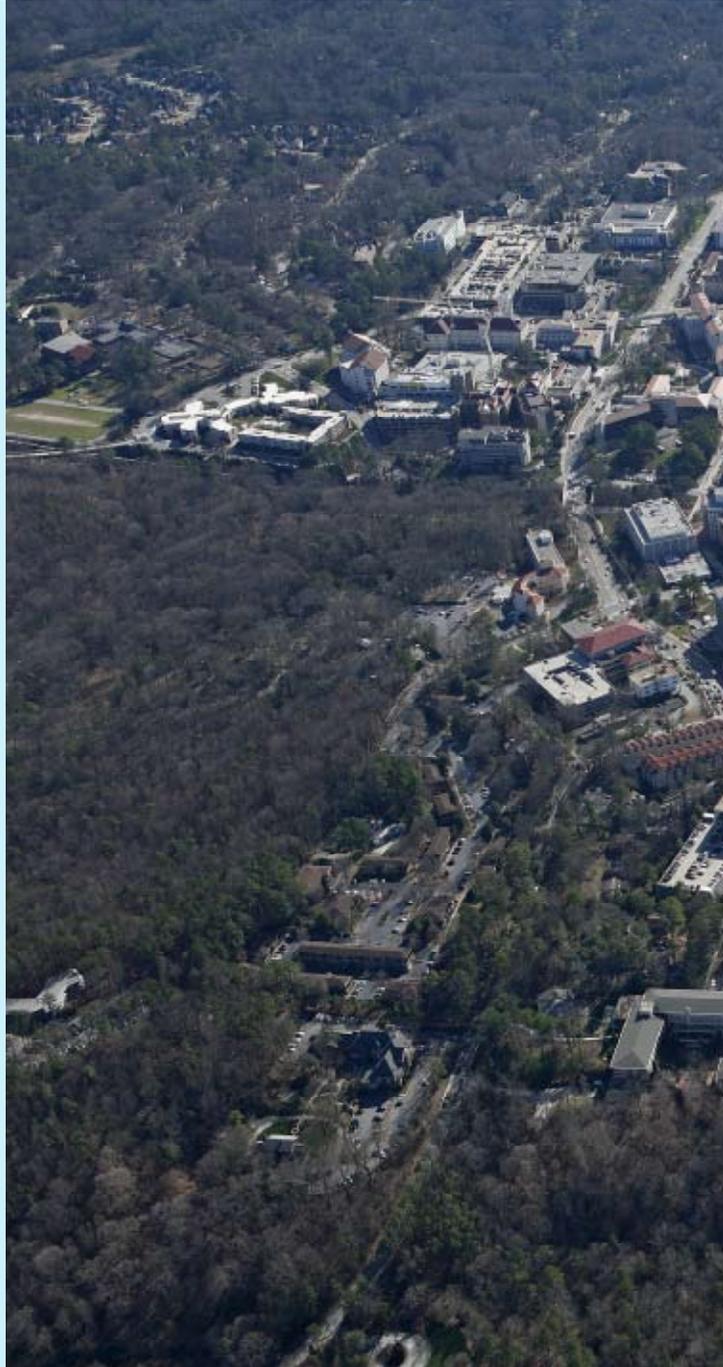


A bus stop and shelter at Wesley Woods (upper photo) lack paved access or a curb cut. Emory’s CLIFF® bus service (lower photo), significantly expanded and promoted over the past 18 months, has increased transit usage in the Clifton Corridor and drawn requests from area residents for service to their neighborhoods.

North Decatur and Clairmont Roads have been designed over the past 50 years with traffic flow and convenience as priorities and accommodations for pedestrians, cyclists, transit, landscape and cultural history as afterthoughts, if they are considered at all. As one pertinent example, GDOT guidelines for roads like Clifton with speeds of up to 35 miles per hour call for trees greater than four inches in diameter to be located eight feet or more from the curb, to reduce the likelihood of auto-tree collisions. Research has shown, however, that locating trees and other vertical elements closer to the curb in settings like the Clifton Corridor effectively reduces auto collisions by making drivers more attentive to obstacles, pedestrians, and other things around them. Such an approach would also support landscape, pedestrian safety, and land use goals. Successful accommodation of multiple goals on a road requires a paradigm shift that treats roads as streets designed to serve multiple functions. The concept of seeking “context-sensitive solutions” in road engineering has emerged in recent years to address this need to balance traffic flow with other priorities. The Federal Highway Administration and Institute of Transportation Engineers have developed guidelines that exemplify good policies for GDOT and DeKalb County to apply in the Clifton Corridor. The Connectivity chapter contains further recommendations on context-sensitive road design.

B | Core Principles

These principles emerged from a planning process sponsored by the Clifton Community Partnership that incorporated significant input from local community residents, county officials, regional planning experts, Emory faculty, staff and students, representatives of other Clifton Corridor institutions, and other stakeholders.



1 Create places of greater civic value.

- Channel growth and change to strategic sites and away from valuable natural areas and traditional neighborhoods.
- Encourage the creation of forms that promote community.
- Create environments whose design and uses support sidewalks accessible to and used by the whole community.
- Build public spaces that draw diverse people together.
- Combine uses that create places to live, work, play, and learn...
- ...and enhance quality of life for the larger community.

*North Decatur/
Clairmont, today
and future*



2

Promote environmental sustainability and historic preservation.

- **Restore high-value natural habitats.**
- **Provide wildlife habitat and connectivity.**
- **Expand opportunities to enjoy nature across the community.**
- **Reduce the need to drive:**
 - > **Increase opportunities both to live and work in the community.**
 - > **Increase opportunities to walk rather than drive for shopping, recreation, culture, and dining.**
- **Link development rights to enhancements of the natural environment.**
- **Promote green building.**
- **Apply smart growth principles to development.**
- **Preserve historic neighborhood areas:**
 - > **Direct new development to more appropriate locations.**
 - > **Ensure sensitive transitions of development scale, use and landscape between historic districts and areas of new development.**
 - > **Manage traffic impacts on neighborhoods.**
 - > **Continue using historic district design guidelines to set high standards of architectural character.**



3 Expand choices.

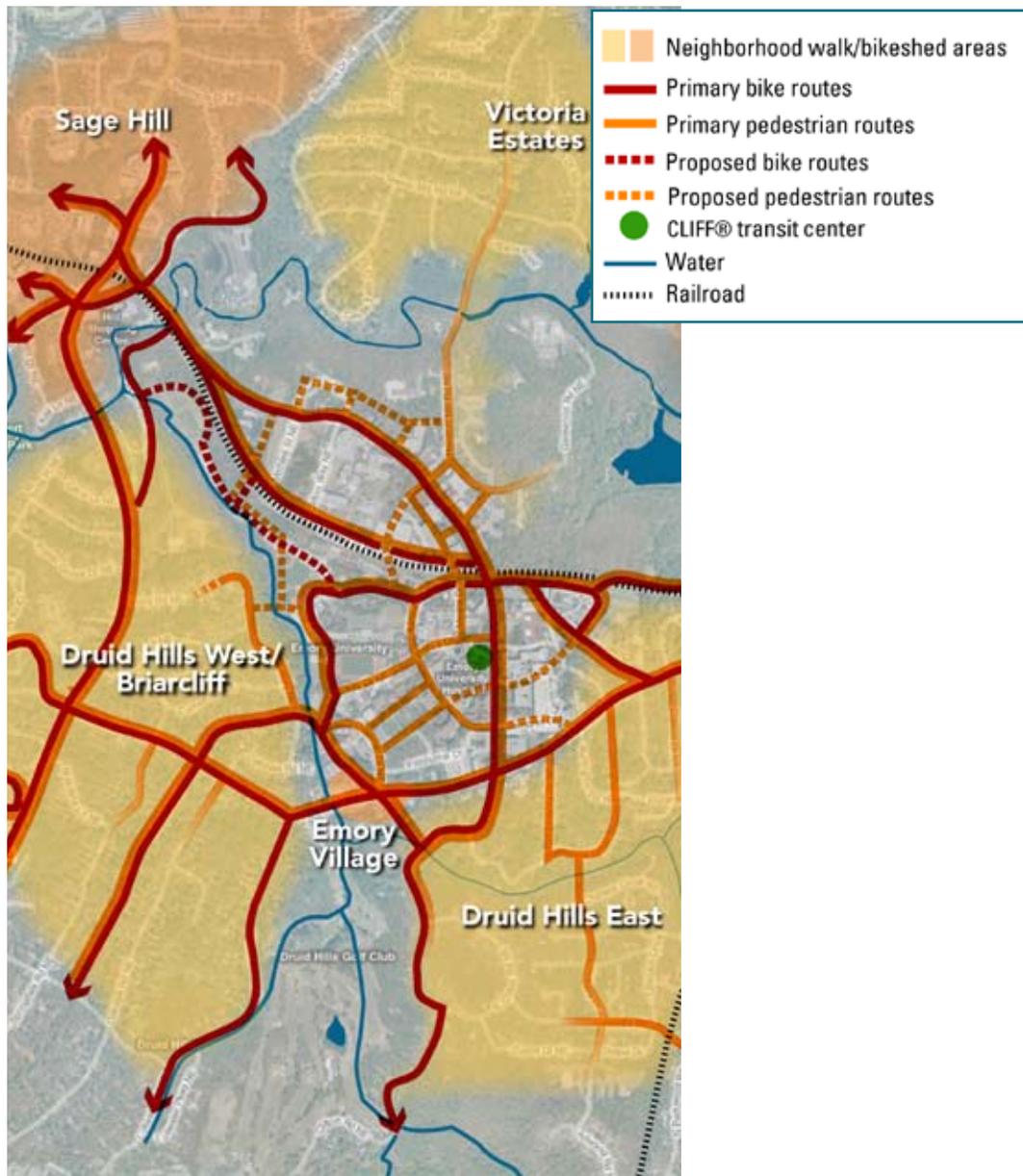
- Offer housing choices that accommodate the full range of households, incomes, and life stages.
- Broaden transportation choices by offering multiple alternatives to driving:
 - > Walking
 - > Biking
 - > Transit
- Offer recreation options that expand local opportunities to enjoy:
 - > Parks
 - > Culture
 - > Entertainment
- Introduce more retail choices for campus and community.



4

Improve accessibility and connectivity.

- Concentrate larger-scale development into walkable “transit ready” nodes.
- Expand near- and longer-term transit strategies at the same time.
- Create a network of accessible, walkable streets, paths, and trails.
- Assure that the accessible network ties together commercial areas, natural areas, and neighborhoods.
- Provide services for the full spectrum of age groups, and mobility levels.



5 Enhance personal well-being.

- **Seek the long-term, symbiotic sustainability of the human community AND the natural environment.**
- **Promote health through better environmental design, creating environments that:**
 - > **invite increased walking**
 - > **address air quality and other pollution issues**
- **Promote health through increased personal safety:**
 - > **Reduced auto-related injuries**
 - > **Places designed to promote personal safety**
- **Increase opportunities for lifelong learning.**



6

Foster community-wide engagement.



- **Ensure that all community members have an educated voice in decisions about managing growth and change:**
 - > **Provide continuing education for and by all members of the community on technical issues, values, and trade-offs**
 - > **Make the Clifton Community Partnership a forum for the entire community**
- **Commit to using growth and change to improve quality of life and create value for the entire community.**

C | Vision

As a starting point for planning, these guidelines identify three types of land in the Clifton community that require distinct treatment:

1 Natural Environment Restoration

Areas possess particular ecological sensitivity and value that have been or should be protected from development. They are described as restoration areas because they typically show negative impacts from nearby human development and deserve focused efforts to reduce and reverse these impacts in addition to ongoing protection.

2 Neighborhood Preservation

Areas, predominantly single-family residential neighborhoods, play a strong role in defining the character of the Clifton community and should be protected from new development. They include the neighborhoods laid out by the office of Frederick Law Olmsted and incorporated in the Druid Hills Historic District. They also include other mostly single family-neighborhoods such as Clairmont Heights, Victoria Estates, and Morningside. Parcels in these neighborhoods that abut major corridors are considered part of the Corridor Enhancement Area, but they are subject to design guidelines that aim to create sensitive transitions of building size, land use and similar characteristics to the Neighborhood Preservation Area.

3 Corridor Enhancement Areas

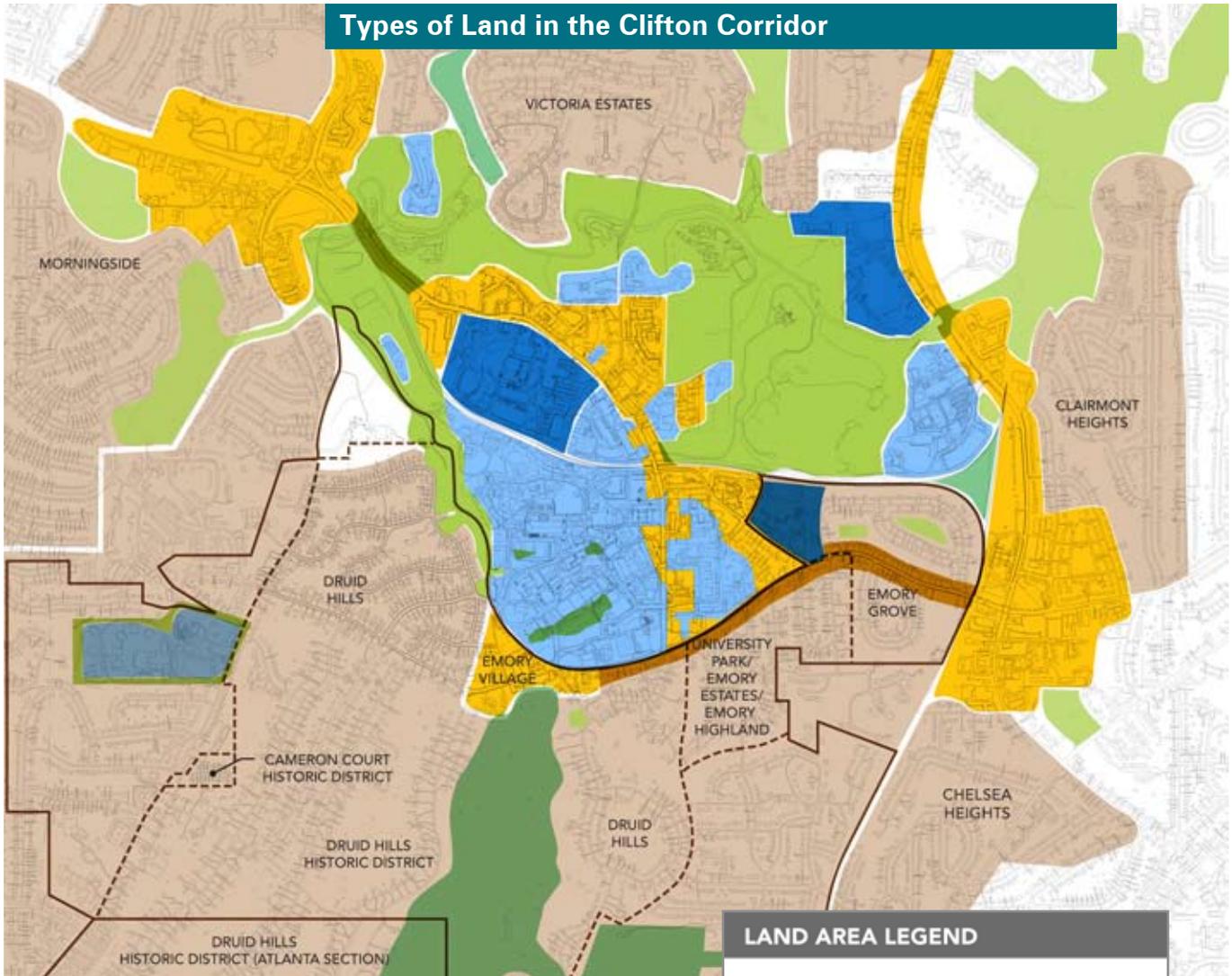
are linear corridors along major streets that represent the most appropriate areas—and most compelling opportunities—for significant change in the Clifton community. The major streets that form the backbone of these areas constitute a significant public setting that defines the character of the Clifton community. Many present a poor character as a result of heavy traffic, outdated land uses, and buildings and landscape that do not relate to the public setting.

Different portions of the Corridor Enhancement Areas merit very different levels of change. Both the community and property owners feel that the retail parking lots at Sage Hill and along Clairmont and North Decatur roads should eventually see significant redevelopment. Corridor areas in sensitive cultural and natural contexts, like the Druid Hills Historic District and Wesley Woods, deserve a different type of change, one that repairs the negative impacts of traffic and other factors on the context but involves limited or no redevelopment. The land area diagrams on the following pages highlight these special areas within the Corridor Enhancement Areas. In all

cases, the kinds of changes in Corridor Enhancement Areas, and their extent, must take into account a given setting's relationship to adjacent contexts, be they natural, historic, campus, or commercial. These guidelines identify ten different district areas within the overall Corridor Enhancement Areas, each with distinct themes, urban design recommendations, and implementation priorities. Identification of ten different districts also contributes to sense of place, by highlighting the unique and memorable characteristics that define or should define different portions of the Clifton community.

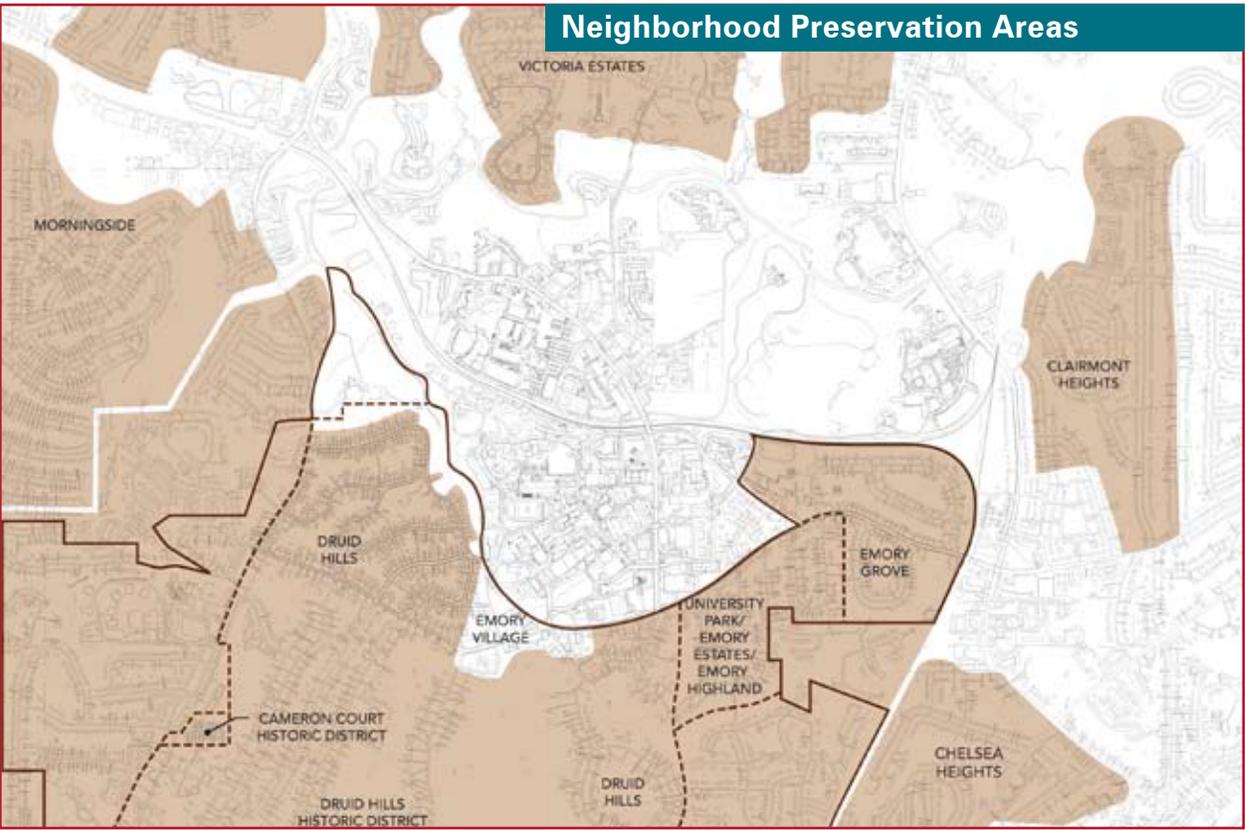
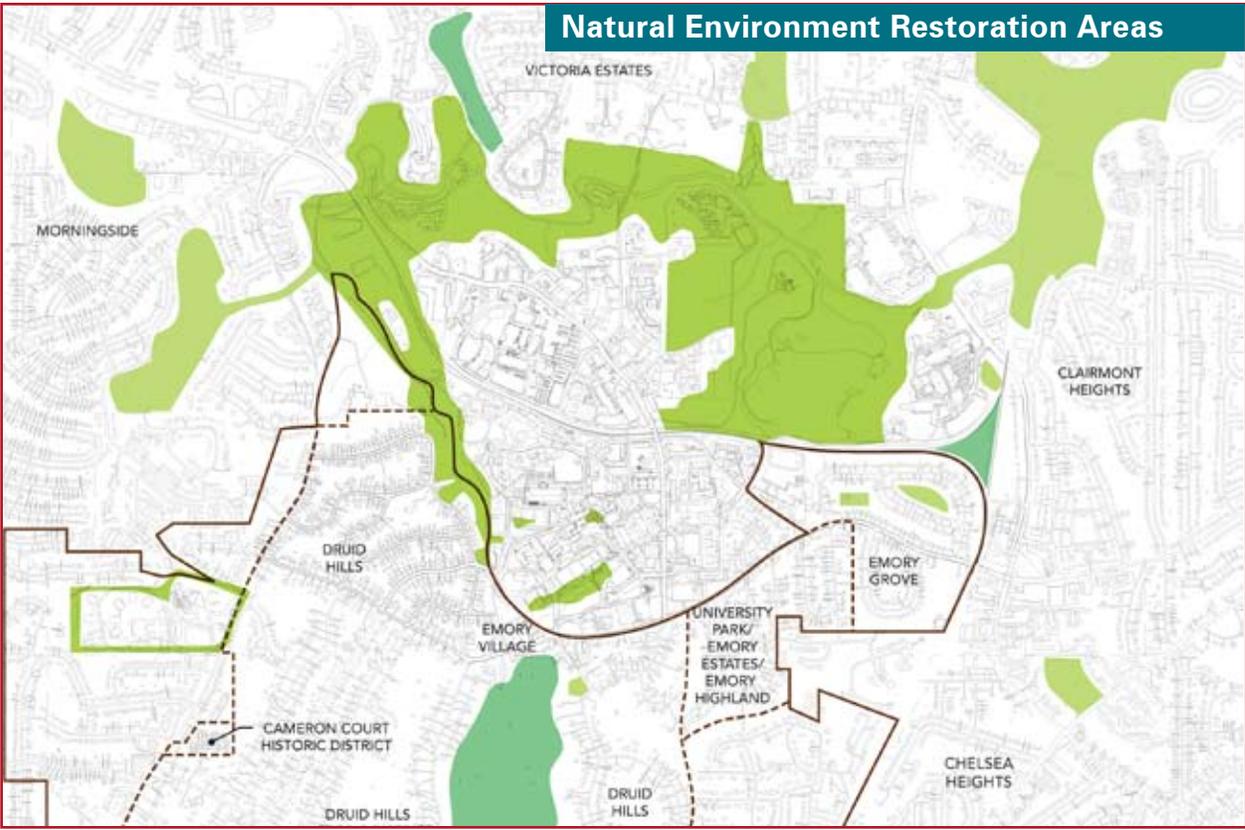
Significant stretches of institutional campus land—including Emory University, Children's Hospital at Egleston, the CDC, and the VA Hospital—present opportunities for coordinating redevelopment with adjacent Corridor Enhancement Areas that would strengthen the corridor and reinforce the character of the institution involved (these parcels appear in blue on the map that appears on the facing page). Parcel locations and the missions of the respective institutions will determine whether redevelopment takes place on this land.

Types of Land in the Clifton Corridor

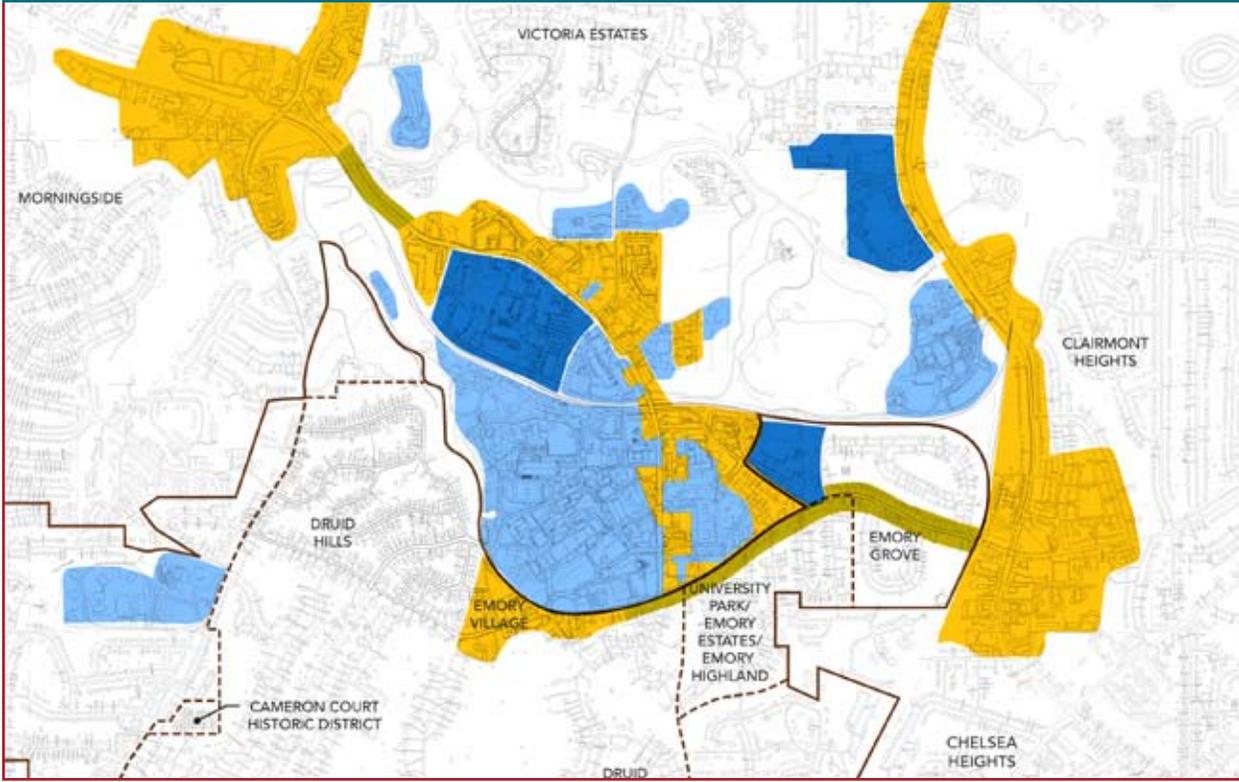


Where land in the Clifton Corridor falls among three major classifications—Natural Environment Restoration Area (green), Neighborhood Preservation Area (brown), and Corridor Enhancement Area (yellow)—should determine its treatment. Blue areas denote significant institutional campuses, some portions of which offer opportunities for redevelopment in tandem with adjacent Corridor Enhancement Area. Other portions of these campuses merit preservation or restoration as cultural or natural environments. The diagram above shows all three classifications of land area in an overview of the study area; diagrams on the next pages isolate each of the three areas and indicate significant activity centers that help define the ten distinct character districts identified in the Corridor Enhancement section of this report.

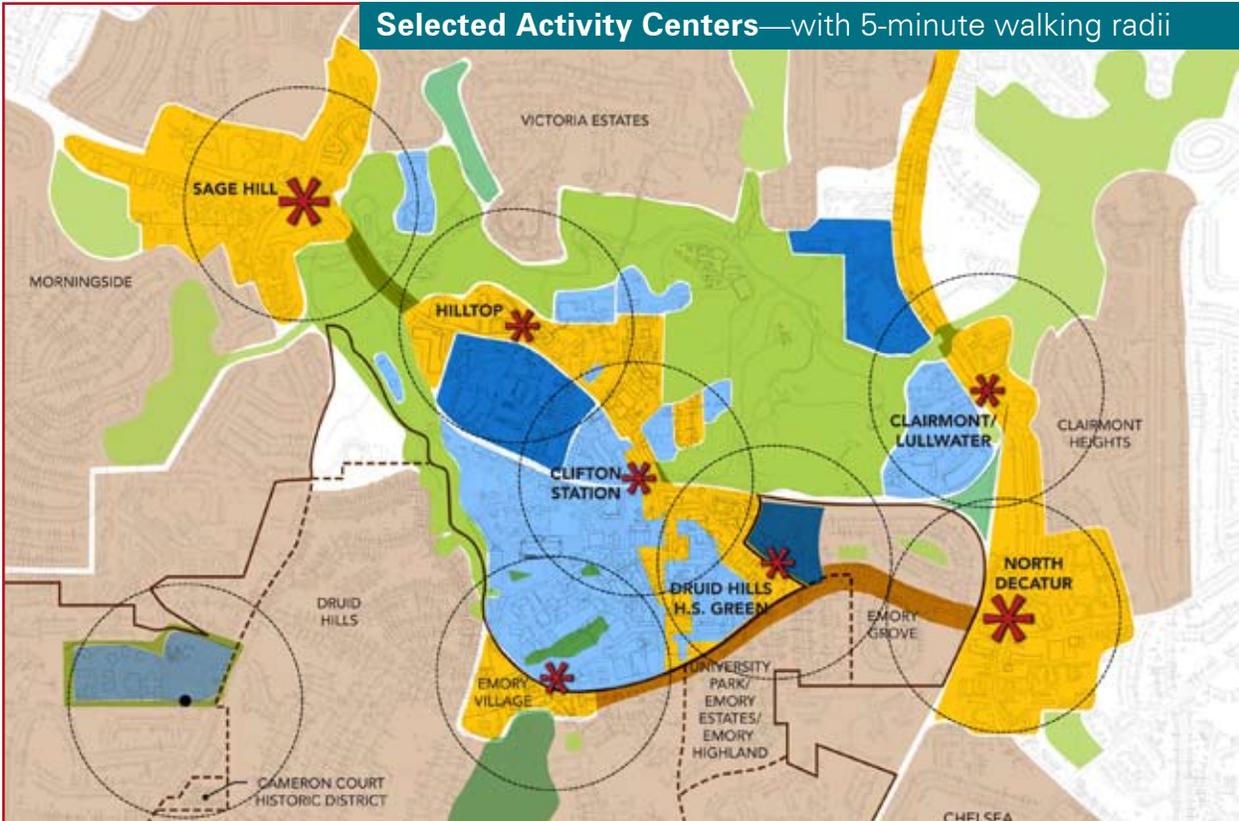
LAND AREA LEGEND	
	Natural Restoration Area
	Neighborhood Preservation Area
	Corridor Enhancement District
	Emory
	Other large employers
	Neighborhood preservation in corridor
	Natural restoration in corridor
	Druid Hills local historic area
	Component historic neighborhoods



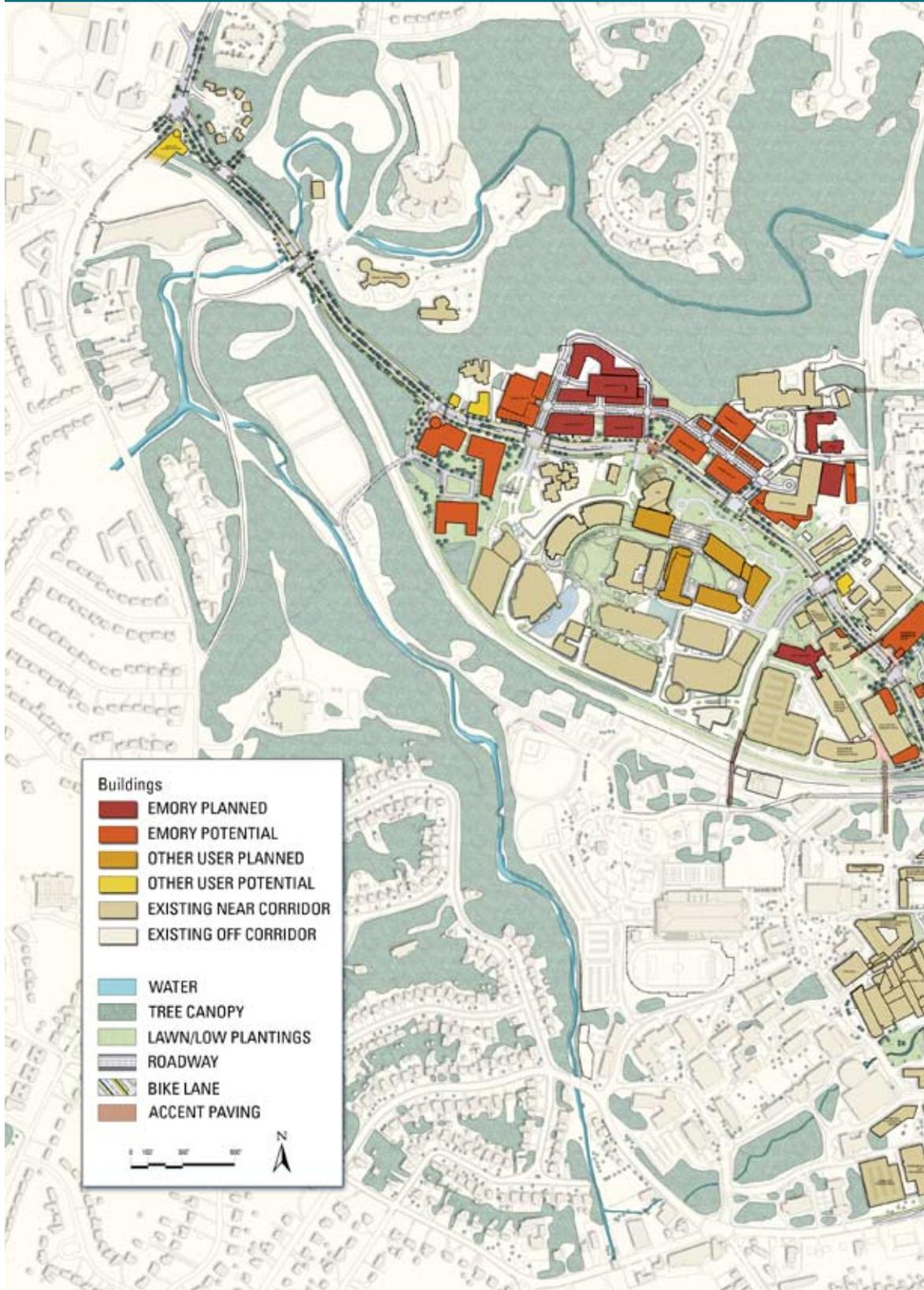
Corridor Enhancement Areas—with important institutional campus areas



Selected Activity Centers—with 5-minute walking radii



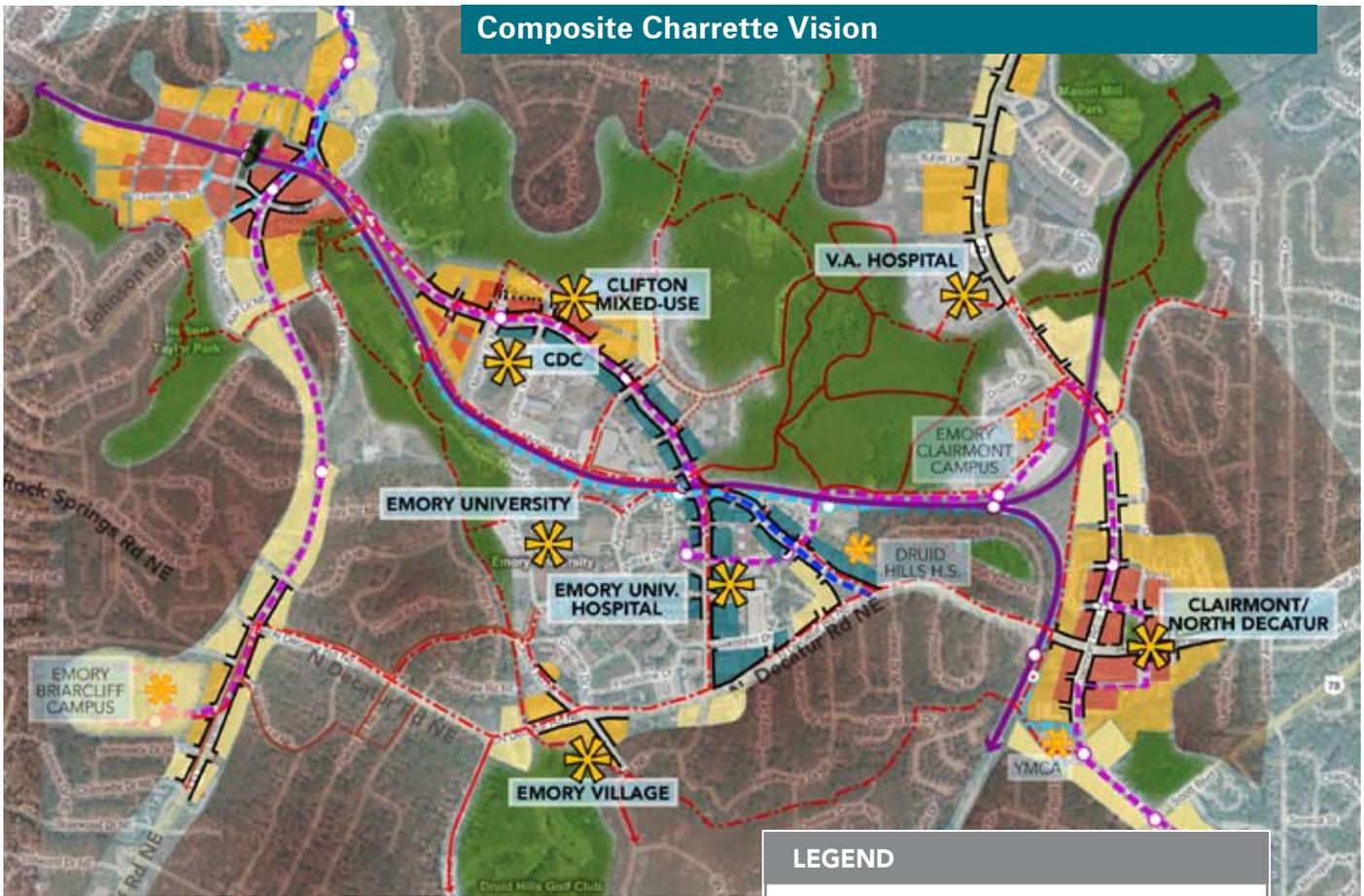
Illustrative plan





This plan presents a conceptual idea of improvements to the public and built realm that serve community goals. Portions of the plan are enlarged and annotated by district in the Corridor Enhancement section of this report. Although the plan is entirely conceptual, it very seriously accounts for the feasibility of the roadway, public realm, and built realm changes it suggests, with careful consideration given to dimensional constraints, engineering recommendations, property ownership, and similar real-world constraints. Building color-coding reflects specific projects that are proposed or under way by property owners, or are the recommendations of this document.

Composite Charrette Vision



This composite diagram combines the varied goals that emerged from the community charrette and from other sources of community input. Not all of these goals are explicit parts of the design guidelines; for instance, some proposed recreational paths and areas of increased residential density would require further study and discussion to merit recommended status. Design guidelines in the following chapter address implementation of these goals in greater detail.

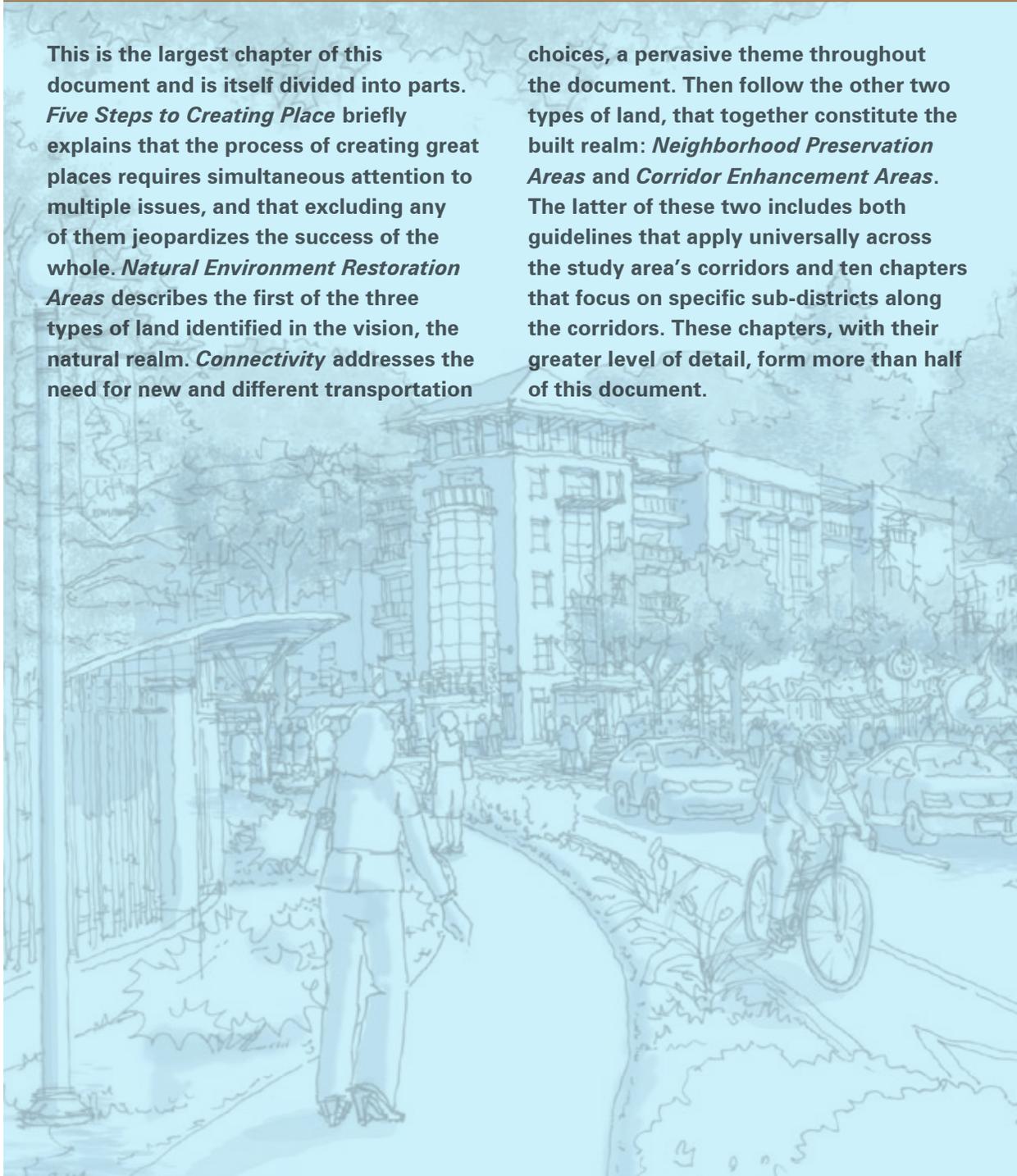
LEGEND

- Improved street edge definitions/uses/buildings
- new/improved institutional uses
- increased residential density
- transition to context
- dense core
- traffic improvements
- heavy rail transit
- BRT/light rail transit
- alternate BRT/LRT route
- existing rec/bike path
- new rec/bike path (bike lane along street)
- improve existing sidewalk
- new sidewalk
- major civic or institutional destination
- minor civic institutional destination
- preserved open space (access restrictions possible in specific)
- ecologically sensitive areas
low-density residential/tree canopy preservation area

D | Design Guidelines

This is the largest chapter of this document and is itself divided into parts. *Five Steps to Creating Place* briefly explains that the process of creating great places requires simultaneous attention to multiple issues, and that excluding any of them jeopardizes the success of the whole. *Natural Environment Restoration Areas* describes the first of the three types of land identified in the vision, the natural realm. *Connectivity* addresses the need for new and different transportation

choices, a pervasive theme throughout the document. Then follow the other two types of land, that together constitute the built realm: *Neighborhood Preservation Areas* and *Corridor Enhancement Areas*. The latter of these two includes both guidelines that apply universally across the study area's corridors and ten chapters that focus on specific sub-districts along the corridors. These chapters, with their greater level of detail, form more than half of this document.



FIVE STEPS TO CREATING PLACE

Innovative design of buildings, open space, infrastructure, and streetscape offers great potential for improving quality of life for everyone who lives, works, or plays in the Clifton Corridor—but only with careful planning and implementation. To assure this, the design guidelines address site planning, landscaping, transportation and environmental sustainability, elements that help integrate buildings gracefully into urban and natural environments

and that equip streets and open spaces to serve multiple roles. Coordinated attention to all these elements will go far toward creating successful *places* that amplify the value of individual investments many times over.

These steps to creating successful places build on themes that can transform the Clifton Corridor into a more livable and walkable community. By providing a framework for how new development projects will look, function and feel, the guidelines help implement this urban design vision.

1

Choose the right environment.



Broaden transportation options near development.



Find appropriate development sites.



Protect natural areas and neighborhoods.

2

Define the program.



Plan for open space.



Ensure active uses at sidewalk level.



Make sure multiple uses fit well together.

3

Provide supportive infrastructure.



Encourage walking and biking, which yield healthier communities.



Conduct ongoing transit advocacy while creating development ready to support transit.

Balance vehicular movement and parking with the needs of pedestrians.



4

Engage all stakeholders.



Community buy-in is crucial.

Design guidelines with community support and the backing of zoning will ensure quality design.



Put it all together.

5



New development should not only provide jobs, housing and community uses, but should also contribute to quality of life.

NATURAL ENVIRONMENT RESTORATION AREA

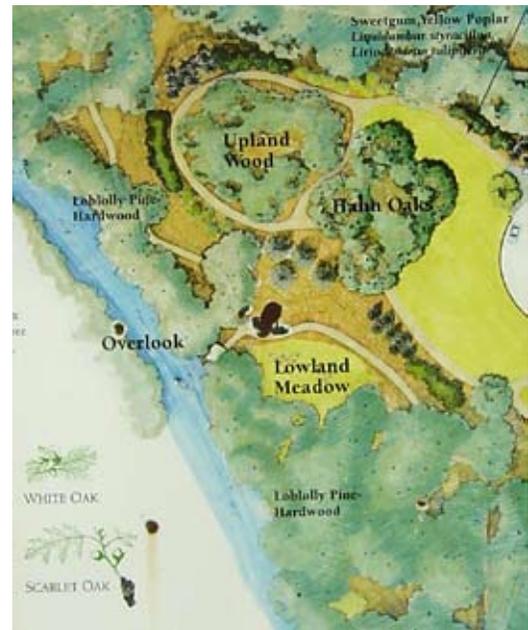
Perhaps the most appreciated quality of the Clifton community is its natural environment. This is rightfully so, as the area forest canopy is stately and extensive, and the Wesley Woods forest area along South Fork Peachtree Creek is some of the most significant natural habitat within the Atlanta perimeter. At the same time, this natural environment has been significantly degraded by development, and continues to be threatened, with potential negative impacts on the people of

the Clifton community both aesthetic and practical. With damage already done, natural areas need active restoration as well as further protection. The following guidelines advocate education on why the natural environment is important to the Clifton community, requiring new development to cause net benefit to the natural environment, and enabling existing neighborhoods, other development and people of the community to help in their own capacities.

Tell the environment's stories

Develop broad community awareness of and appreciation for the multiple reasons natural areas are significant.

1. **Make natural green corridors more prominent.** Make the larger green networks in the area—most notably stream corridors such as South Fork Peachtree Creek and Peavine Creek—more apparent, both by emphasizing their physical presence along streets that cross them and by documenting their continuity and extent through maps. Where it would not impose overall harm on the natural environment, seek opportunities to create recreational paths through and along green corridors to bring people into closer contact with nature.



Orientation sign at Hahn Woods

Pedestrian-oriented signage explaining environmental issues



2. **Provide information on significance of natural systems.** Reveal all the reasons why natural systems are important and why their level of well being impacts that of people. Stormwater flow, aesthetic beauty, quality of microclimate and biodiversity represent just a few of these. Also, determine the potential positive and negative impacts of

different planning and development choices upon natural systems as a basis for their evaluation.

3. Create interpretive signage as part of the public realm. Give people very direct information about their environment by placing signage oriented to people walking, driving or engaging in recreation in natural areas. What tree species are represented? Where does water flow downstream? What animals inhabit the area at what times? Let the natural environment be another setting for learning in the Clifton community.



Greenway and walking trail information

Link development rights and green benefits

Conventional development often heavily exploits the natural environment. Create mechanisms requiring development to make a positive impact instead.

1. Link development rights to public benefit investments in the natural environment. There are many ways to harness new development so that it helps the natural environment. Consider using some of the following methods:

- Continue to require minimum areas set aside as open space in development projects. For projects in areas targeted for denser development, consider allowing at least some of this open space to be achieved through direct purchase of property elsewhere or contribution to a public fund for this purpose.
- Require development to meet certain minimum environmental standards in building and/or neighborhood design. LEED® and Earthcraft represent two standards gaining broad national acceptance, but others may emerge as well. The Clifton community has an unusual opportunity to be a national leader in this regard, as Emory has built the third-highest number of LEED-certified buildings of any organization in the country, and the Emory Point development is participating in the pilot phase of the new LEED® for Neighborhood Design certification process. Not only can sustainable development be required, but its methods can be demonstrated in built form and through education.
- Use a transfer of development rights (TDR) process to enable protection of developable natural areas by selling the

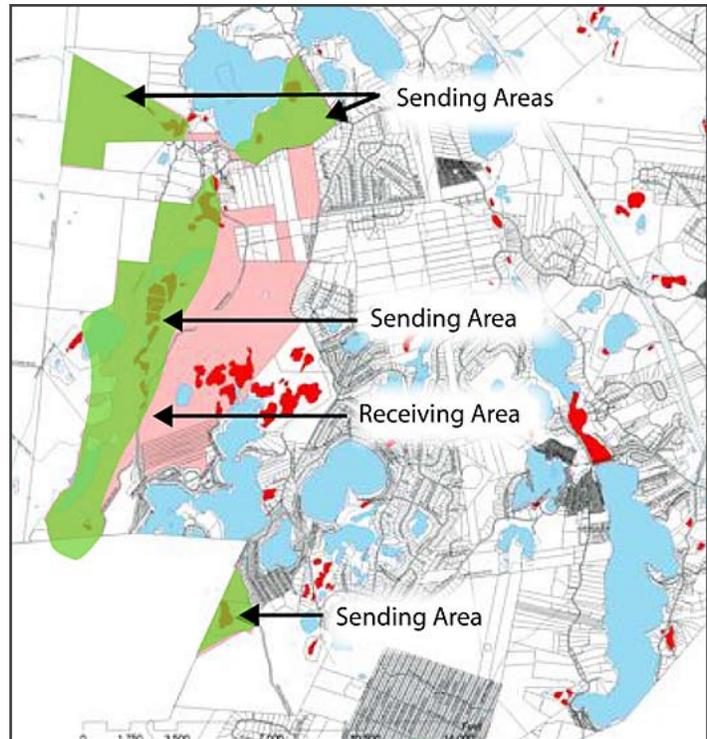


Diagram of transfer of development rights (TDR) concept as applied in Plymouth, Massachusetts.

rights to their development to owners of other property in areas appropriate for higher-density development. Development rights are typically expressed through a formula that equates a certain amount of allowable development—in terms of floor-area ratio, number of bedrooms, or similar measure—in the zoning district of the “sending area” into an amount of comparable impact in the zoning district of the “receiving area.” Use design guidelines to ensure quality higher-density development in receiving areas.

- Require and/or offer a development density bonus in return for other investments in the natural environment, be they financial contributions toward environmental restoration or protection; preservation of larger natural areas on

development sites; creation of natural areas in the public realm; achievement of higher environmental performance in buildings; environmental education; or other appropriate steps.

- Require and/or offer a density bonus in return for documented reductions in traffic generation and associated air-quality impacts achieved through choice and mix of land uses, location relative to transit, transit-ridership incentives, contributions to transit services or advocacy, or other measures.



2. Ensure that development projects include parks, appropriate transitions to natural areas, and similar benefits to natural systems and the public realm. Natural systems should—and do—pervade developed areas just as they do undeveloped ones. Development should incorporate careful attention to landscape design—including appropriate levels of investment in street trees and other street plantings adjacent to its site; appropriately preserved, maintained and/or planted private

open space areas; and provision of or contributions to area parks and other public natural areas. At transitions to natural areas, consider whether building form, lighting, noise, paved area, or other aspect may impose particular impacts on natural areas and therefore need particular control.



Neighborhood parks of all scales deserve good quality plantings.



Denser mixed-use development can help fund more extensive public landscaping.

Major Contiguous Forested Areas



and follows a policy on its own land of “no net loss” of forest canopy. This policy could serve as a model to be expanded to other areas as well. Emory’s policy covers not only canopy trees but also understory vegetation, and is included as Appendix B of this report.

C Address the environment across the community

As with new development, existing neighborhoods and developed areas can play a major role in protecting and restoring the natural environment. Environmental stewardship can and should be another example of broad partnership in the Clifton Corridor.

- 1. Preserve forest canopy.** The tall, lush natural forest canopy that prevails in the Clifton Corridor is among the most valued characteristics of the area, yet it has been significantly interrupted in many corridors and other developed areas. The Clifton community as a whole could follow rules that require in-kind replacement of any forest vegetation lost to development, as well as restoration of a target amount of past losses. DeKalb County guidelines do set minimum standards for tree plantings, but these do not necessarily equal the amount of vegetation removed from a development site. Emory has developed



Tree canopy on a residential street.



This stormwater retention basin on the CDC campus exemplifies how practical, environmentally sensitive stormwater infrastructure can also create beautiful public spaces.

2. Manage watershed and stormwater.

- **Develop a comprehensive plan with community and county.** Effective stormwater management cannot be accomplished on a site-by-site basis, but rather requires cooperation among landowners and public agencies throughout a watershed. Emory and DeKalb County are in the process of coordinating their stormwater management plans; similar efforts should be undertaken with other landowners.
- **Reduce impervious surface and improve groundwater recharge.** Areas covered by buildings and pavement commonly direct their stormwater to piped stormwater systems rather than letting it naturally infiltrate into the ground. In areas where impervious surface is exten-

sive—such as much of the commercial and some of the institutional development along the Clifton community’s main corridor—this imposes high peak flow rates in stormwater systems and the streams into which they empty. It also reduces the natural replenishment of groundwater. Reduce impervious surface by methods such as using permeable paving in parking and pedestrian areas, providing green roofs on buildings, and encouraging taller buildings with smaller footprints rather than lower buildings that cover more land. In addition, current DeKalb County regulations allow paved areas to count as site open space; these should be changed.

- **Provide information on watershed flows.**

Explain people’s place within the larger watershed system around them.

- Make double use of stormwater management as an amenity. Retention ponds and similar areas created to collect water during storms

can be designed as attractive amenities at all times. Recent local examples include the CDC’s retention basin near Houston Mill Road, and prominent ponds at the Glenwood Park and Atlantic Station developments in Atlanta.



South Fork Peachtree Creek at Clifton Road.



3. Ensure that architecture and landscape architecture are designed appropriately to climate. Select plants native to the region that do not require irrigation, extensive fertilization, or other environmentally demanding measures in order to thrive. Select trees that offer good shading of occupied outdoor areas and buildings during warm weather. Because building heating and cooling accounts for up to one quarter of all energy use in the United States, pay particular attention to reducing energy consumption through site and building design. Good orientation of building façades relative to movement of the sun, incorporation of exterior window shading and high-performance windows, passive ventilation, and similar techniques can significantly reduce long-term energy use and its associated impacts on the environment—not to mention building owners’ operating expenses.

4. Expand community education. Help people make choices that are good for the natural environment in their daily lives. For instance, foster environmentally friendly landscape practices, addressing such topics as lawn care and invasive species.

(Upper photo) Solar shading on the Woodruff Memorial Research Center. (Lower photo) Invasive English Ivy in Wesley Woods.

CONNECTIVITY

Today, connectivity in the Clifton community largely means road connections that are becoming increasingly unreliable as traffic levels rise. To maintain and improve connectivity in the future means creating convenient, extensive networks for movement other than auto travel: specifically, better pedestrian, transit and bike networks. Connectivity requires both making each movement network complete in and of itself—filling the missing links in sidewalks, transit routes, and bike lanes—and linking the networks together to expand travel options. Since no one travel mode satisfies all needs, good connectivity will depend on providing people attractive, efficient and safe choices of ways to get around.

1. Place priority on basic pedestrian and bike connectivity and safety—and make the Emory campus permeable to community pedestrian and bike routes.

Some of the neighborhoods and all the campuses in the Clifton community have their own pedestrian networks that range from decent to excellent, but the network falls apart along the major traffic corridors—Briarcliff, Clifton, North Decatur and Clairmont roads. Here, sidewalks and crosswalks often don't exist where needed, and where they do exist they often run uncomfortably close to heavy traffic. Other common deficiencies include narrow widths, obstruction by utility poles, poor access for people with disabilities, and inadequate crossing signals.

Because pedestrians and bicyclists already endure difficult and dangerous conditions on a daily basis, better and safer connectivity for them is of utmost priority. In the near

term, solutions should focus on practicality, safety and expediency over aesthetics or other concerns. While the illustrative plan suggests a number of more extensive, long-term improvements—including special paving at major crosswalks, dedicated bike lanes, expanded planting strips, and new multi-use paths—that vision should not delay implementation of interim improvements. These should be of high-value, relatively low-cost, and quickly completed measures, like introducing high-visibility crosswalk markings, repairing cracked sidewalks, and restriping roadways to create at least a shoulder area available to bicyclists. Pedestrian and bike permeability of the Emory campus—which both the community and Emory support—should incorporate clear definitions of campus edge through use of signage, landscaping, and structures.

2. Focus the pedestrian network on nodes that feature transit and mixed, complementary uses.

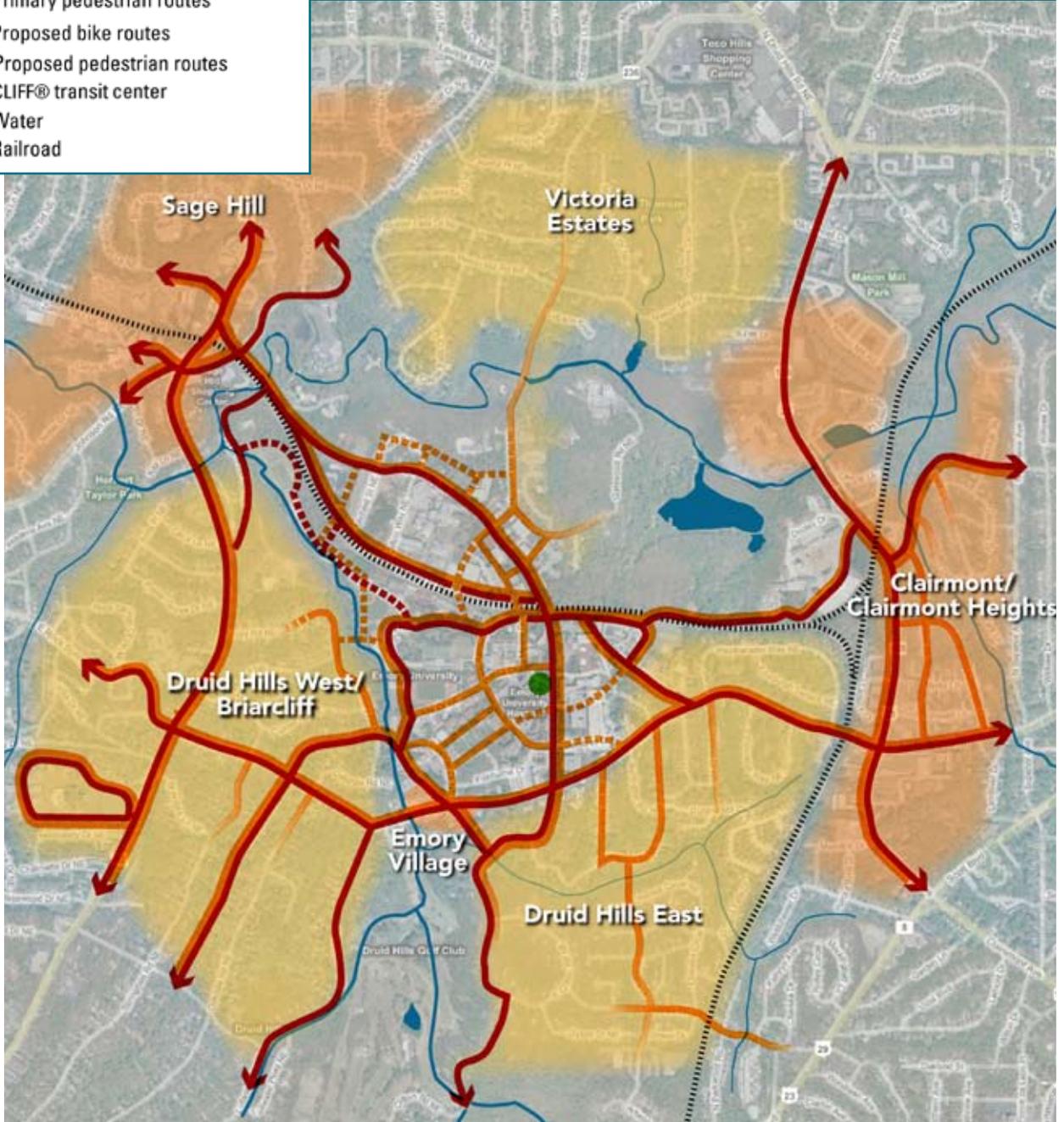
Pedestrian and transit networks are most useful and effective when multiple destinations are located within walking distance of a transit stop and each other. Ideally, the destinations include a mixture of activities—employment, dining, shopping, study, living—allowing people to accomplish multiple objectives with one stop and a short walk. This reduces the time and distance people need to travel in the first place. Layout of the pedestrian network, therefore, must be considered together with an understanding of area land uses and transit service opportunities. Wherever possible, concentrate more intense development and activity close to transit stops, particularly BRT and rail services with higher capacity and longer intervals between stations.

3. Offer more convenient, coordinated and comprehensive transit at nodes.

Transit should be a preferred rather than a last

Principal Neighborhood Access Corridors

- Neighborhood walk/bikeshed areas
- Primary bike routes
- Primary pedestrian routes
- Proposed bike routes
- Proposed pedestrian routes
- CLIFF® transit center
- Water
- Railroad



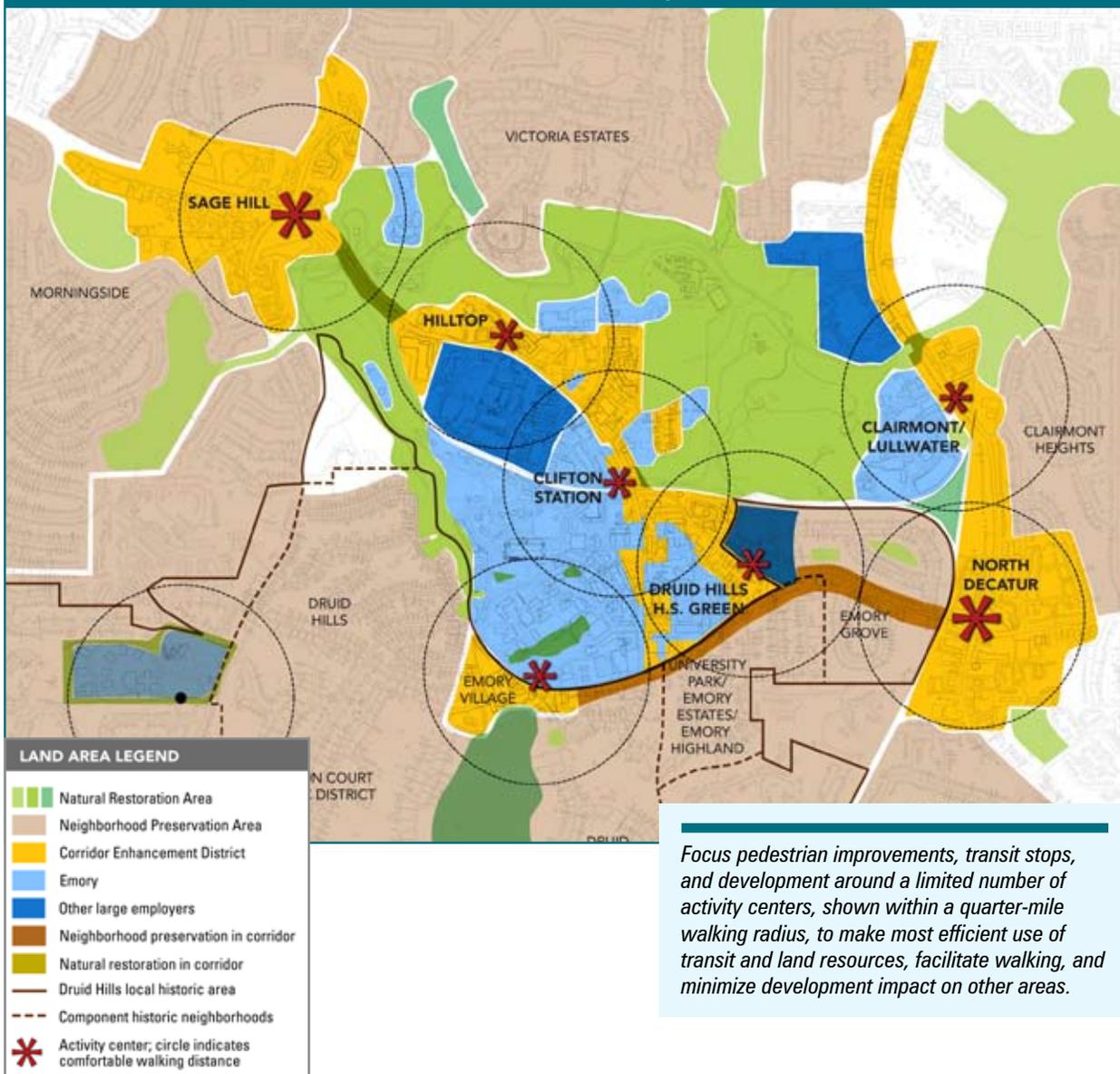
This diagram indicates existing and proposed bike and pedestrian routes in the Clifton Corridor that deserve priority attention for improvements and wayfinding signage.

choice for people. For this to happen, transit should serve people’s real needs: choices of travel times and routes, information on service, low cost, accessibility for people with mobility limitations, minimal need to transfer among routes, minimal wait times, vehicles and waiting areas that are comfortable and safe under the full range of daylight and weather conditions, and amenities like access to wireless internet, news, and convenience

retail. Fulfilling these needs means coordinating services among providers like CLIFF® and MARTA, investing in quality vehicles, stops and information systems, and earning ridership with excellent service operations.

4. Facilitate vehicle traffic improvements in balance with other modes, working toward a goal of maximum benefits for the overall transportation system.

Selected Activity Centers—with 5-minute walking radii



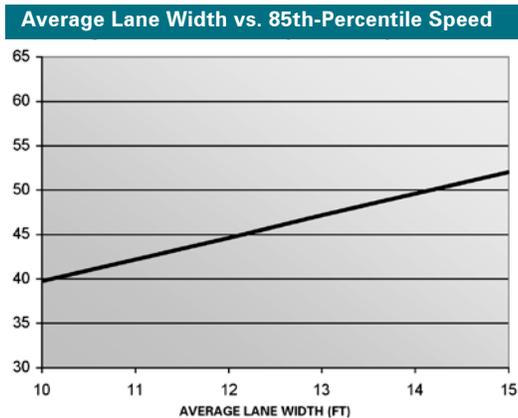
Focus pedestrian improvements, transit stops, and development around a limited number of activity centers, shown within a quarter-mile walking radius, to make most efficient use of transit and land resources, facilitate walking, and minimize development impact on other areas.

“Throughput” should be measured comprehensively counting all transportation modes, not just vehicles. Convenient driving access will remain important, however. Fortunately, better accommodation of pedestrians, transit and cyclists can often be done with little or no loss of traffic capacity. Narrower lanes that keep traffic speeds moderate, combined with synchronized signal timing, can move the same volume of traffic as do roads that allow higher-speed traffic interrupted by red lights.

Balancing vehicle traffic with other transportation modes and functions of streets as public space will require particular attention to three issues: travel-lane width, street interconnection and street tree location.

- **Travel lane width.** Narrowing travel lanes from the 12-foot (or greater) width common on through roads to 10–11 feet translates into tremendous safety improvements for pedestrians, drivers and bicyclists alike—while also improving neighborhood character and appeal of walking. Reducing lane width reliably trains drivers to moderate their speed. Reducing a lane from 11 to 10 feet, for instance, has been shown to decrease speed by 5 to 7 mph. Reducing vehicle speed, in turn, dramatically increases pedestrian safety. Cutting vehicle speed from 40 to 30 mph almost halves the likelihood of a pedestrian fatality in a car-pedestrian accident (45% instead of 80%), and cutting speed from 40 to 20 mph results in one-eighth the likelihood (5% instead of 80%) (source: presentation by Wendy

This chart shows that reducing travel lane width reliably decreases typical traffic speeds, providing significant safety benefits to pedestrians, bicyclists, and vehicle occupants.



Source: Fitzpatrick, K., Carlson, P., Brewer, M., and Wooldridge, M., “Design Factors that Affect Driver Speed on Suburban Streets,” Transportation Research Record 1751, pages 18-25, 2001

Landman, WalkBoston, October 22, 2007.). For vehicle drivers and passengers, “...narrower streets, with individual lanes and street sections that are reduced in size, are safer than wide streets because drivers are more cautious, slowing down and behaving less aggressively. Conversely, crash rates increase exponentially as street width increases” (Ewing, Reid, and Kreutzer, Richard. *Understanding the Relationship between Public Health and the Built Environment: A Report Prepared for the LEED-ND Core Committee*, 2006). These guidelines recommend 11-foot-wide lanes for primary through lanes; CCTMA and transportation engineers have confirmed the need for this width to allow operation of both buses and potential streetcars. Reduced widths of 10 for passing lanes and 9 feet for turning lanes, where they occur, are recommended. These accommodate the 35mph maximum posted speed associated with the Urban Collector

and Urban Local Street classifications that the Georgia Department of Transportation (GDOT) has applied to Clifton Corridor streets.

Lane width changes can achieve significant benefits

and be implemented relatively quickly and cheaply simply by restriping existing rights of way. Although the illustrative plans for each district in these guidelines commonly show long-term visions that include medians, new curb locations and new turn lanes, practi-



cal improvements should occur in advance of these more ambitious initiatives. See the General Design Guidelines in the Corridor Enhancement Area chapter for more about lane width.

- **Street interconnection.** Traditional grid networks offer greater redundancy and more choice of routes, preventing the bottlenecks that plague many parts of the Clifton street network today, where only one constricted route is available. While topography, land ownership and preservation/restoration areas limit opportunity to create conventional grids in much of the Clifton community, every opportunity should be taken to provide alternate street routes. This is particularly important, and possible, in the Clifton/Sage Hill and Clairmont/North Decatur districts, where even a modest increase in street interconnection would take significant pressure off intersections of the major through roads. Creating a more gridlike network has been shown to offer multiple benefits:
 - > Generation of fewer vehicle miles traveled (VMT) than dendritic street networks (the treelike patterns common in the area today that funnel traffic into sole routes).
 - > Reduced trip lengths
 - > More route choices
 - > Reduced NOx and VOC emissions generated per household
 - > Increased public transit, walking and bicycling trips

(Source: Ewing, Reid, and Kreutzer, Richard. “Understanding the Relationship between Public Health and the Built Environment: A Report Prepared for the LEED-ND Core Committee,” 2006)

Grid networks can also reduce traffic congestion by accommodating driveways on side streets instead of through streets. Finer street networks further serve urban design goals of reducing block size (which improves the pedestrian experience) and creating more visibility and access to development parcels, increasing their value.

- **Street tree location.** The horizontal distance between street trees and the curb (typically measured from curb face to tree centerline) has been identified as one potential area of conflict in designing street improvements. Roadway engineering standards specify minimum horizontal clear distances between a curb and fixed objects such as trees and utility poles in an effort to prevent vehicle collisions with these objects. The minimum clearance rises with higher speeds and in rural areas, and it decreases with lower speeds and in suburban and urban areas with more pedestrians, bikes, transit, and activity. For instance, GDOT requires at least 10 feet of clearance in rural areas with speeds of 35 to 45 mph or more (*GDOT Design Manual*, chapter 5, “Roadside Safety and Horizontal Clearance”). In urban areas, GDOT allows reduced clearances, along with a greater flex-

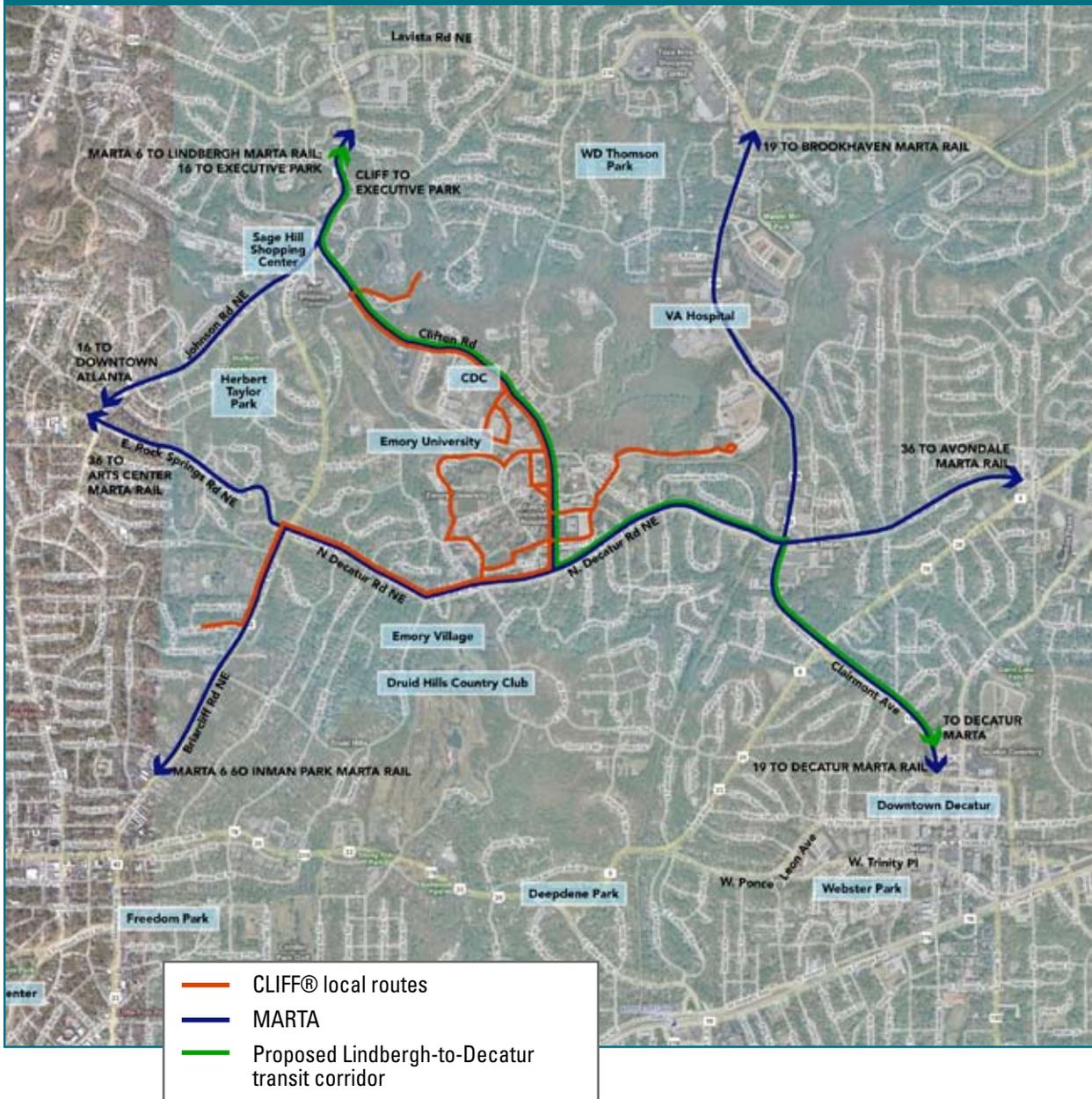
Encourage bicycling through multiple means, including designating bike lanes on streets where room allows; avoiding bike lane conflicts with pedestrians and transit; accommodating bikes on buses and rail cars; providing bike racks at destinations; and providing changing rooms and/or showers at major destinations, where possible.

ibility of guidelines that recognize the importance of accommodating a broader variety of priorities—culture, history, alternative transportation, fixed existing conditions—consistent with Federal Highway Administration guidelines for context-sensitive solutions.

GDOT’s manual states that “horizontal clear-

ance for urban roadways generally is related to a combination of environmental, operational and safety characteristics, both for pedestrians and vehicular traffic.” Along urban roadways, GDOT’s guidelines recommend 8’ of clearance between curb and trees exceeding 4 inches mature diameter at 2’ above ground. The Clifton Community design

Transit Service—existing and proposed



guidelines strongly recommend reducing this clearance requirement to 4' (the clearance allowed by GDOT for trees under 4 inches mature diameter) along principal roadways in the Clifton Corridor as a more appropriate minimum clearance for a variety of reasons:

- > Reduced horizontal clearance has been demonstrated to reduce vehicle collisions along streets with speed limits of up to 35 mph. One recent study noted that “in downtown areas, aesthetic streetscape enhancements that create a distinct edge, such as trees, concrete planters, sign supports and other fixed objects placed along roadsides and medians appear to reduce the number of crashes on roadways.” (Ewing, Reid, and Kreutzer, Richard. *Understanding the Relationship between Public Health and the Built Environment*, 2006) Another notes that “in urban areas, the inclusion of trees and concrete planters along streets reduced mid-block crashes by up to 20%.” (Naderi, J.R.. *Landscape Design in Clear Zone: Effect of Landscape Variables on Pedestrian Health and Driver Safety*. Transportation Research 1851, 2003, pp 119-130.) In urban conditions, safety increases with reduced clearance because the presence of trees, poles and similar vertical elements near the curb induces drivers to travel at



Existing utility poles less than 4' from the curb present a hazard to vehicles.



Existing trees in the Clifton Corridor located between 4 and 8' from the curb enhance the safety of car passengers and pedestrians alike.

more moderate speeds and with greater attention to their environment.

- > In many stretches of the Clifton Corridor, buildings, property lines and other fixed conditions so constrain available width that insufficient space exists to allow 8' of horizontal clearance as well as desired roadway lanes and sidewalk widths. Following the 8-foot minimum would in many cases push sidewalks to the curb to avoid interference with trees and adjacent elements. This would make walking less safe and appealing, since street trees and poles for lights and other elements provide an important physical and perceptual barrier between traffic and pedestrians, which encourages walking.
- > Existing conditions in the Clifton Corridor include horizontal clearances at trees as small as 4'. While the even smaller clearances at many existing utility poles are clearly a hazard and should be increased, 4' is a reasonable minimum dimension at existing trees. Enforcing an 8-foot minimum would imply removing many existing mature trees, a step at odds with the broad goals of these guidelines.
- > Reducing the minimum horizontal clearance from 8' to 4' also allows matching the 6-foot dimension designated by Olmsted from curb to center of tree along Ponce de Leon Boulevard.

NEIGHBORHOOD PRESERVATION AREAS

Like the tree canopy that covers them, the Clifton Corridor's residential neighborhoods are one of the area's most valued characteristics. Olmsted-designed neighborhoods and postwar subdivisions alike offer modestly scaled, well-detailed homes nestled discreetly amidst a profusion of vegetation to create, in the words of Druid Hills Civic Association president Bruce MacGregor, a "cultured environment in the woods." Historic

district designation recognizes and has successfully protected much of these neighborhoods. Their character is threatened, however, where they meet principal corridors and developed areas. While certain corridor and campus areas deserve development on a relatively urban model, neighborhood preservation districts should be treated and protected as distinctly suburban in character, with careful graduated transitions to areas of greater development.

1. Preserve traditional neighborhood character.

Refer to the Druid Hills Local Historic District Design Guidelines for projects located in or near the historic district. These guidelines (accessible at <http://www.co.dekalb.ga.us/planning/mainpage.html>) comprehensively address key characteristics:

- > **Density**—typical density, zoning allowances
- > **Uses**—residential, but consider renewing allowance of accessory apartments with appropriate design controls
- > **Architecture**—style, detail, materials, and variation
- > **Site planning**—setbacks, orientation, lot coverage
- > **Building scale and massing**
- > **Diversity of housing types and affordability**

2. Respect neighborhood edges

- > Adopt an urban (as opposed to suburban) approach to district adjacencies: define and encourage appropriate direct adjacencies instead of loosely defined margins. Seek continuity of scale and access. Do not turn service, parking areas or other low-quality edges toward adjacent districts.
- > Clearly define institutional campus edges where they meet residential



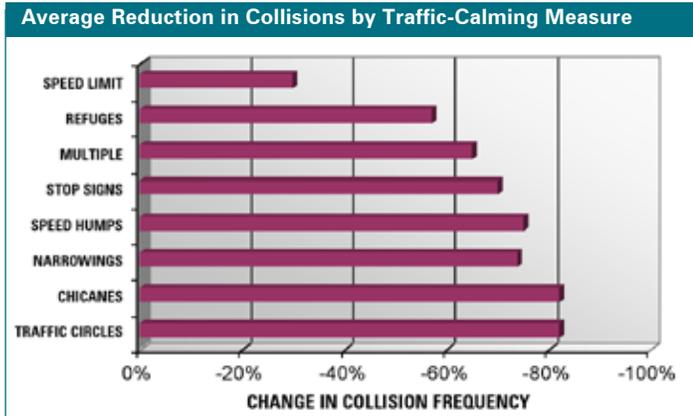
neighborhoods. These edges should be permeable to pedestrians and bikes wherever possible.

- > Choose and locate uses to avoid conflicts with adjacent residential uses.
- > Building scale transitions: Gradual, sensitive transitions are important, and should not necessarily preclude significant scale in activity centers. See General Design Guidelines in Corridor Enhancement Area chapter for more on building scale transitions.
- > Make deliberate landscape character transitions. While buildings change incrementally in scale at edges, make similar incremental changes in landscaped setbacks. At the same time, however,

Historic Druid Hills and adjacent neighborhoods harbor a powerful sense of place, rooted in landscape design and residential scale that integrates them with the woods, hills and creeks in which they are set.

emphasize continuity of the forest canopy from neighborhood preservation areas to both corridor enhancement and natural environment restoration areas.

3. Address through-traffic on neighborhood streets. Neighborhoods should be protected from cut-through traffic without causing undue inconvenience to residents. In general, this



A variety of traffic-calming measures can be effective in residential neighborhoods.

basic principle rules out one-way streets, road closures, and abrupt speed bumps. A number of other strategies, however, have proven effective in reducing traffic speeds and discouraging cut-through drivers looking for quick shortcuts. These same measures have



little or no negative impact on residents who drive at moderate speed. Development and transportation planning in the Clifton Corridor should, as a rule, study potential traffic impacts on residential neighborhoods and offer residents a choice among strategies to prevent these impacts.

4. Create appropriate relationships to natural areas (creeks, open space): with appropriate access and protection. The Olmsted neighborhood plans frequently placed backyards along creeks, giving the creeks protection and providing amenity to residents. Highlight the creeks where they are visible to the public—at road bridges and culverts, for example—with signs, bridge design and particularly views revealing their presence.

5. Involve neighborhood associations in ongoing community planning. Neighborhood associations should actively engage in understanding and evaluating the positive and negative impacts of potential

growth in the community. They can play a leadership role in helping set larger community goals.

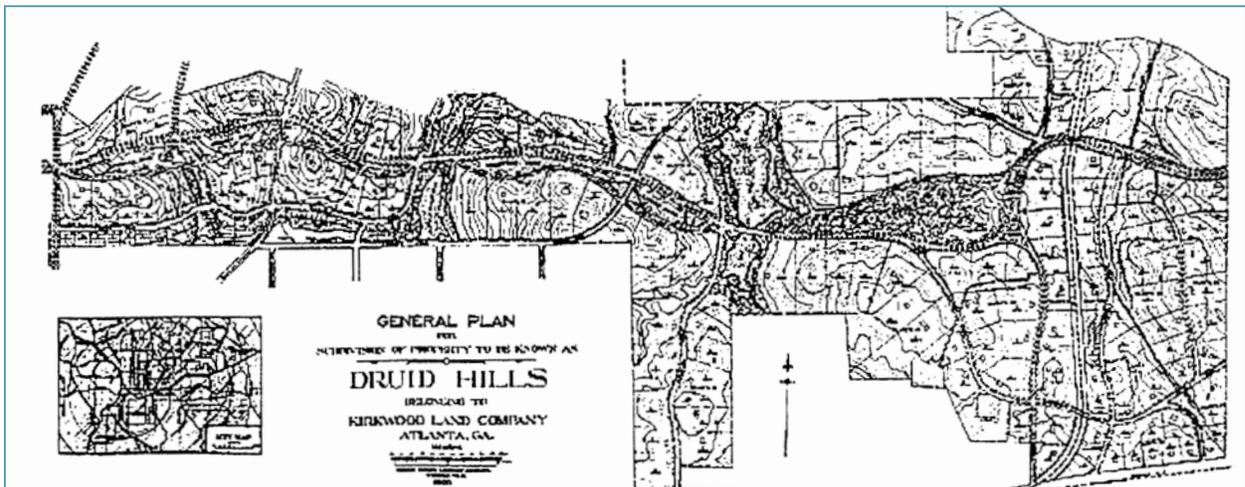
The Olmsted Legacy

The final plan for the Druid Hills residential suburb was completed in 1905, two years after the death of Frederick Law Olmsted, its principal designer. It represents the last plan for a residential suburb shaped by the father of American landscape architecture and, as such, reflects principles for suburban design that Olmsted had developed nearly 40 years earlier. Druid Hills and the neighborhood's parks also reflect Olmsted's overall design attitude that parks and residential suburbs serve as "antidotes to urbanization" that, when properly designed, could improve "human morals, politics, spirituality and aesthetics". (Hall, Lee, *Olmsted's America*, p.163.)

The Neighborhood

As the designer of Central Park, Boston's Emerald Necklace, Niagara Falls Park and urban parks throughout the U.S., Frederick Law Olmsted earned a reputation as the designer of

This drawing —from the plan for Druid Hills designed by the office of Frederick Law Olmsted and his sons—focuses on the Ponce de Leon corridor at the south edge of the Clifton Corridor.



large parks and green spaces. He also designed many residential suburbs, beginning with subdivision plans at Berkeley, California, and Long Beach, New Jersey.

In his early suburb designs, Olmsted encouraged communal access to natural areas and beachfront land so that all parcels within the neighborhood could enjoy increased property values rather than only those fortunate enough to own frontage properties. He also experimented with a network of curving streets that followed local topography, rather than superimposing an angular grid on the landscape. The curving streets emphasized the natural features of the landscape, enhanced views, and minimized steeply-sloped streets that would be difficult to walk on, let alone traverse by horse carriage.

Olmsted's suburban design principles reached an apex with the development of the 1868 plan for Riverside, Illinois, a 1,600-acre suburb of Chicago. He designed the community as a self-sufficient village with a downtown commercial area adjacent to a commuter rail station and surrounded by residential neighborhoods, many of whose curving streets led directly downtown. Many elements of the Riverside plan had never been seen before in residential design, such as a network of walking paths, detached homes, irregular planting of trees along streets and in open spaces, and the use of design guidelines.

As in Riverside, Olmsted employed design guidelines for the Druid Hills plan. The guidelines stipulated a minimum of one-quarter-acre lots with further subdivision not allowed, minimum street- and side-yard setbacks to ensure privacy, and perhaps most important, the exclusion of all but residential uses. The more natural and irregular planting of shade trees and shrubs was required not only along



streets but within the front and side yards of each residence. The intent was for these landscape elements—300,000 trees and plants in all—eventually to blend with the wooded areas behind the houses so that the entire Druid Hills neighborhood appeared to form one large park with a near-continuous tree canopy. To further emphasize the park-like nature of the community, Olmsted encouraged construction of an eclectic mix of homes that were built “into” the landscape rather than “on top” of it. People living in these homes were served by streetcar lines that ran along Ponce de Leon Avenue and Oxford Road, connecting Emory Village and other portions of Druid Hills to downtown.

The Parkway

Though placed along the southern edge of the 1,500-acre site, the series of “linear parks” and the Ponce de Leon Avenue are, in many ways, the heart and soul of Druid Hills. The six parks, combined with Ponce de Leon, form a corridor of green open space that creates the transition from the more urban and gridded neighborhoods of Virginia Highlands and Little Five Points to the west and the natural and curving network of streets and open spaces within

A tributary to Peavine Creek flows through the former residential property now preserved as Burbanck Park in Druid Hills.

Druid Hills. At the west end of the linear parks, Springdale Park's grassy knolls, pastoral vistas, and mature stands of oaks create a dramatic gateway between the two contrasting landscapes. At the east end of the linear parks lies Deepdene Park, which Olmsted kept in a natural, wooded state in order to replicate the experience of a forested, Piedmont wilderness. In the other five parks, however, Olmsted utilized numerous park design principles including the deployment of elongated, winding paths that respect the natural slope of the land in order to catch bucolic vistas and exaggerate the size of the green space.

The design of the parkways anticipated their use for both utilitarian purposes—in the late 19th century, carriage driving—and for strolling, bicycling, and recreational riding. The elder Olmsted originally conceived Ponce de Leon Avenue for these purposes, and his son John Charles (who took over his father's practice after his death) added an electric railway system to the parkway. The introduction of a rail line to downtown Atlanta inaugurated the trend toward using Ponce de Leon more exclusively for utilitarian and commuter use. With the removal of the rail line in the mid 20th century, the parkway became a more important conduit for vehicle traffic. Even though the shift from rail transit to cars likely reduced the parkway's overall capacity to move people, it drew such heavy volumes of traffic that the linear parks were threatened in the 1980s by a proposed elevated freeway. Vehement citizen opposition ultimately blocked the plan.

To this day, the Druid Hills community remains one of the most stunning examples of suburban design in the U.S. and a testament to the Olmsteds' skills in urban planning and landscape design.

Lessons For Future Planning

The Olmsteds' turn-of-the-century work offers a number of lessons for our 21st-century planning efforts. First is the significant idea that the design of buildings and their surrounding landscape should not be separated, and that development should never entirely eliminate a site's natural topography and existing tree canopy. The melding of nature and architecture enhances the qualities of both and allows the surrounding landscape to feel larger and more enveloping.

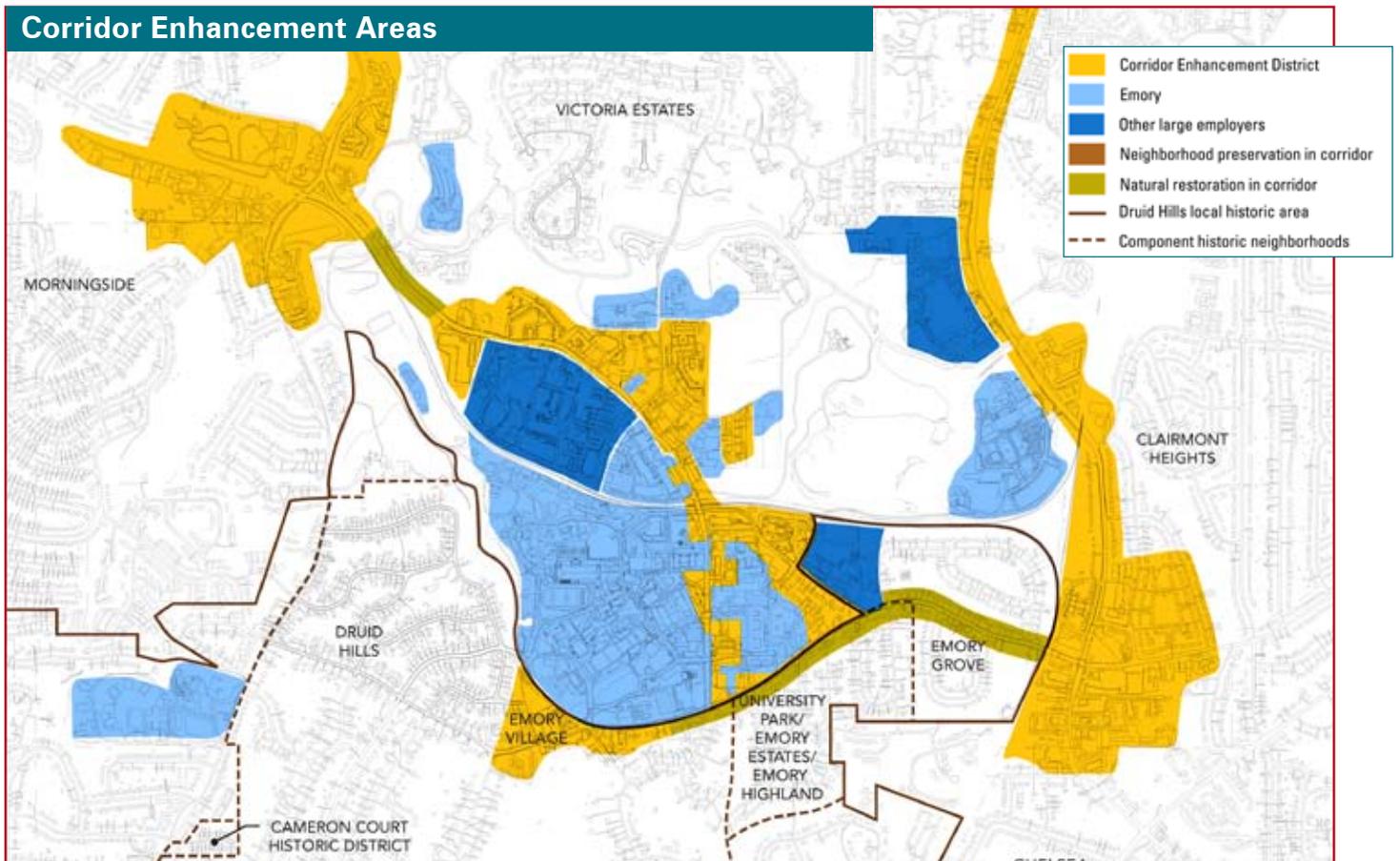
Second, the Olmsteds' landscaping planning in Druid Hills emphasized irregular clusters of trees and other plants (as in nature) and the picturesque qualities of landscape that encourage people to meander rather than moving directly through the space. The community's winding paths and streets help maximize the experience of moving through a natural area, even in a confined setting. Finally, the Olmsteds firmly believed that transportation should not be relegated to a single mode and that streets—and especially parkways—should be designed to meet the transportation and recreational needs of people in carriages, on bicycles, in streetcars and on foot. This thinking should inform today's planning efforts as people look for ways to move around Atlanta without relying on often-gridlocked cars.

CORRIDOR ENHANCEMENT AREAS

The design guidelines focus heavily on the Corridor Enhancement Areas, the areas that contain the sites where significant change is most likely and appropriate. The initial portion of this section outlines general guidelines that apply throughout the enhancement areas. The remainder of the section includes guidelines tailored to each of ten districts that have been defined based on conditions and sense of place. An overriding theme in the section on Corridor Enhancement Areas is creation of a welcoming, convenient, and safe pedestrian

realm that runs the length of the corridor; reaches greatest intensity around major activity nodes, with a significant mix of uses and transportation access; and ties directly into intersections, streets and other corridors that connect to adjacent neighborhoods. A variety of changes in the built realm—from safer driveways serving historic houses to new housing and jobs close to transit—are recommended to support this pedestrian realm with land uses, building forms, and landscaping that help create destinations and sense of place and fulfill other community needs.

This diagram shows the overlap of Corridor Enhancement Areas, with Natural Environment Restoration Areas and Neighborhood Preservation Areas, and adjacent campus areas.



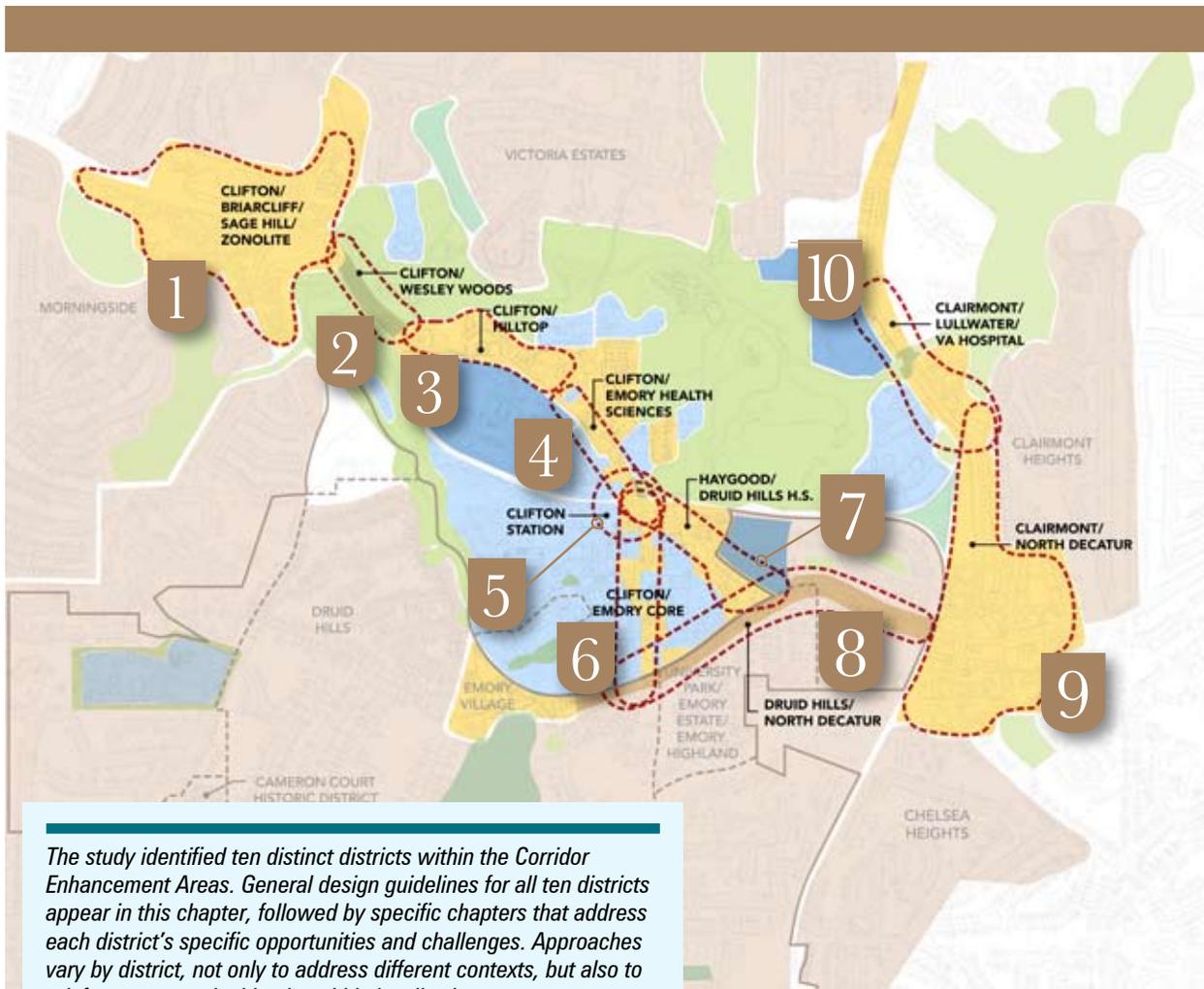
General Guidelines

> Defining the built realm

A. STREET EDGE

1. **Define the public street.** The forms of individual buildings should work collectively to define streets, parks, and other open spaces as spaces clearly bounded on two or more sides. This approach enables each building to provide both its intrinsic form and use to help shape the form and use of the larger

neighborhood. Define public streets and parks by creating a clearly visible alignment of façades from building to building. Landscaped areas can and should intervene between buildings, but relationships from one building to the next should remain apparent. While the suburban, heavily landscaped character present in much of the Clifton community means that the built edge



need not be as strictly consistent as in more urban settings, edges should remain approximately consistent from



Consistent building edges flanking the street, together with street trees of consistent height and/or planting pattern, help define the street as a three-dimensional public space.

building to building for at least the length of a block. Traditional setbacks should be thought of as build-to lines that function as a means of organizing building orientation rather than

as a means of defining minimum separation of buildings and the sidewalk. In fact, a building should always maintain clear connections with its sidewalk—whether by a traditional front walk across a lawn in a residential setting; placement of the building façade directly on the lot line in a more urban, activity center; or a condition that falls between the two. Occasional



Provide generous entrance and visual access between sidewalks and ground-floor uses to make walking more interesting and safe.

deep setbacks of buildings to create front courtyards and similar open spaces can be appropriate, but only if they represent a distinct, isolated condition relative to a well-defined

and predominant build-to line.

2. **Locate uses that engage pedestrians in the ground floors of buildings.** Retail, academic, community and residential uses all can and should provide degrees of engagement.
3. **To facilitate pedestrian engagement by adjacent uses, provide frequent and consistent visual and physical access between the sidewalk and ground-level building uses.** For nonresidential uses, compose the ground-level façade of at least 60% transparent glazing; for residential uses, employ 40% transparent glazing. Allow no more than 20 linear feet of façade without glazing. Provide entrances to retail and academic spaces at least every 100 feet where possible. In multiunit residential buildings provide individual entrances for ground-level units and prominent lobby entrances.
4. **Create a human-scaled setting at street level through careful proportioning of architectural massing, bays and details.**
5. **At street edge, observe building heights that reinforce walkable streets.** Generally, buildings should be at least two stories high to clearly define the street edge, and not more than the typical height of the surrounding tree canopy. Greater heights may be acceptable for floors set back at least 20 feet from the primary façade edge. See individual district guidelines for more specific guidance on appropriate height ranges.



This building at Harvard University makes a sensitive transition to an adjacent residential street by terminating in a smaller building mass that matches the scale of nearby houses.

B. TRANSITIONS

1. Buildings adjacent to neighborhood preservation areas

- Step down height to be compatible with adjacent buildings. The height of building portions closest to neighborhood preservation areas should be no more than one story taller than the average height of existing context buildings within 300'; greater heights may occur further away from the context building. Incorporate architectural scale that responds to context and matches prevailing setbacks.
- Reinforce landscape design patterns.



Separate structured parking from streets with occupied buildings, as in this example of housing built in front of parking in Alexandria, Virginia.

2. Screen parking and servicing.
3. Integrate new sidewalks with existing ones to enhance the larger pedestrian network.



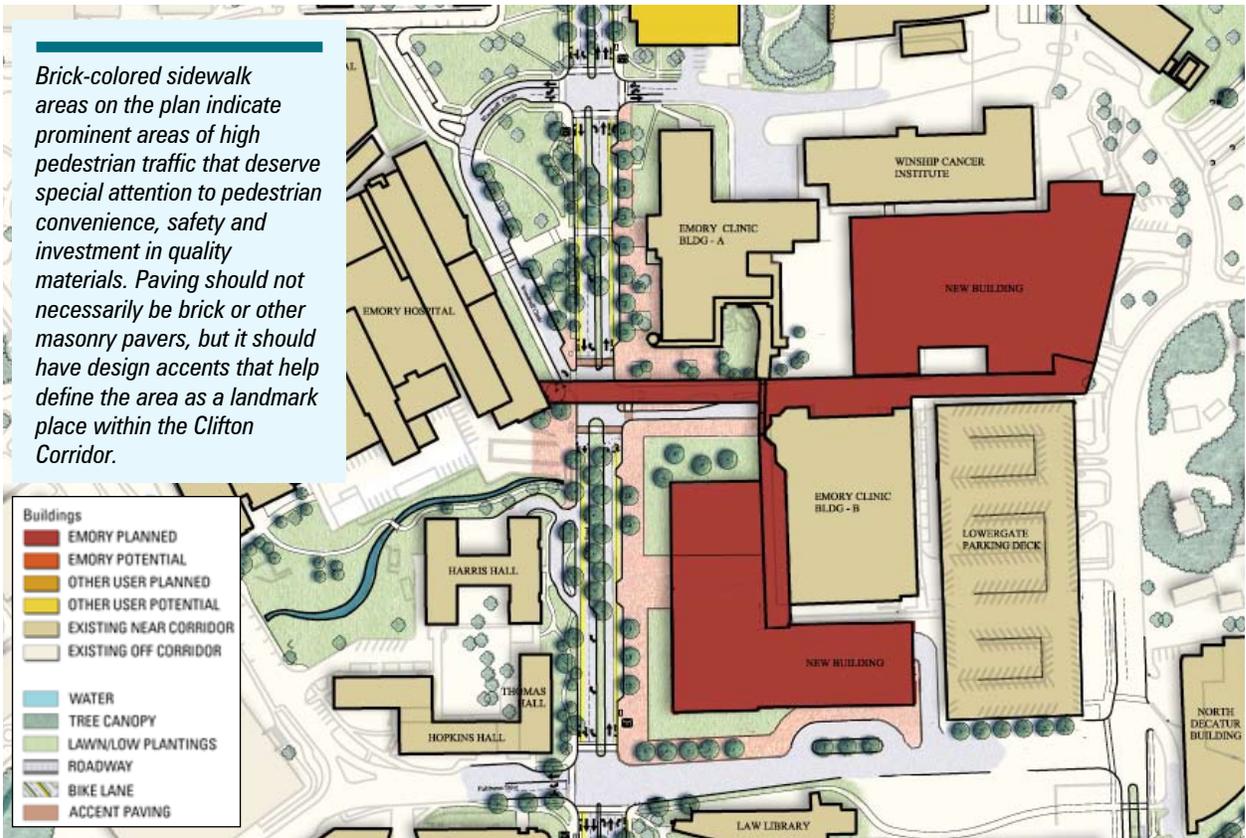
New development projects should repair discontinuities in the surrounding pedestrian network, such as at Houston Mill and Clifton roads (upper photo) and along Clifton Road near Gambrell Drive (lower photo).

> Defining the public realm

A. SIDEWALKS

1. **Accessibility:** Sidewalks and crosswalks should be accessible to all people, particularly those who deal with constraints on mobility. Provide appropriate sidewalk width, grades, tactile edges, signals, and other appropriate elements. Throughout these design guidelines, any references to “walking” should be understood to apply to all people who can use sidewalks at a range of mobility levels, not just those who can actually walk.
2. **Width:** Provide at least 8' of continuous clear width for walking along retail or other active building frontage; at

Brick-colored sidewalk areas on the plan indicate prominent areas of high pedestrian traffic that deserve special attention to pedestrian convenience, safety and investment in quality materials. Paving should not necessarily be brick or other masonry pavers, but it should have design accents that help define the area as a landmark place within the Clifton Corridor.



least 6 feet along multifamily residential buildings; and at least 4 feet along single-family houses. Provide additional

width for bus shelters and other transit facilities, and for outdoor seating and/or sales areas along retail and other uses that support active outdoor use.

3. Protection from traffic:

Provide at least a planting strip and preferably on-street parking as well wherever possible. In planting strips, include street trees where width allows; in other areas, provide shrubs or other plants up to 3 feet tall. Where neither is



Provide sufficient sidewalk width so that bus shelters do not crowd walking area.



The lush vegetation in this planting strip at 1462 Clifton separates pedestrians very comfortably from passing traffic.

possible, consider placing an attractive fence between sidewalk and curb.

- 4. Crosswalks:** Good crosswalks have convenient signaling, high visibility to drivers, accessible connections to sidewalks, and median refuges where necessary. Most area crosswalks lack one or more of these basics. Crosswalks colored red in the illustrative plan indicate locations of particular prominence and pedestrian volume that should receive priority for installation of masonry pav-

ers or similar enhanced surface materials, and added width and crossing time.

- Provide pedestrian signals that display a numeric countdown of remaining crossing time and have audible indications of phase. At crosswalks that experience regular use, eliminate pedestrian signal buttons in favor of a standard pedestrian



Countdown crossing signals alert pedestrians to remaining safe crossing time more effectively than simple flashing signals.

crossing phase that runs concurrently with parallel traffic. At crosswalks

that experience occasional use, provide a signal-actuation button that provides a clear signal, preferably immediately or after a wait of no more than 30 seconds. Existing crosswalk signals often require pedestrians to wait an unreasonably long time for a clear signal, which encourages jaywalking.

- Clearly distinguish the crosswalk from adjacent traffic paving. Painted markings, preferably striped parallel or at an angle to travel lanes, do this effectively. Where additional prominence is desired, raising the crosswalk on a gentle rise or “traffic table” very effectively cues drivers to

the presence of pedestrians. Special paving may also be considered. Use masonry pavers only if they are installed and can be maintained well enough to retain a smooth surface. Markings impregnated in asphalt offer a functional alternative. In all cases, regular maintenance, at least annually, is important to maintaining markings and surface quality.

- Make each crosswalk at least as wide as the widest sidewalk approaching it. Provide accessible curb cuts linking crosswalks to sidewalks.
- At intersections where crosswalks span more than four traffic lanes, provide if possible a median refuge for pedestrians at least 4 feet wide and preferably 6 feet wide.

5. Paving: Give priority in paving design to maintaining smooth surfaces with level changes not exceeding $\frac{1}{4}$ inch. This standard facilitates ease and safety of access by people in wheelchairs or with other mobility constraints, as well as those on foot. Maintaining this standard with bricks or other masonry pavers can be difficult, even when bricks are embedded in a concrete base. For this reason, if pavers are desired, consider using them as an accent and combining them with a continuous concrete sidewalk at least 4 feet wide. Concrete sidewalks can be visually accented where desired with score lines and integral coloring. Sidewalk and crosswalk areas colored red in the illustrative plan indicate prominent areas of high pedestrian traffic that deserve special attention to pedestrian convenience, safety and investment in quality materials. In other areas, give priority

to basic connectivity over special aesthetic treatments.

B. PARKS AND PLAZAS

1. **Consciously program any public park or plaza** with a variety of uses that are supported by its design and context.
2. **Make parks and plazas readily accessible** by sidewalk, transit, bike and automobile via area street and path networks. Create views and introduce



Occasional pedestrian plazas should be planned with multiple specific uses in mind, activated by retail or other activity in adjacent buildings, and built with high-quality materials and landscaping.

signage to emphasize the presence of such public spaces on surrounding streets, a measure that will also add value to nearby private development.

3. **Design the landscape to enhance and take advantage of existing natural features.** Add plantings that shape space and support intended uses; avoid invasive species.
4. **Locate open spaces, buildings and trees to create a mix of microclimates that are welcoming to people under various weather and seasonal conditions.**

C. TREES AND LANDSCAPING

1. **Design character:** Create a comprehensive tree-planting plan along streets and in other public spaces with these goals in mind:
 - Reinforce the distinct character of districts within the overall neighborhood with an appropriate tree-plant-

ing plan for each. Highlight special places with particular species, planting layouts, or other features that contrast with prevailing species or layouts in adjacent areas.

- Select trees that best tolerate the particular stresses of urban locations, including air pollution and contact. Use only species on the Appropriate Plant Species list included as Appendix A. Coordinate mature size and shape of trees with building height and volume on adjacent parcels. What species are appropriate where trees will grow above buildings, and where buildings will rise above trees?
 - Along mixed-use streets, select trees that allow good visibility of ground-floor uses beneath branches. Next to residential development, select and locate trees to balance desires for residential privacy and for maintenance of prime views.
 - Locate trunk centerlines at least 4 feet from the face of the street curb to prevent contact from vehicles in travel or parking lanes.
 - Provide ample soil area and groundwater access to ensure long-term survival of trees. Plant trees in extended planting strips wherever possible to maximize opportunity for rainwater infiltration to root areas. Provide irrigation, preferably from retained stormwater instead of municipal supply, as necessary.
3. **Planting strips:** Create planting strips wherever possible along streets to serve multiple functions:
 - Reinforce separation of sidewalk and residential uses from traffic



Planting strips accommodate a variety of vegetation that should help separate pedestrians from traffic, define the character of the overall street, enhance adjacent buildings and open space, and allow natural stormwater infiltration.



with space for trees, lawn and/or ornamental plantings up to 3 feet tall.

- Create continuous extended areas where stormwater can infiltrate the ground, promoting the health of street trees and other vegetation, restoring groundwater levels, and reducing demand on storm sewer systems and impact on waterways. Individual unit pavers may be placed across planting strips at periodic intervals to facilitate access to parked cars.
- Encourage residents, business and property owners to maintain their own ornamental plantings

4. Medians: Include medians in the street section where indicated in the plan to help control traffic speeds, provide pedestrians a refuge point midway along crosswalks, and add a significant landscape component. Where street trees are intended, make medians at least 10 feet wide between outside curb edges (tight with at least 9 feet of earth) to give trees adequate separation

from traffic and create pervious ground through which rainwater can reach their roots. Also include flowering plants, grasses, shrubs, and other plantings up to 2 feet tall, whether or not trees are present. Choose plants that require little or no maintenance, tolerate traffic conditions, and are native or otherwise well-suited to the climate. Provide supplementary irrigation as appropriate, preferably from sources of retained stormwater instead of public water supplies. Consider opportunities for medians that can accommodate ground infiltration of stormwater from road runoff.

5. Retaining walls: Where retaining walls are necessary to accommodate sidewalks or other elements amidst the area's rolling topography, provide a level of finish quality better than plain concrete. Consider adding granite facing, art installations or similar design accents to add interest and help relate the form and finish of the wall to the surrounding landscape.

D. IDENTITY

Use design of public realm elements to reinforce Clifton Corridor identity.

1. Hierarchy: Devise a hierarchy of identity that defines the overall Clifton Corridor foremost, then individual corridor districts and activity centers, institutional campuses, and individual buildings and civic spaces. Consider identifying Natural Environment Restoration Areas and Neighborhood Preservation Areas consistently as well. Identifying elements may include signage, light fixtures, banners, paving design, transit shelter design, street furniture, tree species and placement pattern, building form and/or other consistent elements that offer opportunity for customization.

2. Gateways: Landmark gateway elements offer special opportunities to define identity at a variety of levels. The intersections of Clifton and Briarcliff, Clifton and North Decatur, and possibly Haygood and North Decatur are especially appropriate locations for gateways to the overall Clifton Corridor. Gateway markers could take a variety of forms from stone pillars to more subtle changes in landscape such as the groves of native trees at Clifton and North Decatur.



E. LIGHTING

Street lighting should include fixtures specifically scaled to pedestrian environments as opposed to vehicular travel, particularly in active mixed-use areas. Integrate lighting with poles for traffic signals, signage, and other elements as feasible to minimize the number and variety of poles in

Street lighting should specifically address pedestrian environments (photo at left), should be integrated with the design of other streetscape elements, and can be powered by renewable energy sources (both photos at right).

sidewalks. Select fixtures that direct light primarily to ground surfaces with minimal spillage into adjacent buildings or the night sky. Consider using lighting of unique design, color, or other quality at special places in the neighborhood. Consider energy-saving fixtures that are powered by sunlight or wind.



Beyond offering basic weather protection, seating, and information, bus shelters should make an architectural contribution to the public realm and celebrate transit as a community resource.



G. PUBLIC INFORMATION

Create a comprehensive plan and design for neighborhood signage and information fulfilling a variety of functions:

F. STREET AMENITIES

1. **Transit shelters:** Use distinctive shelters to celebrate transit as a public amenity; clearly identify stops; provide service information; make waiting convenient; and reinforce corridor identity.
2. **Benches:** Provide benches in sidewalk or plaza areas colored red in the illustrative plan, parks, near pedestrian-oriented retail, and any other places that facilitate public gathering. Choose durable benches and locate them out of the main sidewalk passage area.

Assisting wayfinding within the Clifton Corridor, within its campuses, and to adjacent neighborhood and natural areas.

- Reinforcing identity as described above.
- Announcing community events through formal postings (such as event banners) and/or informal postings accommodated on kiosks.



High-quality wayfinding signage at pedestrian scale is as important to pedestrians as road signage is to drivers.

- Telling stories of place—endowing the community with its history, culture and future trajectories.

Pedestrian-scale signage should explain local history, as does this Cannonball Historic Walking Trail marker in Norfolk, Virginia.



H. PUBLIC ART

Public art adds visual and cultural interest to the public realm, offering opportunities for community members to express individual and collective identity and help shape their own environment. Many everyday items along sidewalks, in parks and other public areas—from pavers and fences to bus shelters and pedestrian bridges—offer possibilities for collaboration with artists. Public art cannot substitute for active ground-floor building uses that engage pedestrians, but it can serve as an important supplement.

Many ubiquitous elements of streetscape present good opportunities to incorporate public art.



I. ROADWAY LANES

- 1. Vehicles:** Narrow existing lanes to control speeds, accommodate other modes.
 - transit lanes—11 feet
 - passing lanes—10 feet
 - turn lanes—10 feet (11 feet where used by transit)
 - on-street parking—8 feet
- 2. Bikes:** 5-foot dedicated lanes where possible (curb gutters, catch basins, and related drainage infrastructure may protrude up to 18 inches into this zone provided that drainage grates and other elements are oriented and sized to allow safe passage by bicycle wheels). Alternatives include uphill-only lanes, striped shoulders, shared lanes. In all cases, pavement markings and signage are important to alert drivers to the presence of bikes. Dedicated bike lanes and lanes shared by vehicles and bikes along designated bike routes—“sharrows”—should each have distinct pavement markings. Signs should alert drivers at crossings

of bike lanes and multipurpose paths. These design guidelines endorse the Atlanta Bicycle Coalition's evaluation of Clifton Corridor biking conditions and recommended improvements, which include additional examples of good design practice for bikes. In addition, provide important amenities at bicyclists' destinations: bike racks near campus buildings, stores, parks, and transit stops, and, where possible, changing rooms and showers. Provide bike storage lockers at Clifton Station and other areas where longer-term safe storage of bikes is desired. Encourage one or more bicycle service and/or rental shops to locate within the Clifton Corridor. Clifton Station has been identified as an especially appropriate location for such a shop.

J. UTILITIES

Wherever possible, bury utilities.

Utility burial is invariably costly, but it tremendously improves the appearance of streets. Priority areas for utility burial should include:

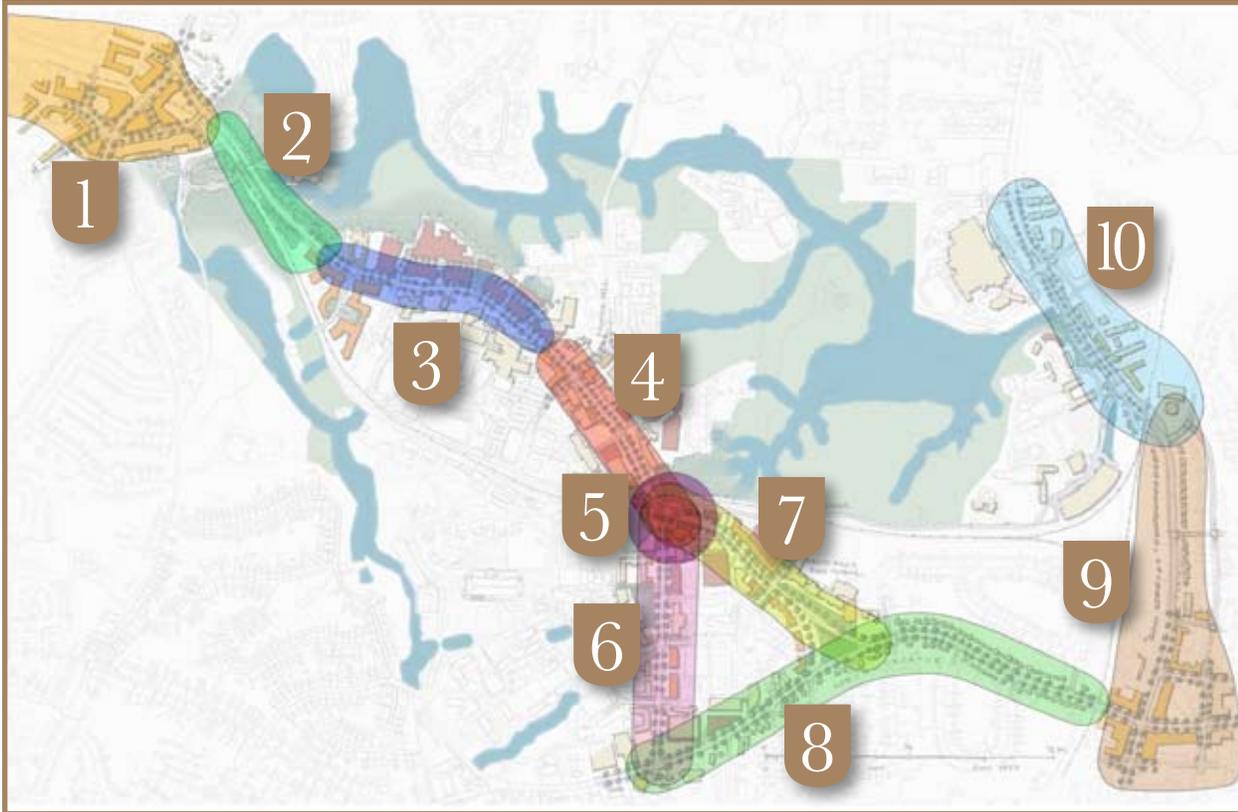
- Sidewalk and plaza areas colored red in the illustrative plan, indicating areas of high pedestrian volume and, often, public gathering.
- Clifton Boulevard between North Decatur Road and Clifton Station
- North Decatur Road, with particular focus on the high-voltage lines on tall pylons.



Utilities intrude excessively in a number of places, especially where poles obstruct sidewalks, are hazardously close to vehicles, and carry high-voltage wires on extra-tall pylons.



Districts



- 1 Clifton/Sage Hill**
- 2 Clifton/Wesley Woods**
- 3 Clifton/Hilltop**
- 4 Clifton/Emory Health Sciences**
- 5 Clifton Station**
- 6 Clifton/Emory Core**
- 7 Haygood/Druid Hills H.S.**
- 8 Druid Hills/North Decatur**
- 9 Clairmont/North Decatur**
- 10 Clairmont/Lullwater**

1 Clifton | Sage Hill

Overview

District 1 shares with District 9 a distinct set of opportunities and challenges. Both require different treatment than the other districts.

The other eight districts of the study area are more clearly defined by a single primary corridor—Clifton Boulevard, Haygood Drive, North Decatur Road or Clairmont Road. The key factors that influence urban design—among them land ownership, potential redevelopment sites, appropriate land uses, and street design—tend to be well-defined. Such clear definition makes it possible to write specific design guidelines that address these factors. District 1, by contrast, encompasses a larger area with much greater potential for change and fewer set conditions. These recommendations, which are broader and more general in scope, are therefore *development* guidelines rather than *design* guidelines.

District 1 contains numerous “grayfields”—that is, older shopping centers with broad surface parking lots—along with aging industrial buildings, housing and other uses that will likely face redevelopment in the next five to ten years as pressure grows for them to generate more economic and civic value. Redevelopment of these large parcels of land held by single owners would likely be significant in scale—potentially including larger buildings, multiple uses, new streets, and other characteristics that would dramatically alter character of place and relationships to the context around them. These characteristics could just as easily produce negative impacts on the Clifton community as they could resolve many of the area’s most significant challenges. These development guidelines define a way to shape redevelopment that will yield maximum benefit for the entire Clifton community.

Development Guidelines

1 Clifton/Sage Hill should be a place that invites walking.

Note: These guidelines also apply to District 9, Clairmont/North Decatur, where they are repeated.

- **Animate it with pedestrian-friendly uses, particularly on more prominent public streets.** Include a variety of stores, restaurants and other uses that engage pedestrians with generous windows, easy access, and visible activity. In particular, include cafés, retail displays, and other uses that spill out onto the sidewalk. Make these pedestrian-friendly uses as continuous as possible throughout the street network: avoid gaps exceeding 100' of frontage.
- **Create comfortable sidewalks and public spaces with quality design that gets the details right.** Include street trees—emphasizing continuity of canopy as in the other Clifton Corridor districts—and lower ornamental vegetation. Provide places to sit and rest, observe, eat, converse, and read. Provide curbside parking to buffer pedestrians from cars and make retail uses viable. Create sidewalks that are wide enough for significant pedestrian traffic but not so wide as to be vacant—8' to 12' of clear passage along active ground-floor uses works well. Also use attractive paving, and continue this paving through crosswalks to emphasize continuity of the pedestrian environment from block

to block. Install light fixtures scaled to the pedestrian.

- **Gather a critical mass of activity...and opportunities.** Locate these on a series of blocks within a network of open public streets, not an internalized convenience center. 30,000–50,000SF of retail and similar active ground-floor uses is a typical amount required to animate one full block. Employ the mix of uses to create “the third place” where people



gather outside of home and work—with uses and design that foster opportunities to meet people informally—for people of every age. Foster activity that is sustained 24/7, using a mix of commercial, civic, residential, and fun that provides multiple reasons to be there at many different times of day and days throughout the week.

The “main street” of the Edgewood development south of Druid Hills offers a good model of mixed-use development that locates housing or offices above pedestrian-oriented stores. The larger stores behind Edgewood’s main street, however—such as Ross and Best Buy, representing an intermediate size, and Target and Home Depot representing “big boxes”—would not be appropriate at Clifton/Sage Hill unless they are in mixed-use, multistory buildings, the mix of uses significantly reduces traffic generation, and parking is covered or screened.

2 The district should contain uses that meet community needs and aspirations.

- **Incorporate a variety of retail services, including both national franchises (that draw people) and “mom and pop” businesses (that make a development into a place).** Include both larger-footprint “destination” retailers and small start-ups. Restaurants should range from places for grabbing a snack to those suitable for a celebratory dinner. Appeal to students and retired bankers—in other words, the full complement of diversity of the Clifton community and its visitors. While retail

should constitute a significantly smaller fraction of development than housing, office, or research uses, its presence and visibility on key streets and intersections are of great importance.

- **Expand the community’s variety of housing options.** Accommodate life-cycle transitions to allow people to remain in the community and to welcome new residents of all types. For instance, adding small apartments and houses enables young people to remain in the area as they become adults



The Carlyle development in Alexandria, Virginia (upper left photo), and University Park in Cambridge, Massachusetts, both successfully combine commercial and institutional research and office space with significant amounts and varieties of housing, modest neighborhood retail, and grand public open spaces.

and start independent households; adding larger, multi-bedroom units with convenient private or public outdoor space helps those adults accommodate growing families; and adding various levels of supportive services allows residents to age gracefully in a familiar setting. Expanding housing options increases the sheer number of people who are attracted to live in the area, which in turn lets more people live close to where they work or study, significantly reducing traffic impacts.

- **Accommodate office, research, and other uses that complement the economic engine represented collectively by the CDC, Emory, Children’s Hospital at Egleston, the VA Hospital, and other major institutions.** A variety of supportive institutional and private-sector uses that might not fit or be

appropriate within core areas of the Clifton Corridor could thrive in Clairmont/North Decatur with good transit and pedestrian connections to the corridor—further easing traffic demands.

- **Create “transit-ready” nodes.** The Clifton community needs a broader range of transit services but may have trouble securing them without the concentrations of people and activity needed to justify and support effective service. Like Clairmont/North Decatur, Clifton/Sage Hill is one of metropolitan Atlanta’s most promising new transit-oriented nodes, given its adjacency to the proposed “Brain Train” commuter rail corridor and local transit services linking the Clifton community with Decatur and Lindbergh. Development in these districts should fully anticipate transit, buttressing advocacy efforts for transit funding and minimizing the need for new road and parking infrastructure.

3 The district should build community by fostering daily interaction of diverse people.

- **New development should be and feel fully within its community context, not apart from it.** Use new buildings and blocks to frame public streets that connect

to neighborhoods. Orient all uses to public streets—prevent creation of internal malls, atria or other arrangements that mask activity from the community. Very



This housing in Portland, Oregon, is an example of appropriate transitional use and scale between existing residential neighborhoods and the core of mixed-use areas like Clairmont/North Decatur and Clifton/Sage Hill. Individual building volumes, pitched roofs, and residential window bays relate to traditional single-family detached neighborhoods, while the small lots, proximity of building to sidewalk, and ground-floor live-work spaces relate to higher-density development that combines multifamily housing, neighborhood retail, and research or office space.

importantly, make appropriate transitions in scale and use to nearby activities, neighborhood patterns, and natural open space areas. Finally, place visible emphasis on pedestrian over vehicular connections.

- **Build a network of physical connections that make access convenient.** Provide multiple pedestrian connections to every surrounding activity where possible, to a variety of transit modes, and to adjacent parks, trails, bike paths and other recreational resources. Include convenient vehicular connections to nearby neighborhoods but prevent “cut-through” traffic.
- **Create places for the social connections that support community life.** Include civic uses—libraries, education facilities, post offices, etc.—that serve as destinations for a broad community. Include all the ingredients

for a “Saturday night in the neighborhood”—cinemas, restaurants, lectures. Provide a variety of public spaces—sidewalks, squares, parks—to accommodate many reasons and times to visit, formally or informally. Also include community spaces for meetings, concerts, and other group activities.



Creating a street grid with multiple circulation choices is one of the most effective ways of reducing traffic congestion.

4 Create a sense of place that is rooted in the larger neighborhood.

- **Make a workable traffic network possible.** Begin with a strong access plan built around a balance among multiple transportation modes: rail transit, buses, shuttles, bike lanes, as well as cars. Allow direct access to arterial streets to prevent traffic impacts on neighborhoods. Assemble uses whose peak traffic generation offsets each other. Develop traffic-management programs to keep traffic out of local neighborhoods.
- **Choose retail that fits the community.** Avoid overwhelming other valued neighborhood centers with direct retail competition and avoid overwhelming streets with uses that generate significant traffic. Include retail geared to everyday neighborhood needs (at a variety of scales) as well as new neighborhood amenities—a unique bakery, bookstore, or similar amenity desired by the community. Draw upon local entrepreneurs to create distinctive destinations.
- **Create a sense of community within the site.** Develop around a pattern of internal



Integrate any stores with large floor areas, such as supermarkets, into mixed-use buildings. This good example in Alexandria, Virginia, includes a Whole Foods supermarket in a pedestrian-friendly location at ground level and several stories of housing surrounding a courtyard above the market.

streets and blocks, with buildings that frame streets and uses that orient to and enliven them. Make a variety of “owners” apparent on the street—residents (owners and renters), shopkeepers, employees, regular customers, with individual dwelling entrances, attractive retail signs, frequent windows, and other architectural elements highlighting them.

- **Provide a variety of “public” reasons to visit.** Design sidewalks that make shopping a social experience, parks that invite picnics and concerts, and squares that promote informal meeting. Include a variety of services and activities, such as continuing education, that appeal to the community.
- **Pay careful attention to scale and massing to make development feel right next to people and context.** Create “human scale” at pedestrian level with architectural details, signs, materials, and other elements that are proportioned to the human body and evoke a sense of quality, interest, and permanence. At upper levels of buildings, use massing that conveys variety and avoids a sense of being monolithic. Make well-designed height transitions to adjacent neighborhoods to avoid bad aesthetic and shadow impacts. Make well-designed massing transitions within the development.
- **Ensure that buildings, uses, and the public realm all complement district character.** Invest in design that conveys, and therefore evokes, respect at a larger scale (appropriate

height, massing, uses, street relationships), and delight at a personal scale. Extend quality design to storefronts, signage, and streetscape. Embody unique local qualities through design traditions, work of artists and materials.



Housing can and should vary in shape and scale to help give comfortable, beautiful form to its neighborhood. This housing in Alexandria, Virginia, well-regarded by its neighborhood since construction 20 years ago, steps up from two- and three-story volumes similar in scale to traditional houses across the street, to eight-story towers that offer fine views without seeming too big. It also hides its parking under a courtyard and includes several neighborhood-oriented stores and restaurants.



Seek to understand how the district can become a public and welcoming place for this community.

How can the Clifton community use mixed-use development as a tool to shape its future? What uses reflect its special culture? Which of these is missing, difficult to fit in, or hard to make feasible elsewhere? What new uses and places—and changes in existing ones—would enhance quality of life? What defines

the full spectrum of the community? What are the community's design aspirations, and how can growth symbolize these? How can mixed-use development serve as a better model for growth than conventional patterns, improving the balance of costs and benefits?

Given the size and diversity of the district, these development guidelines will succeed only if applied through a process that draws on the perspectives of everyone with a stake in the

area's future: residents, individual businesses and institutions, other property owners, DeKalb County, state and regional agencies, the Clifton Community Partnership, and more.



Key Themes

Clifton/Sage Hill could transform the older auto-oriented uses that divide surrounding neighborhoods into a center of neighborhood activity, identity, and access with 12 to 16 blocks of significant mixed-use development sensitively integrated into the surrounding neighborhoods. It could offer more than 1,500 new homes of a variety of types (similar in character to Glenwood Park or Inman Park Village), 500,000SF of office or research space serving area employers, and an improved setting and choice of stores and other neighborhood amenities, while helping taking development pressure off neighborhood restoration areas. This development could be oriented around new commuter rail

service to the heart of the district on the CSX tracks, and improved bus or light rail circulator service running to Decatur along the Clifton Corridor and to Lindbergh, then linking to MARTA at both terminals. The district is also a major gateway to the Clifton Corridor, particularly those coming from I-85 and points north and west. Improvements on Briarcliff anticipated by DeKalb County could, with design that favors pedestrians, transit, bikes, and landscaping as well as automobiles, support related improvements in the district. More locally, the district could have stronger links to Morningside and other neighborhoods along and west of Briarcliff Road. The presence of large land parcels of 5 to 10 acres under single ownership—including the Sage



Today, only a small green traffic sign at Clifton and Briarcliff alludes to the nearby presence of Emory University and the Clifton Corridor, and the landscape is dominated by the Sage Hill shopping center's broad parking lot, retail signage and billboard. This intersection should be transformed into a memorable gateway to the Clifton Corridor, anchored by a concentration of mixed-use development that generates traffic at lower rates than existing uses and takes maximum advantage of potential new transit services, including the "Brain Train."

Hill shopping center, industrial parcels in the Zonolite district, and service facilities for the CLIFF® transit service— increase the feasibility of creating comprehensively planned, mixed-use developments that engage area streets and uses in sophisticated ways.

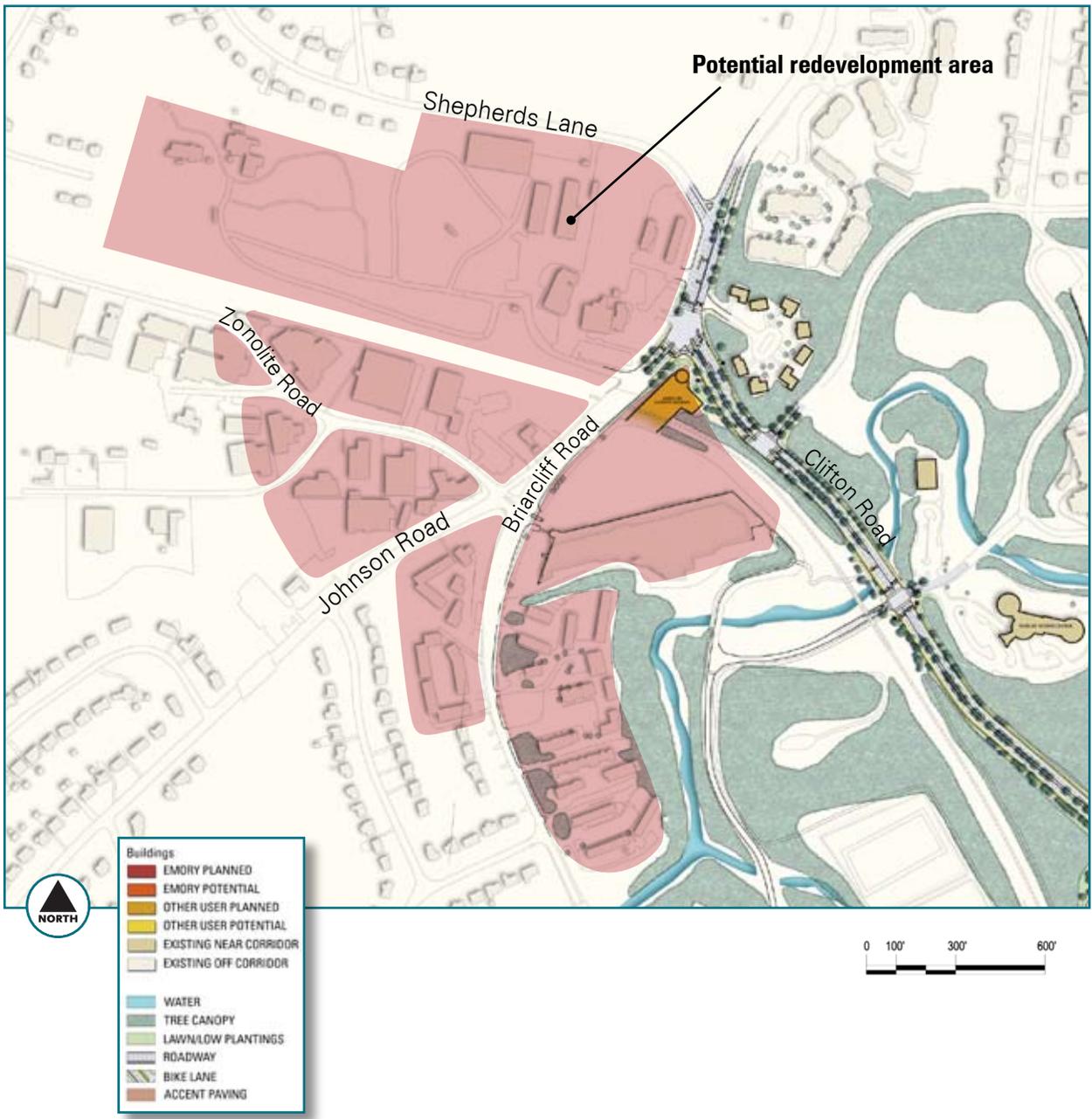
Key Challenges

In spite of the progress already made, commuter rail service will take years to implement. Thus, other transportation options must be aggressively employed to accommodate any significant development in the interim without major traffic impacts. Briarcliff Road, a major arterial, bisects the district and will require careful attention to become a welcoming place for pedestrians and adjacent uses. The rail corridor and

South Fork Peachtree Creek further separate portions of the district from adjacent neighborhoods, diminishing access and possibly requiring investment in more crossings of the rail corridor in particular. Anticipated investments on Briarcliff Road could also increase traffic burdens if not designed properly.



Opportunities



Public Realm

Clifton/Sage Hill first needs an improved street network that is much more walkable and sensitively integrated with adjacent neighborhoods. It should introduce greater choice and efficiency of routes, and create valuable, block-scaled frontage for new development. The district also deserves a major signature civic space as well as smaller squares or parks dispersed throughout the area to enhance value and sense of place in more localized

settings. The signature civic space should be associated with a new, central, intermodal transit station serving buses and eventually commuter rail. Restore and assure ecological protection for natural forested ecosystems along South Fork Peachtree Creek, and make the creek accessible for recreation to the extent that accessibility doesn't compromise ecological goals. Preserve public views over the surrounding landscape from high points in the district.

A future bus and/or rail transit station at Sage Hill could anchor a civic square incorporating housing, retail, and recreation space, similar to this development planned around a rail and bus station in a Massachusetts town.



Briarcliff Road lacks sidewalks connecting Sage Hill to adjacent residential areas—an inconvenient and dangerous situation. Emory's plan to add new graduate student housing in the area will help, creating a continuous sidewalk along Clifton Road.

Private Realm

The district can only fulfill its promise as a transit-oriented district by including a broad mix of uses—including jobs and housing—that can conveniently utilize transit, enable access to multiple destinations with one stop and mitigate peak traffic and parking demands. Significant amounts of parking oriented to rail commuters is not appropriate in the district as it would displace higher-value uses and increase traffic on area streets.



This multifamily housing at the Lindbergh MARTA station is a good model for what would be appropriate at Sage Hill if improved transit services are established there.

Housing would be appropriate throughout the district, and could be an appropriate use for making sensitive transitions to adjacent residential areas. Housing policies should favor residents who could travel to nearby work or study without dependence on automobiles. Retail should emphasize neighborhood, pedestrian-oriented businesses over stores oriented to automobile access and a regional market. Office, research and possibly light industrial uses could all be appropriate commercial and institutional uses if compatible with residential, and should complement existing sectors of the local economy.



New housing near established neighborhoods should be of modest scale that relates to the prevailing context, and it should screen parking from public view. This residential development in Columbus's High Street corridor—situated between the Ohio State University campus and a traditional residential neighborhood—accomplishes both of these goals.

Redevelopment Concepts

Conceptual studies of redevelopment possibility in Clifton/Sage Hill revealed potential for more than a dozen blocks of mixed-use development incorporating housing, neighborhood-oriented retail, office, and research space as well as public open space. Anticipated redevelopment areas are located mainly on industrial and retail sites now in the Zonolite district and the Sage Hill shopping center, and avoid affecting South Fork Peachtree Creek and its floodplain. Development scale should be similar to context at district edges, and increase in density gradually toward the district center and transit station. One or more new street bridges and/or decks across the rail corridor would enhance development opportunity and neighborhood connections.



The combination of significant new housing, new workplaces, improved neighborhood connectivity, transit access, and hidden parking at Sage Hill could foster a core area of lively streets animated by neighborhood-oriented retail and pedestrian activity, similar to what has been accomplished with new transit-oriented development in the Fruitvale neighborhood of Oakland, California.

Next Steps

DeKalb County has expressed interest in developing a sub-area plan for Clifton/Sage Hill. Such a plan would provide a necessary framework for advancing planning of the district and engaging landowners and the broader community in a discussion of possibilities. Ongoing state- and federal-level advocacy for near- and long-term transit improvements will also need to continue in order to unlock the district's strong potential for compact, transit-oriented development.

Emory University will soon create a continuous sidewalk and improved bike routes from Sage Hill to the current truncated sidewalk near 1761 Clifton Road as part of its new graduate student housing on Briarcliff Road.

2

Clifton | Wesley Woods



Key Themes

Wesley Woods and contiguous forested areas along South Fork Peachtree Creek—much of it preserved in perpetuity as part of the Emory campus—represent some of the most valuable wildlife habitat within The Perimeter. Clifton Boulevard must tread lightly where it passes through this natural restoration area, but it should also showcase the beauty of the woods and educate people about their significance to both the region’s ecology and the Clifton community. The woods can serve as a subtle but powerful gateway into the Clifton community marked not by signage or development but by the intensely natural experience so valued by residents. People

coming through this stretch of the corridor, regardless of how they travel, should feel refreshed by their contact with nature. Wesley Woods should also continue to serve as a welcoming home to residents of Emory-affiliated assisted-living facilities.

Key Challenges

As large as this natural area is today, development and transportation have significantly reduced its size and compromised its health. Restorative initiatives that can undo some of this damage include such measures as reducing and filtering stormwater runoff into South Fork Peachtree Creek; removing invasive plant species; replanting native species;

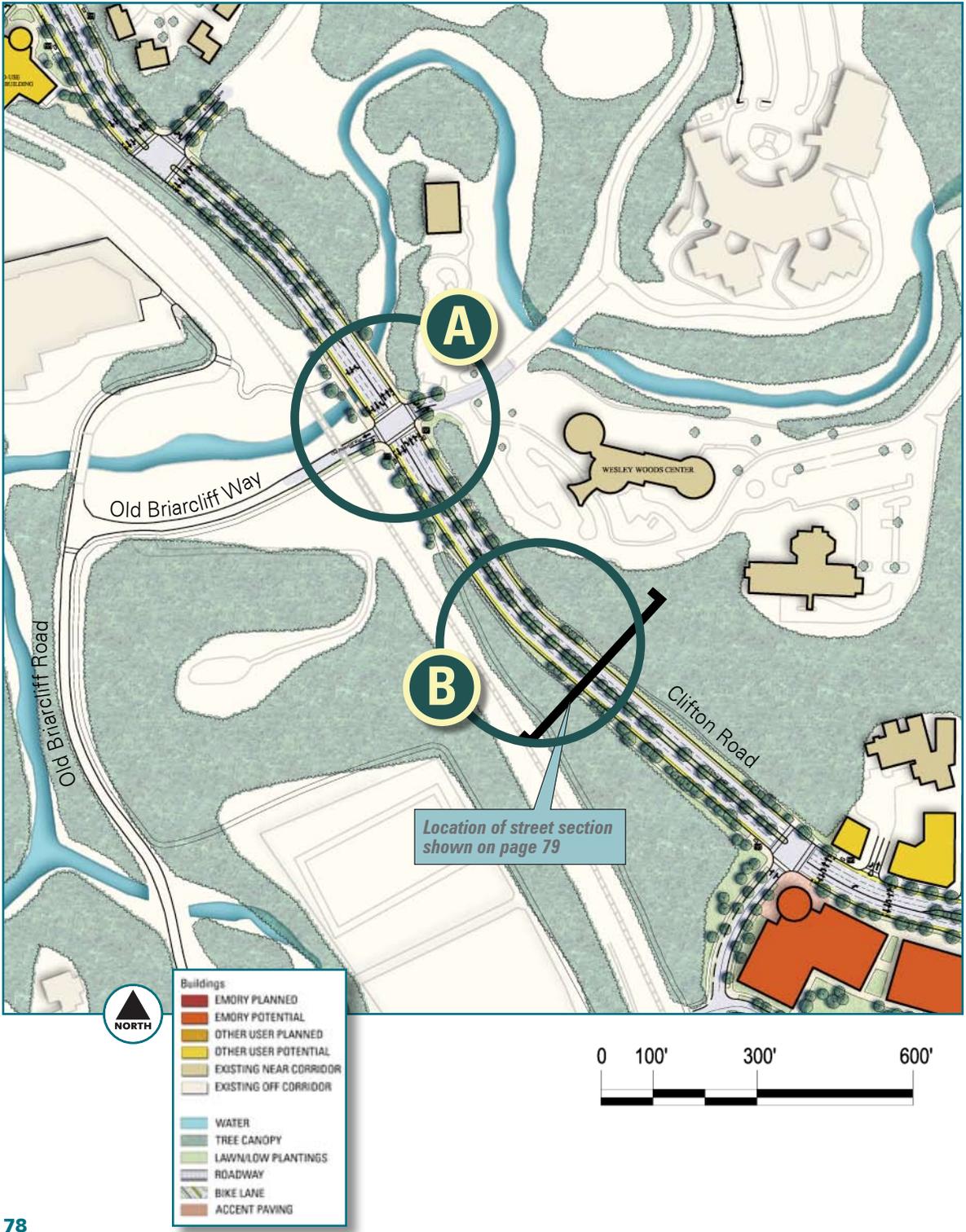


In the district, Clifton lacks a sidewalk along its south side and does nothing to highlight important surrounding natural areas. The rendering on the facing page suggests ways to strengthen the corridor by adding new plantings, improved walks, a median, informational signage, and other measures that emphasize the presence of Wesley Woods and contiguous greenway areas at district and regional scales.

preventing human intrusion into protected areas; and reducing the visual and ecological impacts of assisted-living developments. Increase the presence of trees and other plantings along Clifton Boulevard without compromising driver safety. Encourage significant pedestrian and bike activity between the Sage Hill and Hilltop districts, despite a lack of intermediate destinations and engaging street frontage that offer attraction and safety. Train drivers to moderate speeds in deference to the volume of pedestrians and bikes in and beyond the district. Create a distinctive corridor gateway that respects the predominance of the natural environment.

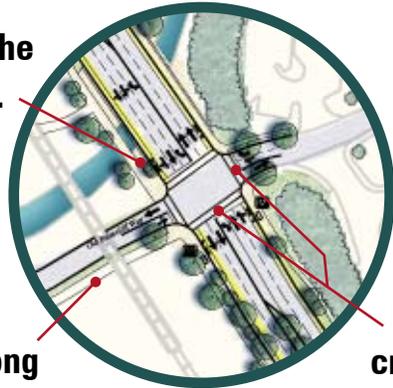


Opportunities



A

Add sidewalks along the south/west side of Clifton. Consider adding a new dedicated bridge over South Fork Peachtree Creek for pedestrians.

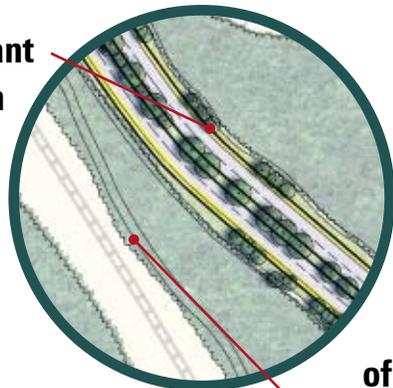


Add sidewalks along Old Briarcliff Way connecting to Sage Hill.

Improve crosswalks

B

Include significant trees between the sidewalk and roadway along Clifton.



Create a multi-use path on the north side of the CSX right of way that links to Clifton Station and the main Emory campus.

Public Realm

Overview

The Wesley Woods District should present a parkway character to people in automobiles, riding transit, on foot, and on bikes, with trees and other native woods vegetation breaking up expanses of asphalt. Pedestrians walking or jogging along Clifton Road or on the potential multi-use path along the rail corridor should be able to experience a wooded setting much more intense and secluded than is normally possible on a typical tree-lined and developed street. At the same time, their safety should be promoted by making walks and pathways visible to passing traffic, and by locating emergency assistance telephones at intervals of 1/8 mile or less. Add interpretive signage along pedestrian routes to build on the knowledge of the Emory and Druid Hills communities and expand awareness both of the natural environment and of its significance in people's lives.

Plantings

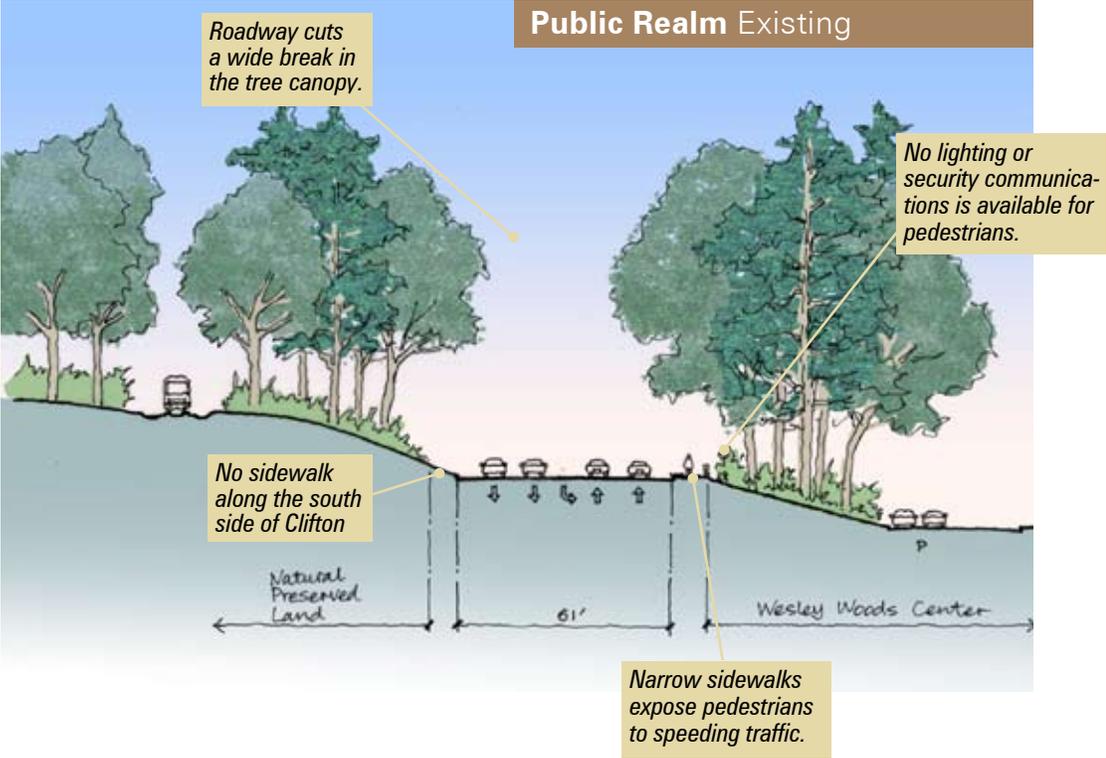
Create a median in Clifton Road wide enough to accommodate trees that will grow to the height of the existing canopy. Plant new trees in the median and in side planting strips that provide a continuous tree canopy across Clifton comprising the species typically found in the woods nearby. Pay particular attention to creating new tree canopy where it is missing between Clifton Road and the railroad embankment, while keeping the railroad right of way clear as necessary. In keeping with Olmsted's design vision for other portions of Druid Hills, maximize the experience of vistas dominated by natural plantings and minimize evidence of human

intrusion. Use vegetated swales, additional pervious areas and similar natural strategies to help control and clean stormwater and mitigate the impact of paved surfaces.

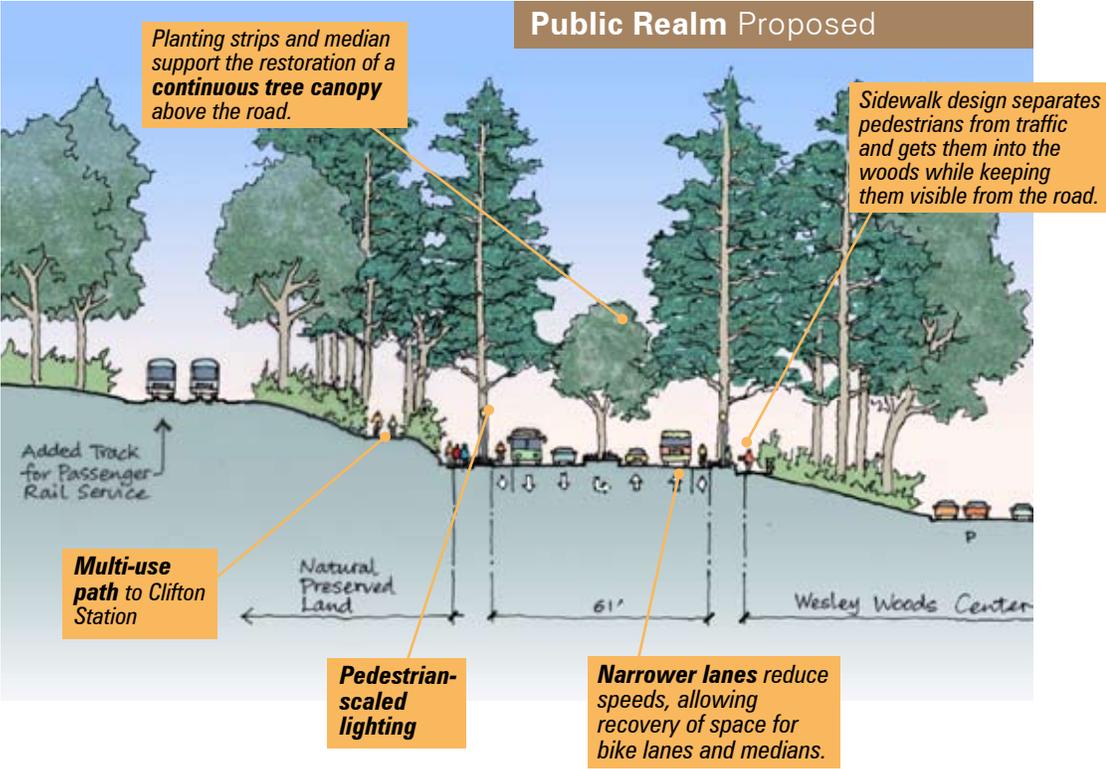
Pedestrian Environment

The pedestrian environment in the Wesley Woods District will remain distinct from that of other districts in an emphasis on the natural environment, nearly complete absence of adjacent buildings offering engagement and potential refuge, and suitability for recreation as well as basic access. Pedestrian ways in the district should include sidewalks on both sides of Clifton; potential multi-use paths shared by pedestrians and cyclists along the railroad to the Clifton Station District and along Peavine Creek to the main Emory campus; and sidewalks on Biltmore Drive, Towers Circle, Old Briarcliff Way, and Old Briarcliff Road leading to adjacent residential areas.

The most urgent current need is completion of a sidewalk where none exists on the south or west side of Clifton Road from 1762 Clifton to Sage Hill. Emory anticipates creating such a link in the near future to facilitate access to planned graduate student housing on Briarcliff Road; this should be designed and built according to the long-term vision for the district. The route faces three significant obstacles: lack of a sidewalk on the south side of the Clifton bridge over South Fork Peachtree Creek; limited opportunity for crossing below or above the railroad right of way; and the steep grade between South Fork Peachtree Creek and Sage Hill. The



Note: The Opportunities map shows the location of this street section diagram.





at Old Briarcliff Way; the existing shelter, regularly used by staff from Wesley Woods assisted-living facilities, lacks paved access.

Sidewalk design needs to balance the opportunity for increased experience of the

Install interpretive signs oriented to pedestrians—like these explaining harbor ecology and a wooded river greenway—to highlight the ecological significance of the Wesley Woods.



woods with a need for informal surveillance offered by passing traffic. This balance could be struck by designing sidewalks on one or both sides of Clifton to meander up to 30' from the roadway behind intervening trees (to the extent this route does not cross previously undisturbed ground) while controlling understory vegetation to allow clear views between all portions of the sidewalk and roadway. An alternative approach would entail designing the sidewalk on one side to weave among more trees with reduced visibility and the sidewalk the other side to stay closer to the street as in other districts, giving pedestrians a choice of routes depending on personal preference. In either case, security telephones and discreet cameras should be installed at regular intervals of up to 1/8 mile, as well as lighting that illuminates travel surfaces and people upon it but does not spread to other areas. The potential recreational path along the rail corridor should be laid out to maximize experience of the woods environment.

plan for this sidewalk anticipates a route along Old Briarcliff Way, Old Briarcliff Road, and the rear drive to the Sage Hill Shopping Center to avoid these obstacles. Longer-term plans should also include a sidewalk on the south or west side of Clifton from Old Briarcliff Way to Briarcliff Road, crossing South Fork Peachtree Creek either on a widened Clifton Road bridge or an adjacent dedicated pedestrian bridge. The pedestrian bridge could likely be implemented more quickly and with less environmental impact. The new sidewalk should provide space and access for an improved MARTA bus shelter

A new multi-use path on the north side of the CSX rail corridor, like this example, could link Wesley Woods and Sage Hill with Clifton Station and the main Emory campus along a level route suitable for walking, running, and biking. Sidewalks along Clifton should be separated from the roadway by a planting strip and trees, like this one, to give pedestrians protection from traffic and a stronger sense of being among the woods.



Bicycles

> Vision

Create new bike lanes along Clifton Boulevard and multi-use pathways along the railroad and Peavine Creek that offer more direct, less steep routes to Clifton Station and the main Emory campus. Install a public bike rack near South Fork Peachtree Creek for bicyclists interested in stopping to walk, read interpretive signage, or enjoy the scenery.

> Interim

Uphill bike lanes, 4'–5' wide.

Transit

Old Briarcliff Road/Wesley Woods Center (Clifton Corridor Transportation Study stop C9). A potential second track in the railroad corridor for commuter rail service should be designed to minimize visual and ecological impacts during construction and over the long term.

Vehicles

Add a median with significant trees, masonry curb, and narrow lanes to induce drivers to travel



The MARTA bus stop at Wesley Woods, well used by staff of Emory Healthcare's Wesley Woods Center, needs paved, accessible sidewalk access from both sides of Clifton.

at more moderate speeds. Replace galvanized steel guardrails with a more context-sensitive material, such as wood or weathering steel. The median should also accommodate left-turn lanes of modest length (100' or less) at Old Briarcliff Way, Tower Circle, and Biltmore Drive. Maintain at least a 6' width of planted median where these turn lanes occur (as long as this does not cause undesirable expansion onto ecologically sensitive land beside the roadway) in order to avoid excessive expanse of paving around the intersection. Consider eliminating all roadway lighting in this district except at crosswalks. Choose light fixtures whose material, color, and scale that relate well to the natural environment.



To the extent space allows, maintain a continuous median, even at intersections, to extend forest canopy and reduce length of crosswalks. Make turn lanes as narrow and short as practical (example: VFW Parkway, Boston, designed by Frederick Law Olmsted).

Use street light poles that are appropriate to the wooded environment, such as this example.



Rebuild Clifton Road with a median that extends the forest canopy of Wesley Woods over the road and reduces the road's expanse of asphalt. Narrowing lanes to 11' and installing tall curbs will encourage driving at lower speeds that are safer for the pedestrians and bicyclists sharing the road in this and adjacent districts.

Where topography or proximity to trees require them, consider using guard rails faced in timber or weathering steel, which fit in better with the colors of the natural environment than do standard metal guard rails (example: steel-backed timber guard rail, Merritt Parkway, Connecticut).



Private/Built Space

Although no buildings directly line Clifton in this district, existing assisted-living facilities north of Clifton have prominent towers and occupy significant land area. Seek opportunities to reduce the environmental impact of these buildings and access to them. For instance, planting trees could reduce their visibility from Clifton Road; new pervious paving and installation of green roofs could improve graduated groundwater recharge; and interior and exterior lighting could be modified to minimize spread to Clifton and the night sky.



The ecological and aesthetic impacts of the Wesley Woods Center could be reduced by means such as extending native vegetation across developed areas. Other environmental strategies with multiple benefits include the addition of green roofs, introduction of pervious paving, and provision of better transit and housing access.



Phasing



PHASING FOR KEY IMPROVEMENTS

	PHASE	TIMEFRAME	ELEMENTS
	Urgent and readily feasible	(6-12 months)	> Crosswalk and bus shelter access improvements
	In process	(1-3 years)	<ul style="list-style-type: none"> > Emory commitment to build new sidewalk access to Sage Hill graduate student housing on south/west side of Clifton; verify route and coordinate with potential walking/recreational path along north side of rail right of way; include bike improvements > Bike path to Emory campus via Old Briarcliff Way and sports facilities near Peavine Creek
	Medium term	(2-7 years)	<ul style="list-style-type: none"> > Medians and landscaping > Interpretive signage > North-side sidewalk improvements
	Long term	(8-15 years)	> Roadway bridge improvements

3

Clifton | Hilltop

**Key Themes**

Broad views of Druid Hills and downtown and midtown Atlanta, complementary uses and land owners, and the redevelopment potential at the Turner Village Conference Center and Emory Inn—described in the “Planning Process” section—poise the district to become a lively new center of community and activity. The district can create a strong model for shaping growth to maximize community benefits and minimize negative impacts such as added traffic. Strong synergies will result from the combination of existing uses—the CDC campus; the hospitality functions of the Emory Conference Center Hotel; Emory office and community functions; other Emory campus facilities within walking distance; and Ben Franklin Academy,

Villa International, and residential Clifton Heights—with the proposed Emory Point development on the Turner Village site, bringing significant housing for local workers and retail and public open space oriented to the neighborhood. Indeed, the Turner Village and Emory Inn sites represent a key opportunity within the corridor to introduce new housing within walking distance of multiple workplaces. For travelers arriving from the north and west, Hilltop can become a welcoming gateway into the corridor as a whole, and the CDC and Emory in particular. This gateway opportunity would establish a distinctly pedestrian-oriented character that transforms Clifton from a utilitarian road into a gracious boulevard that forms the backbone of the area’s neighborhood street network.

Narrow sidewalks exposed to traffic, a broad roadway, and buildings that lack orientation to the street make the Hilltop District uninviting for pedestrians, even though many people who would like to walk among facilities in the area are already present. Better sidewalks, a planted median, and narrower travel lanes on Clifton, together with proposed construction of new housing, streetfront retail and public open space opposite the CDC, would transform this area into an important pedestrian-oriented activity center.



Key Challenges

Many of Hilltop's opportunities face real but surmountable challenges. Transforming Clifton from a car-dominated road to a neighborhood main street will require a cultural shift for people who drive, work, or study in the area today. This in turn will require both redesign of Clifton itself and outreach by area institutions to set new policies for access and housing. The full benefits of new mixed-use development can only be tapped by significantly favoring pedestrian, bike, and transit access rather than automobiles. Realizing the Hilltop District's full potential will also require paying careful attention to pedestrian-friendly urban design on the north side of the street; security needs of the CDC campus severely limit chances to

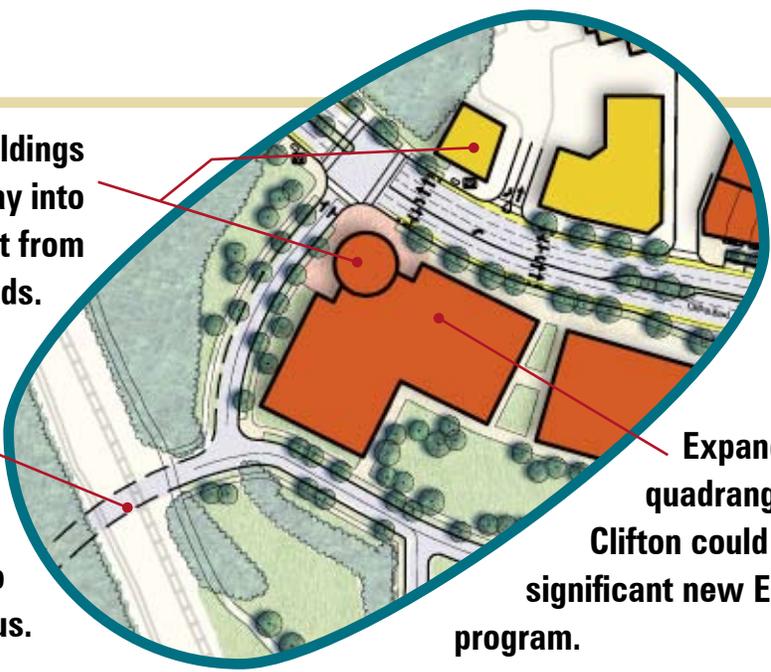


engage the street on the south side. Perhaps most important, change in the district must occur hand in hand with protection of the fragile natural environment immediately to its north and west.

A

Landmark buildings form a gateway into the Hilltop District from Wesley Woods.

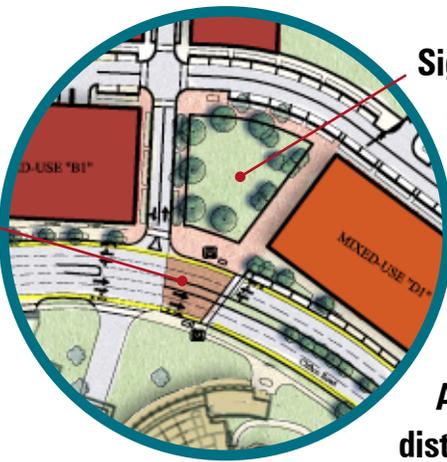
Potential bridge for pedestrians and bikes—and possibly cars—linking across the rail corridor to Emory’s core campus.



Expanded buildings/quadrangle at 1762 Clifton could accommodate significant new Emory campus program.

B

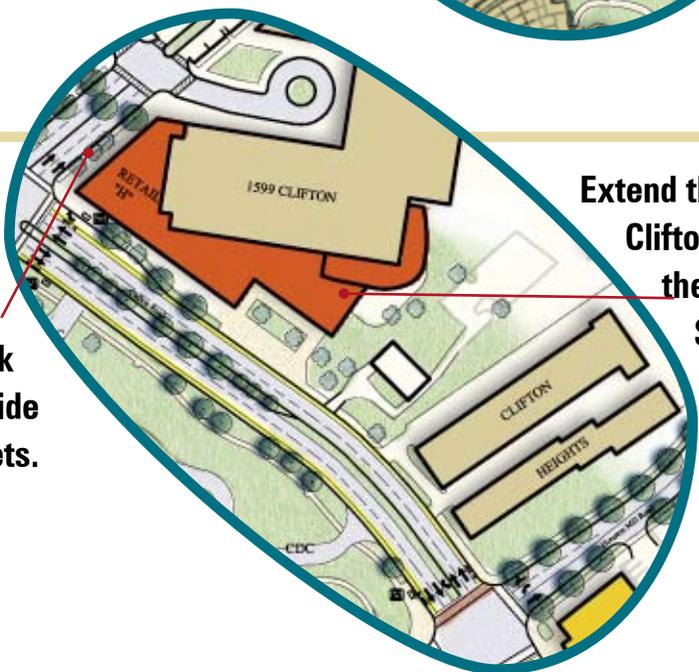
Special paving linking the civic space and CDC pedestrian-entrance pavilion engages the street as part of the civic space.



Significant civic space with views of the surrounding landscape and downtown Atlanta in the distance.

C

Extend the pedestrian network along side streets.



Extend the footprint of 1599 Clifton (former home of the American Cancer Society) to the street, with active retail and/or other uses that engage the public.

Public Realm

Overview

The Hilltop District—like the Health Sciences District and other Clifton districts to the east and south—will be defined heavily by Clifton Boulevard’s multiple roles as a public space,



The broad, unbroken width of paved roadway, poor crosswalk signalization and access, and intermittent building presence all need to be changed to improve pedestrian conditions in the district.

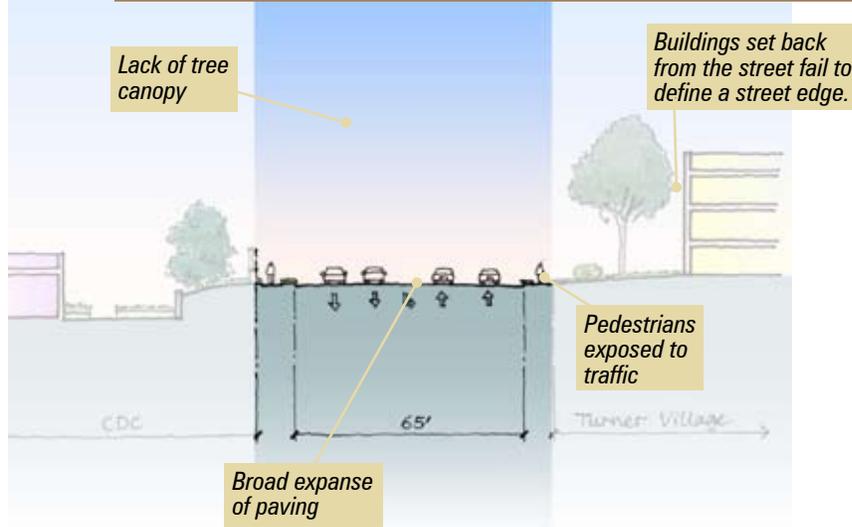
collection of complementary uses, and access corridor that gives as much weight to welcoming and serving pedestrians, transit, and bikes as it does to welcoming and serving automobiles. Preservation of broad view corridors toward downtown and midtown Atlanta and into nearby wooded areas, and high-quality design of plantings and buildings along the corridor will be vital to the district’s success as a public space. The intensified group of uses—especially housing and retail—directly along Clifton will play an equally important role in bringing public spaces to life, with more people using and enjoying the corridor’s public spaces and providing the economic underpinnings for new investment. Improved access will depend not only on making walking, transit, and biking more attractive on Clifton itself, but also

on integrating Clifton with a broader network of improved pedestrian access, including streets and walks on the Emory Point site and adjacent parcels; better access to the CDC’s pedestrian entrances; potential new bridges to the Emory campus from Houston Mill Road and 1762 Clifton Road; and better access to Sage Hill through the Wesley Woods District. Finally, the Clifton streetscape should mark a significant transition for people entering Hilltop from Wesley Woods, celebrating the robust community being entered and cueing drivers to reduce speeds and expect more pedestrians sharing the boulevard.

Plantings

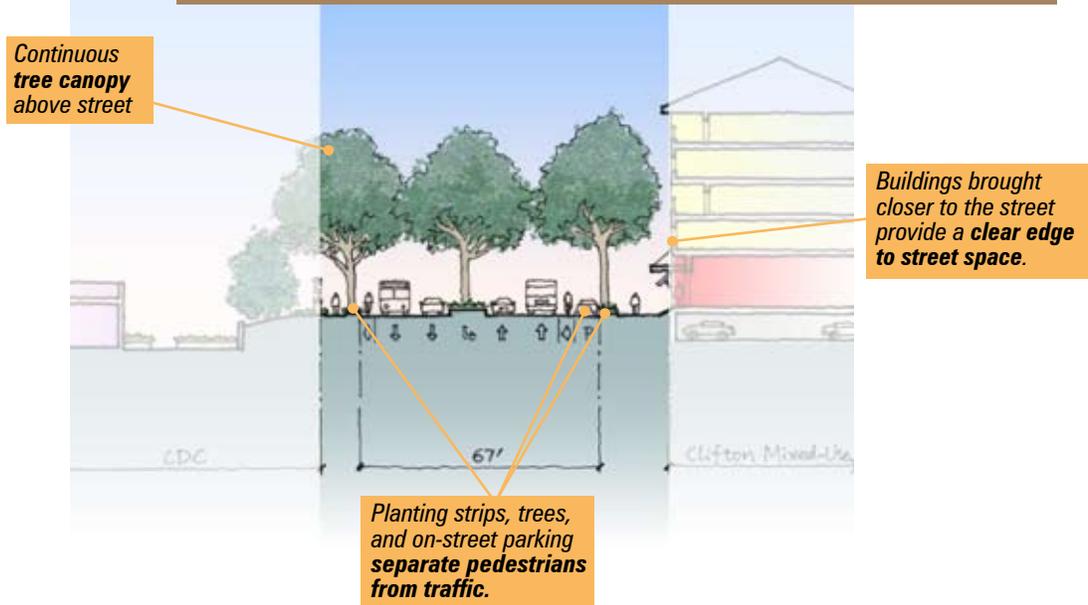
Mature trees grace portions of the district today, particularly along the CDC campus and 1599 Clifton (the former American Cancer Society building). They should be retained. Other areas, such as the frontage of the Emory Inn, lack trees. Plant additional street trees to create a more continuous canopy in keeping with the rest of the corridor and provide shade for pedestrians, though trees should be placed carefully to maintain significant distant views, including those toward downtown Atlanta. Tree species with high canopies and relatively few lower branches would facilitate distant views as well as visibility of ground-floor retail. Locate canopy trees primarily in planting strips on either side of the boulevard to help separate pedestrians from traffic and as a response to restrictions on trees in the median (which is nonexistent west of the CDC pedestrian entrance and so narrow east of that point as to limit tree sizes). Plantings in this median—whether smaller trees, low

Public Realm Existing at Mixed-Use Development



Note: The Opportunities map shows the location of this street section diagram.

Public Realm Proposed at Mixed-Use Development



shrubs, or flowers—should allow good visibility across Clifton by pedestrians and passengers in buses and automobiles.

Planting strips along portions of the CDC campus include a variety of shrubs and some boulders that provide additional aesthetic interest and pedestrian separation from traffic; continue this precedent within other planting strips in the district. Ben Franklin Academy’s well-maintained rose garden along the existing sidewalk has been prized by the community for 20 years. Clifton Boulevard improvements in front of the academy should be carefully designed to preserve and protect the rose garden and enhance its presence.

The public park planned as part of the Emory Point project should have plantings appropriate for a high degree of public use: shade trees, robust grasses or other ground covers and ornamental plantings interspersed with hardscaped areas that can accommodate foot traffic and outdoor dining.

Pedestrian Environment

The security fence along the CDC campus will create distinctly different pedestrian conditions on the two sides of Clifton for the foreseeable future. Portions of the CDC’s

A public park on the Emory Point site and open to Clifton should form the civic heart of the district, welcoming people who live, work, study, shop, and relax in the Hilltop District and in the larger Clifton community.



This street in Arlington, Virginia, suggests how Clifton could look along the Emory Point project. Well-articulated buildings define the street edge and add residential and retail activity; median and side planting strips create room for canopy trees and shrubs and reduce paved surface; and on-street parking serves retail and helps buffer pedestrians from traffic.

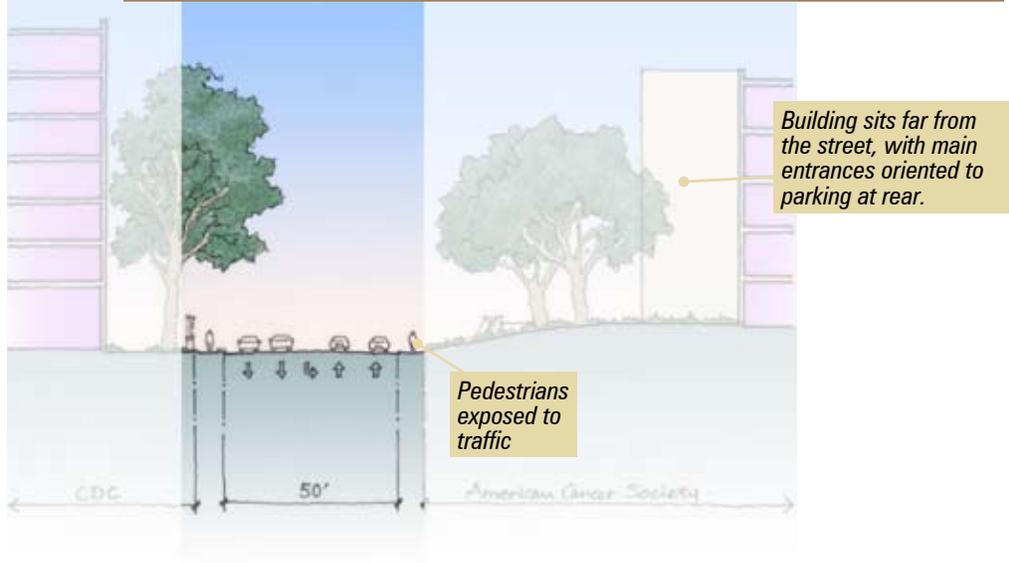
edge have been improved in recent years with a meandering sidewalk set back from the curb behind a generous and well-planted strip. Extend this design along portions of the CDC edge that lack it, and add landscaping along the entire edge to lend it a more beautiful and welcoming character in the absence of more active uses. Over the long term, vigorously pursue any opportunities made possible by alternative security policies to bring active uses and building front-

ages closer to the sidewalk along the CDC campus, both for the benefit of this sidewalk zone and the vitality of the area as a whole.

The north side of Clifton, and portions of the south side

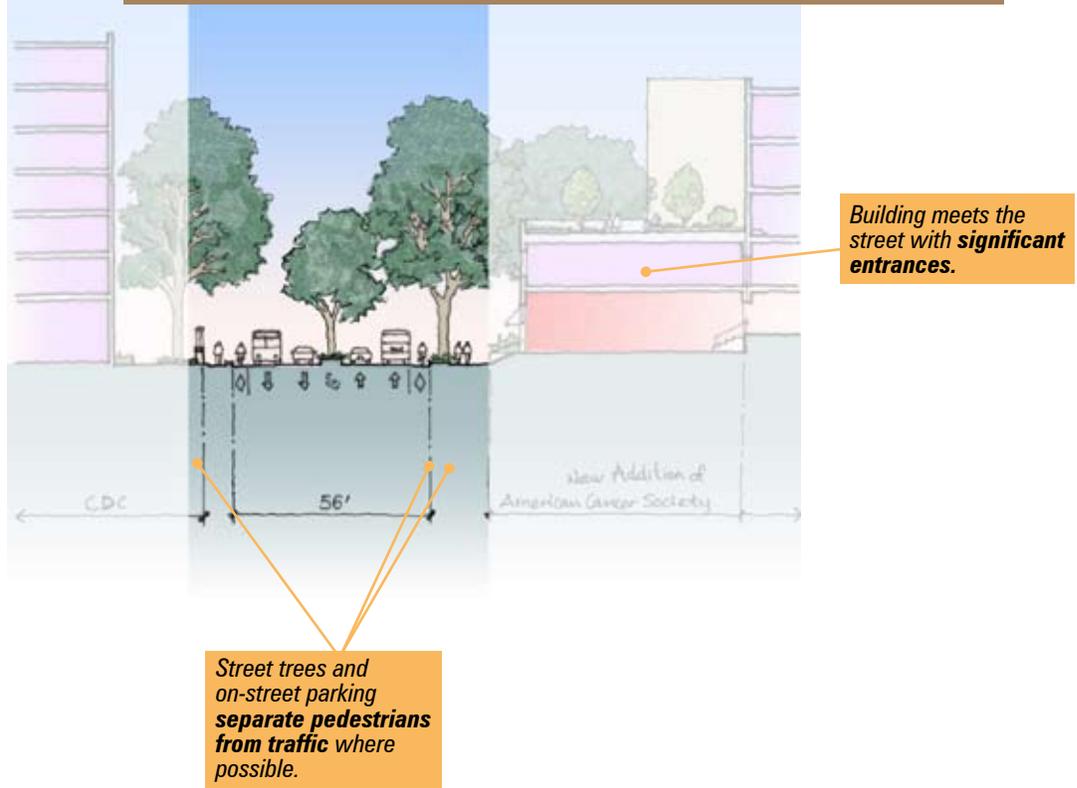


Public Realm Existing at 1599 Clifton



Note: The Opportunities map shows the location of this street section diagram.

Public Realm Proposed at 1599 Clifton



Include a landmark transit station serving the public park, Emory Point and CDC pedestrian entrance.



along 1762 Clifton, have extraordinary potential to be some of the most attractive, most active and safest public areas in the Clifton community thanks to planned or potential development of significant housing, ground-floor retail and other uses. To fulfill this potential, active ground-level uses should be placed along the sidewalk where possible to create as continuous an active edge as possible. Create 8' of clear sidewalk space at all locations for through pedestrian passage. Sidewalk areas along the Emory Point development—particularly between drives 1 and 2—will offer greater width for additional hardscape areas with outdoor dining, general seating, transit shelters, bike racks and similar uses, as well as additional landscaping. These expanded sidewalk areas should be terraced to accommodate sloping topography in this area and provide additional separation between outdoor uses and traffic.

Limited street width at the Ben Franklin Academy and Clifton Heights condominiums will likely require making trade-offs among sidewalk width, planting strip width, median width, and building setbacks. Of these, a minimum 8' sidewalk width should remain a priority, perhaps by creating a narrower planting strip with a taller, more substantial traffic buffer such as shrubs or an iron fence or by routing the sidewalk north of Ben Franklin Academy's rose garden. Street improvements in this area should be carefully discussed

and coordinated with property owners, including the CDC, since traffic and pedestrian improvements near Houston Mill Road will require additional right of way, possibly affecting the CDC fence, Clifton Heights' driveway and fence, and Ben Franklin Academy's rose garden and parking.

New or improved sidewalks on side streets will be necessary complements to sidewalk improvements along Clifton. The series of sidewalks and recreational walks planned for Emory Point—including links to the Emory Conference Center Hotel along the hotel's entrance drive, to 1599 Clifton, and to Houston Mill Road destinations, including Miller-Ward Alumni House—will contribute greatly to establishing a true pedestrian network in the area. Additional sidewalks are needed along Houston Mill Road north and south for better access to neighborhood housing and other portions of the Emory campus.

Crosswalks deserve particular attention due to heavy anticipated pedestrian volumes and curves that limit sight distances for drivers. The crosswalk connecting the CDC pedestrian entrance to the planned public park should be distinct and prominent, both for its high anticipated pedestrian volume and its potential

► Create a signaled crosswalk from the proposed public park at the Emory Point development to the new CDC pedestrian entrance, pictured at right, to serve the many CDC staff interested in walking to restaurants, stores, open space, or housing at Emory Point.





Sidewalks along restaurants and stores should incorporate extra space for tables and merchandise display; trees, low plantings and on-street parking should be used to help buffer pedestrians from traffic, as in this example in Alexandria, Virginia.

for expanding the perceived space of the park across Clifton. Additional pavement graphics proposed to mark the overlap of the park with Clifton should be implemented, but with clear definition of a dedicated crosswalk area to prevent conflicts of pedestrians and vehicles.

On-street parking will play an important role in helping the district succeed as a vital mixed-use center. Although not currently allowed along the CDC campus (for security reasons) nor in some areas with limited sight lines, on-street parking should run most of the length of the Emory Point frontage for three key reasons. First, it will make sidewalk users feel comfortably separated from passing traffic, a particular concern where outdoor dining and similar accessory uses are



At Emory Point, include a public promenade offering views into the Wesley Woods but protecting the sensitive forest from direct access.

possible. Second, it would moderate the speed of passing traffic. Third, retailers need it, not so much for supply it adds as for signaling the presence of a retail district. While legitimate concerns have been raised over the feasibility of on-street parking, these guidelines strongly recommend its placement in the Hilltop District on at least a provisional basis to verify its utility.

Bicycles

> Vision

New bike lanes. Public bike racks at regular intervals along retail and other active street frontage, and other dedicated bike parking provided for residential and other major uses.

> Interim

Striped shoulders, 4'-5'.

Transit

1762 Clifton/Villa International (Clifton Corridor



Transportation Study stop C8); Mixed-use plaza/CDC pedestrian entrance (C7). The transit stop shelter serving the public park and CDC pedestrian entrance should have a special prominence as a public landmark and symbol of accessible transit service.

Vehicles

The extension of left-turn lanes from Clifton onto the CDC campus and Houston Mill Road should ease peak-hour traffic impacts. Balance the length of the left turn lane to Houston Mill Road with need for a significant planted median along the same block. On-street parking is highly desirable, as described above.

Ground-floor residential units in Emory Point should have individual street entrances and planting areas wherever possible to enliven streets with human scale, visual interest, and the unique identities of residents.

Private/Built Space

The collection of current and anticipated uses within the Hilltop District is central to its value as a major smart growth opportunity for the Clifton Corridor. Where market reasons make retail difficult, other active, community-oriented uses that create good visual and pedestrian interchange with the sidewalk should be prioritized. Proposed uses such as lifelong learning programs, a green design information center, and a storefront for the Clifton Community Partnership could be highly appropriate complements to retail.

- **Emory Point development.** Anticipated neighborhood-serving retail is highly appropriate on sidewalks and plazas along Emory Point. Live-work units planned for the westernmost block of the project can address the steep slope there that does not favor retail access and floor sizes. The significant residential development planned for up-



per stories along Clifton and elsewhere will greatly increase opportunities to walk to work or transit in the Clifton Corridor and ease housing demand in the region in general. The housing program should continue to include the large quantity (more than 850 units), variety of unit types, and affordability range currently planned, as these address the great range of housing demand.

- **1599 Clifton (former American Cancer Society building).** As this site is occupied by Emory and integrated into the Emory Point project, it should be modified to provide stronger physical and programmatic relationships to Clifton than the existing angled setback and berm permit. Ground-floor programming should stress additional retail to the extent possible. Community-oriented academic or administrative uses could also be appropriate.

The Emory Point development should continue to integrate the private and public realms, with buildings giving physical shape to the public park and pedestrian plazas (upper image) and active ground-floor uses, particularly retail and restaurants, that make them lively community destinations (lower image).

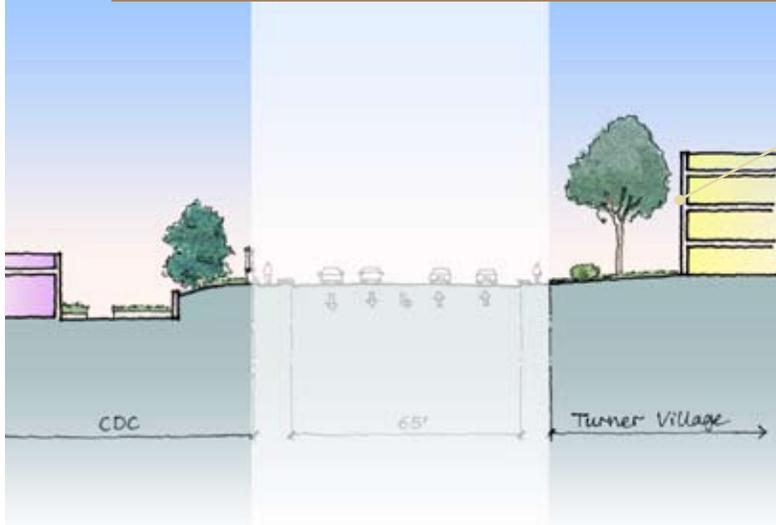
SETBACK/BUILD-TO LINE (MEASURED TO CURB)

- > **North/east side:** 25' to 50' with well-defined street edge and civic space. Extend buildings at 1599 Clifton (former American Cancer Society) closer to sidewalk.
- > **South/west (CDC) side:** CDC landscaped edge, fence, and 150' building setback for security purposes are assumed condition. If an opportunity to reduce this setback arises, seek a setback to match the north/east side.

HEIGHT AT FAÇADE (WITHIN 20' OF BUILD-TO LINE)

- > **North/east side:** 5 to 6 stories; zero or minimal setback; well-defined street edge and civic space.
- > **South/west (CDC) side:** 5- to 6-story base building height in keeping with that on the opposite side of Clifton is recommended, with greater heights possible emerging from this base.
- > **Context:** ACS is 5 stories on 1-story berm; CDC up to 8 stories

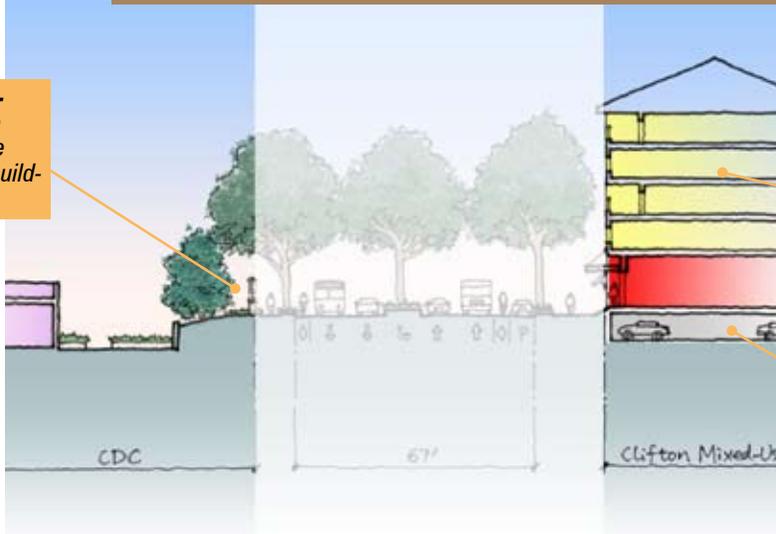
Private Realm Existing at Mixed-Use Development



Buildings are disengaged from the street.

Note: The Opportunities map shows the location of this street section diagram.

Private Realm Proposed at Mixed-Use Development



More extensive landscaping enhances the sidewalk in front of the CDC where adjacent buildings cannot be added.

Mixed-use buildings bring active ground-floor retail and well-articulated upper-floor housing to enliven the street.

Use below-grade parking to minimize the need for surface parking.

Needed improvements for traffic and pedestrians at Clifton and Houston Mill could affect the setback in front of the Clifton Heights condominiums. Engage property owners to seek mutual benefit from opportunities to improve both the street and private frontage. ▶

- **1762 Clifton.** This site has traditionally housed administrative office space for Emory, but its proximity to the Emory Point development and the CDC, the potential for connecting to the main Emory campus across the railroad, and a gateway location along Clifton all make this a valuable location for redevelopment with higher-density, higher-profile campus-related uses. Staff or student housing, research, or additional administrative uses could all work well here. In any case, active ground-level uses—retail or other—are strongly encouraged to provide the first significant sidewalk engagement outside of the Wesley Woods District and invite pedestrian access onto the site. One or more buildings on the site should be designed as bold architectural landmarks for people approaching along Clifton from Wesley Woods. Building scale, materials, and other qualities must be carefully designed or selected to relate to both the built and natural contexts.
- **CDC.** What possibilities for sidewalk engagement the CDC campus lacks (due to security setbacks and fencing), it makes up for in the thousands of employees who work there. Many have expressed keen interest in the residential, retail (especially lunch), and transit opportunities that Emory Point will offer; the CDC will also continue to make periodic use of the Emory Conference Center Hotel. These and other land use synergies will continue to reduce traffic growth, build community through professional, economic, and cultural affiliations, and support improved quality of life in the area.
- **Ben Franklin Academy.** The private Ben Franklin Academy has important synergies with Emory and provides valuable educational options to local residents. The academy should be engaged to discuss opportunities for improving its frontage along Clifton



Road—streetscape improvements that might require some additional right of way and, potentially, a more prominent entrance with diminished parking and enhanced presence of its rose garden.

- **Clifton Heights.** These relatively new condominiums add needed housing choice within the Clifton Corridor. The residents' association should be engaged to discuss opportunities for comprehensive improvement of the Clifton/Houston Mill Road intersection with minimal negative impacts on their driveway and fencing. With 1762 Clifton, this site frames the passage between Clifton/Hilltop and Wesley Woods. Design buildings and landscaping accordingly as prominent gateway elements.
- **Villa International.** This residential facility for international students is a valuable cultural and academic complement to Emory's campus. Because the existing facility is significantly set back from Clifton, seek opportunities to create new building frontage along Clifton that better integrates Villa International with adjacent access and uses while supporting its overall mission.
- **DeKalb County Fire Department.** The fire station will remain next to the CDC's pedestrian entrance. Emergency vehicle access will remain a priority among other enhancements of the Clifton Boulevard streetscape.

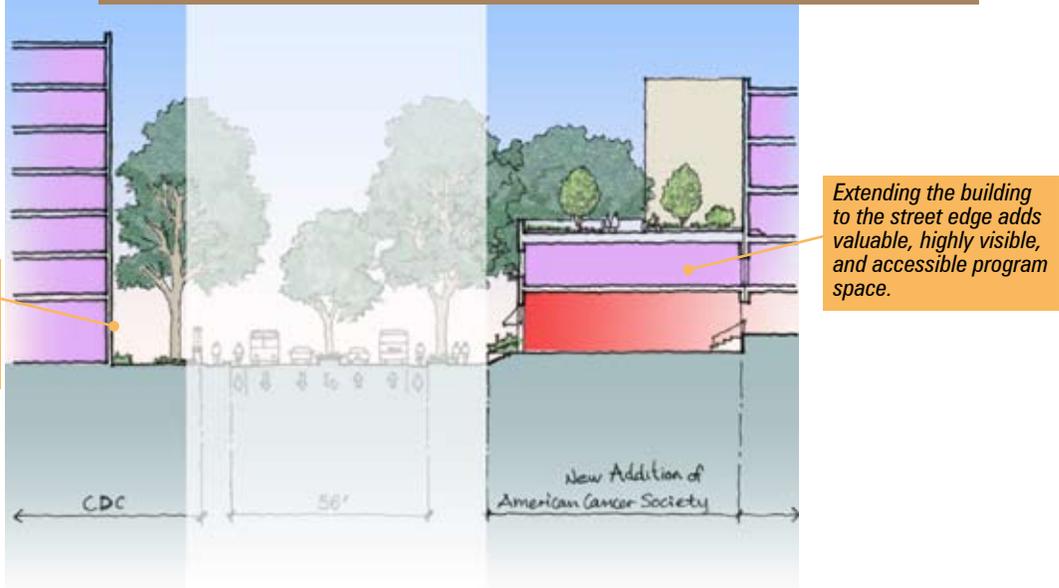
Private Realm Existing at 1599 Clifton



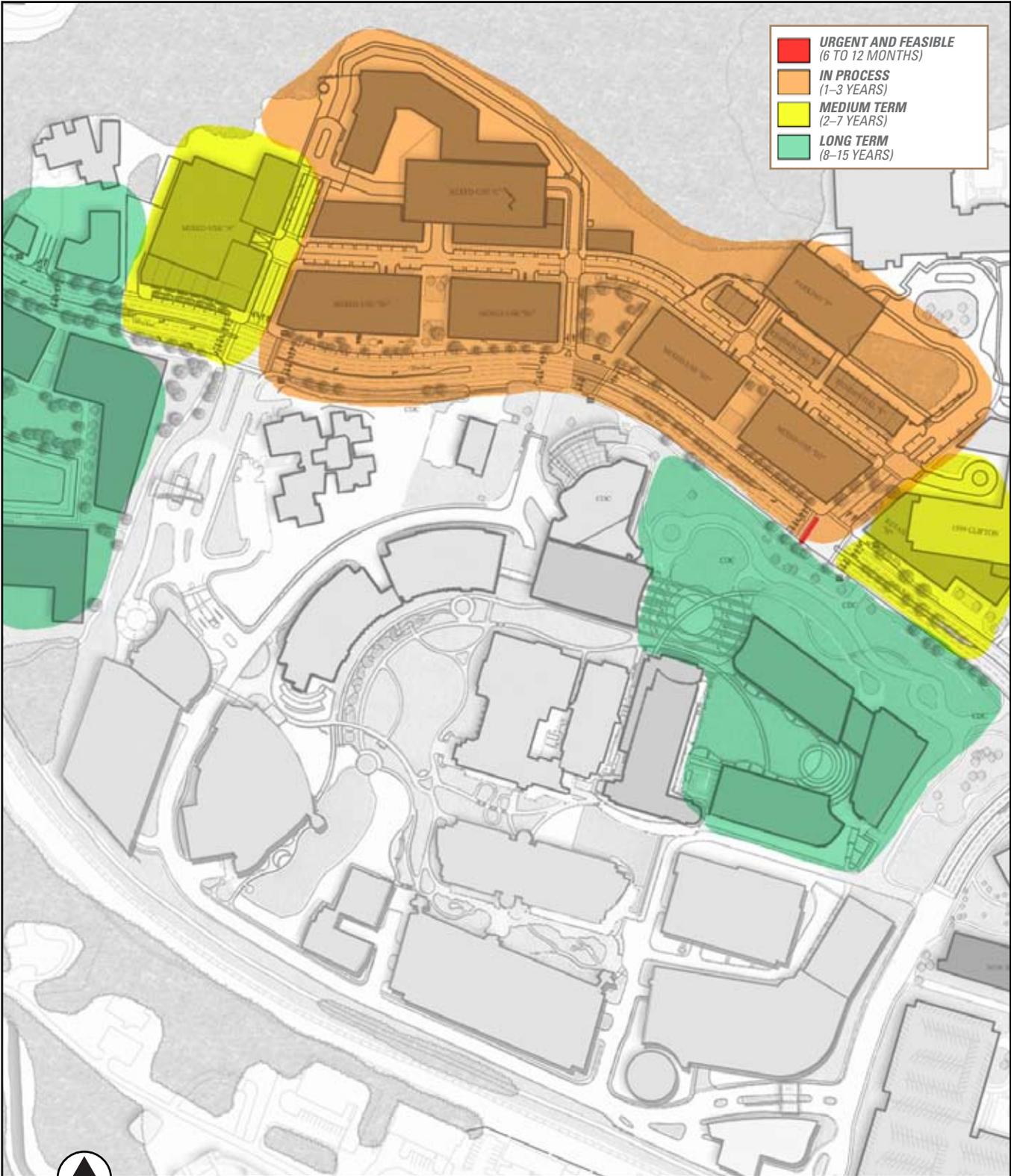
Note: The Opportunities map shows the location of this street section diagram.

Private Realm Proposed at 1599 Clifton

Seek opportunity to keep CDC buildings near sidewalks where security considerations allow.



Phasing



PHASING FOR KEY IMPROVEMENTS



PHASE	TIMEFRAME	ELEMENTS
Urgent and readily feasible	6–12 months	> Crosswalk improvements
In process	1–2 years	> Emory Point development project and associated roadway improvements
Medium term	3–7 years	> Improvements at 1599 Clifton, including expansion to street edge
Long term	8–15 years	> Renovation/redevelopment of 1762 Clifton with additional Emory uses and/or housing having direct orientation to Clifton, opportunity for pedestrian/bike bridge connection over railroad right of way to main Emory campus > CDC campus initiatives to create new buildings further from Clifton



4

Clifton | Emory Health Sciences



Key Themes

This distinct portion of the Clifton Corridor hosts specialized academic and research activity. As in the Emory Core District, the Emory-related buildings along both sides of Clifton make the street itself an important part of campus identity and activity. At the same time, the district provides the critical link among the Clifton Hilltop District, Clifton Station District, main Emory campus and Houston Mill Road—an overall area that includes a very significant mix and magnitude of uses within walking distance. The Emory Health Sciences District must function as an inviting and safe pedestrian environment in order for the neighboring districts to truly work together as the vibrant mixed-use community they could be.

Key Challenges

- Significantly improve unpleasant conditions for pedestrians and bicyclists, particularly at the

intersections of Gatewood and Houston Mill roads with Clifton, and on the sidewalk along the north side of Clifton.

- Create engaging street frontage within buildings dedicated to academic, research and campus residential uses.
- Accommodate needed traffic lanes, median refuge areas, tree lawns and sidewalks within a constrained street right of way.
- Accommodate some of the tallest buildings along the overall Clifton Corridor frontage with a comfortable sense of scale.
- Create a consistent sense of Emory campus identity along this stretch of Clifton Boulevard, continuing themes of the Clifton/Emory Core District.



Poor sidewalks and crosswalks, and a lack of engaging buildings discourage walking in the district, as in this photo at Clifton and Gatewood roads. The rendering opposite suggests several ways of making walking a first choice, not a second: adding a café in a potential new research building at the corner; adapting academic buildings to engage the street with more permeability and activity; and incorporating new trees and vegetation in planting strips and a median to reduce the dominance of paved roadway.

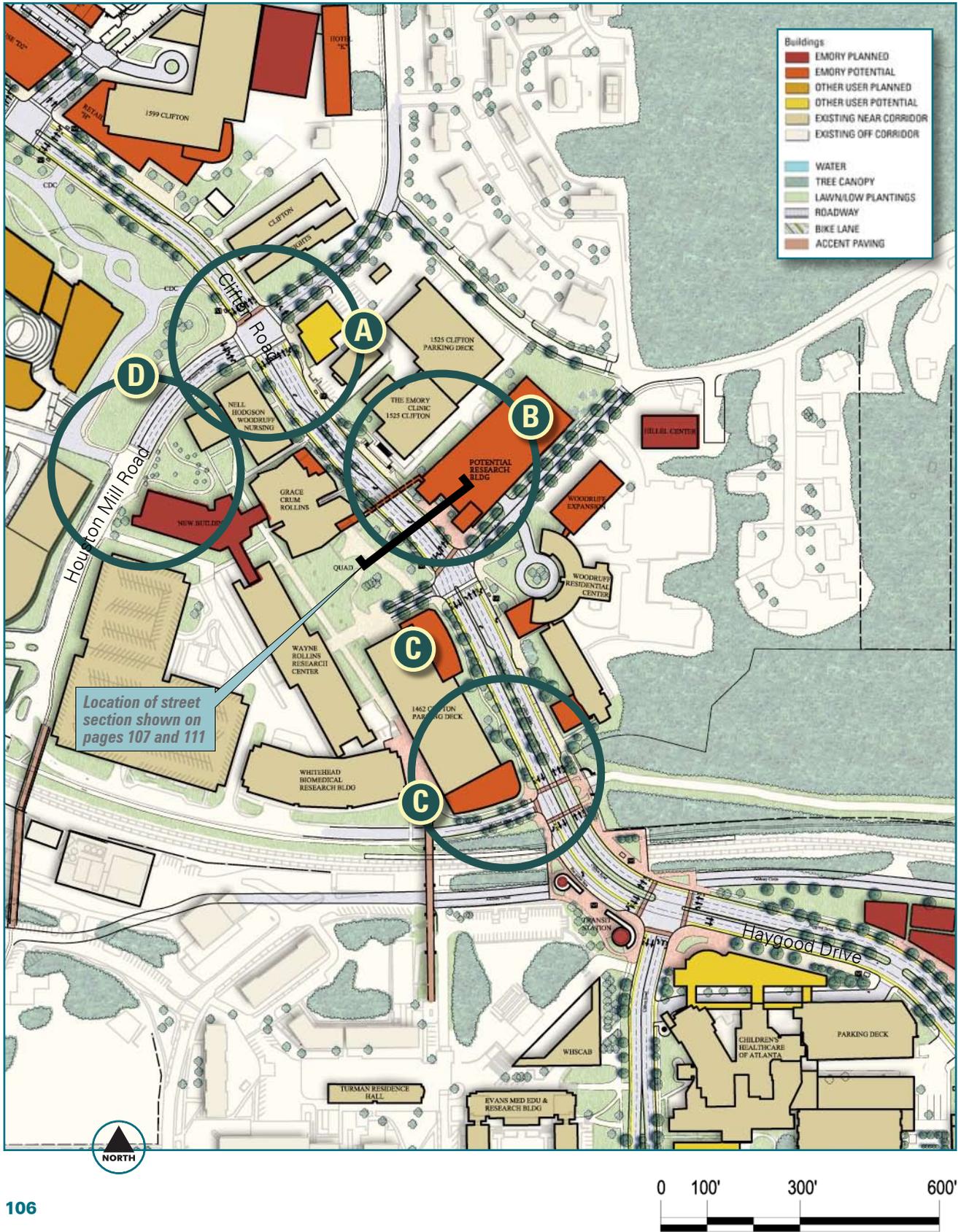


Poorly defined crosswalks (a) make crossing on foot difficult. Carelessly sited bus shelters (b) intrude on sidewalks. A narrow sidewalk along Clifton (d) offers no protection from fast-moving traffic.



Hazardous pavement conditions along the edge of the road (d) discourage bicycling. Many buildings stand isolated from the street by deep setbacks (c), making nearby sidewalks feel unwelcoming.

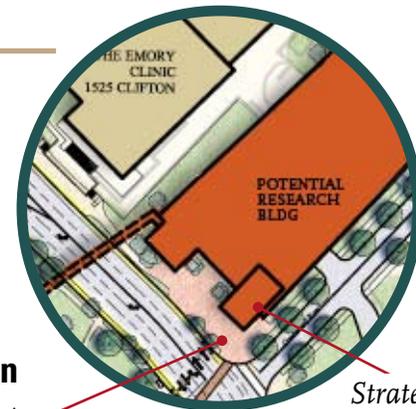
Opportunities



A Improve hostile pedestrian environment by introducing a planted median that provides a mid-crossing refuge and relieves the expanse of the wide roadway. A new building at the corner of Houston Mill Road and Clifton Road would help to define the corner and create a destination for pedestrians.



B A potential new building containing research or other Emory uses at 1523 Clifton could support creation of an appealing landmark corner—including active ground-floor retail and a paved plaza—that would strengthen the pedestrian environment and function as an important halfway point between Clifton Station and the Hilltop District.



Plaza paving

Strategic corner retail

C Additions to 1462 Clifton would introduce more engaging and pedestrian-focused building frontage and define the street edge more clearly at this gateway to the Clifton/Emory Health Sciences District from Clifton Station.



D An improved sidewalk along the east side of Houston Mill Road would introduce an important new pedestrian link to the main Emory campus via a planned bridge over the rail corridor. A new building and landscaping planned adjacent to the Grace Crum Rollins and Nell Hodgson Woodruff buildings should provide good connectivity and context to this sidewalk.



Public Realm

Sidewalks and planting strips should work together to give pedestrians more space to walk and canopy trees more room to grow. Crosswalks should be broad, served by accessible ramps, marked clearly to drivers, and relieved by a median where more than four lanes are crossed. ▶

Overview

The Clifton Health Sciences District faces the challenge of accommodating some of the Clifton Corridor's heaviest pedestrian and vehicular traffic flows within one of its most constrained rights of way. The challenge comes to its head at the Houston Mill intersection, where a second left turn lane for Clifton westbound would further eat into limited areas for sidewalks and plantings next to the roadway, and produce an extremely long crosswalk—a full seven lanes—unrelieved by a median refuge. Other crosswalks across Clifton must be made as pedestrian-friendly as possible to serve as alternatives. Where constraints limit the width of tree lawns and medians, take care to provide at least enough planting areas to accommodate a series of large canopy trees along the street corridor, and plant areas too narrow for trees with dense shrubs or flower beds.

Plantings

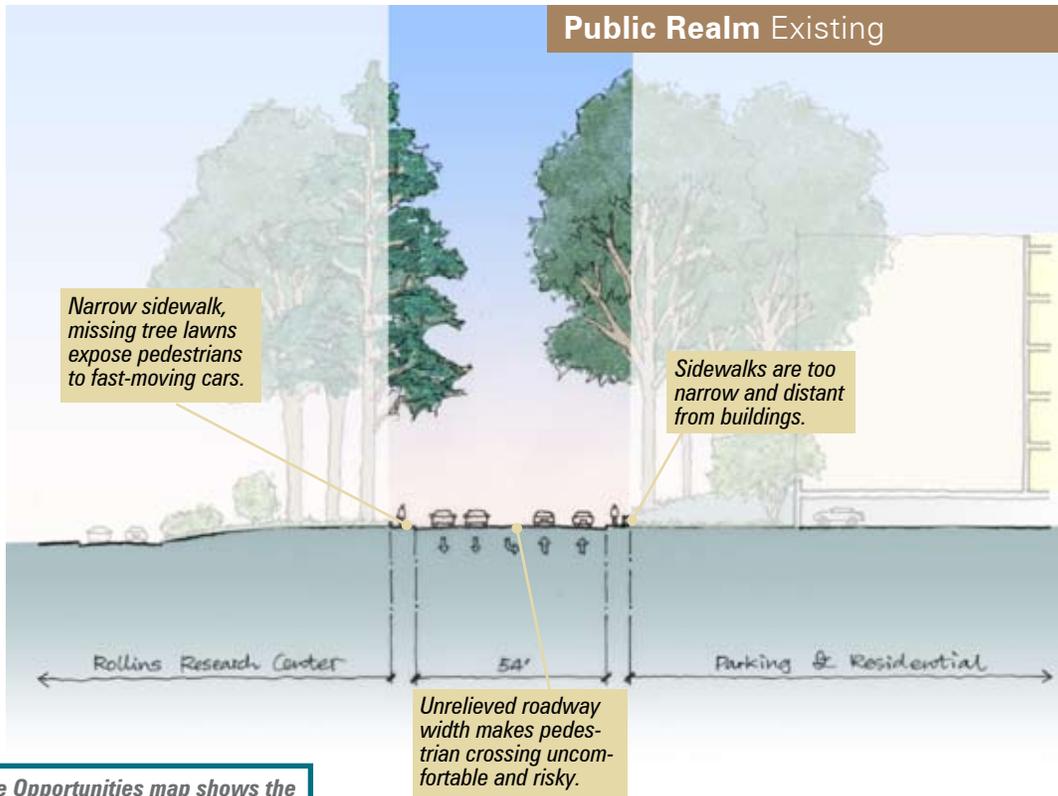
Street trees should have significant stature in this district to mitigate the scale and intensity of its buildings and signify the presence of the Lullwater Preserve. *West of Gatewood*, reinforce the tall, open character of existing conifers with additional tall street trees along sidewalks; at maturity, these trees should reach at least eight stories to match or exceed the height of existing buildings. Use smaller-scale ornamental plantings along the median, where right-of-way width constraints may leave too little width for trees. Take care to maintain the significant existing trees at the Nell Hodgson Woodruff building while relocating the sidewalk between the trees and building to make room for added turn lanes. *At Gatewood*, extend the campus's



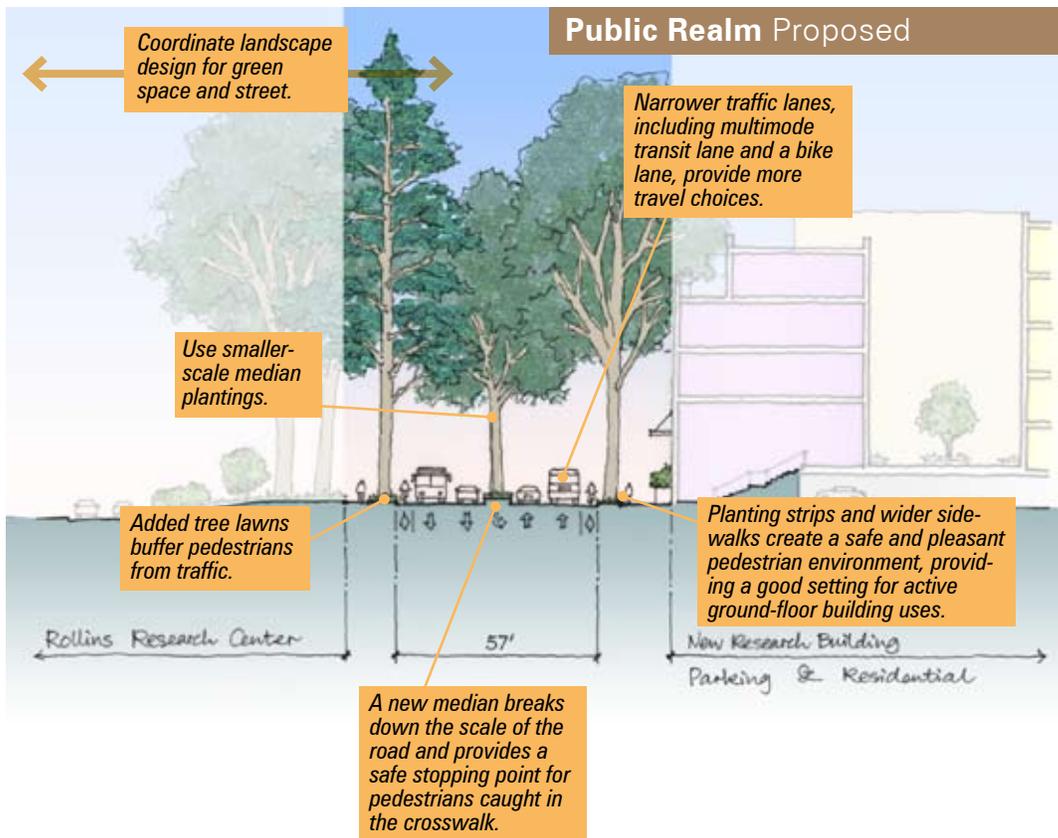
open space landscape into streetscape. *East of Gatewood* emphasize the presence of Lullwater by adding trees typical of the preserve in the median and tree lawns (the east tree lawn would expand as part of the potential realignment of the Clifton/Haygood bridge over the rail corridor). Maintain existing ornamental flowering trees here wherever they are not removed for the new bridge approach.

Pedestrian Environment

Sidewalks and crosswalks must function as clear, safe through connections to Hilltop and Clifton Station as well as local destinations. Seek 8' min. sidewalk passage. Maintain good sidewalk conditions with a well-planted tree lawn on the west side, south of Gatewood; realign the walk opposite the Lullwater entrance



Note: The Opportunities map shows the location of this street section diagram.



to accommodate Clifton's realignment at the rail bridge. Additional turn lanes at Houston Mill will require realigning the west sidewalk at the Nell Hodgson Woodruff building west of existing street trees. The east sidewalk between Houston Mill and Gatewood presents very challenging conditions due to its narrow width and adjacent retaining walls: seek long-term opportunities to set back the retaining walls and/or replace them with occupied building space; eliminate the bus shelter intrusion into the sidewalk; and make the most of a limited tree lawn by planting taller shrubs and/or erecting a fence. Create an expanded plaza with a strong relationship to the new retail use and lobby in the new research building at Gatewood. East of Gatewood, rebuild the east sidewalk behind the line of existing trees. At the broad Woodruff Residential Center driveway off Clifton Road, narrow the driveway and extend the concrete sidewalk across it—or, better yet, remove the driveway entirely and use the Gatewood Road driveway instead. Improve the crosswalks at Gatewood and Houston Mill. More effectively discourage mid-block crossing at 1525 Clifton.

Bicycles

> **Vision**

New bike lanes along Clifton Boulevard.

> **Interim**

Share existing lanes with traffic; create uphill bike lane or shoulder where possible.

Transit

Identified transit stops are east of Houston Mill (Clifton Corridor Transportation Study stop C6) and east of Gatewood (C5). Replace the existing shelter east of Houston Mill with one that does not obstruct the sidewalk and side views.

Vehicles

Narrow lanes to 11 feet to moderate traffic speed and create room for a median and bike lanes. Where left turn lanes are added at Houston Mill and Gatewood roads, maintain at least a 4' pedestrian refuge median, and provide locations for street trees near the intersections. Consider removing Woodruff Residential Center driveway access from Clifton Road and relying on Gatewood Road instead for entrance and exit.



Some sidewalks along Clifton run directly on the edge of the street, with no separation from traffic to protect pedestrians.



Academic and research buildings can enhance the pedestrian environment by locating interesting, active uses so that they are visible from the sidewalk, such as these teaching labs at the Massachusetts College of Pharmacy and Health Sciences in Boston.

Private/Built Space

SETBACK/BUILD-TO LINE (MEASURED TO CURB)

Overall street: 120'-130'

Building to curb: 25'-40'

HEIGHT AT FAÇADE (WITHIN 20 FEET OF BUILD-TO LINE)

> Four to eight stories (not to exceed height of existing trees) and well-defined building edge create the most vertical street section among all the districts and contrast with the openness of the Hilltop District and its views toward Atlanta.

> **Context:** Rollins Building (eight stories); 1525 (five stories on two-story podium)

Overview

Academic and research uses will dominate this district for years to come: the Emory campus plan anticipates the continued presence of the School of Nursing, the Rollins School of Public Health and related functions, a potential new research building within the next five years at 1523 Clifton (the north corner of Clifton and Gatewood), and other buildings proposed under recent plans. Creating more engaging and pedestrian-focused building frontage will require an approach that combines inserting retail uses

MIT's Koch Biosciences Building compensates for a lack of retail activity at street level with a high level of transparency that gives pedestrians a clear view of activity inside the building—and of a permanent art installation inspired by the work of its scientists.



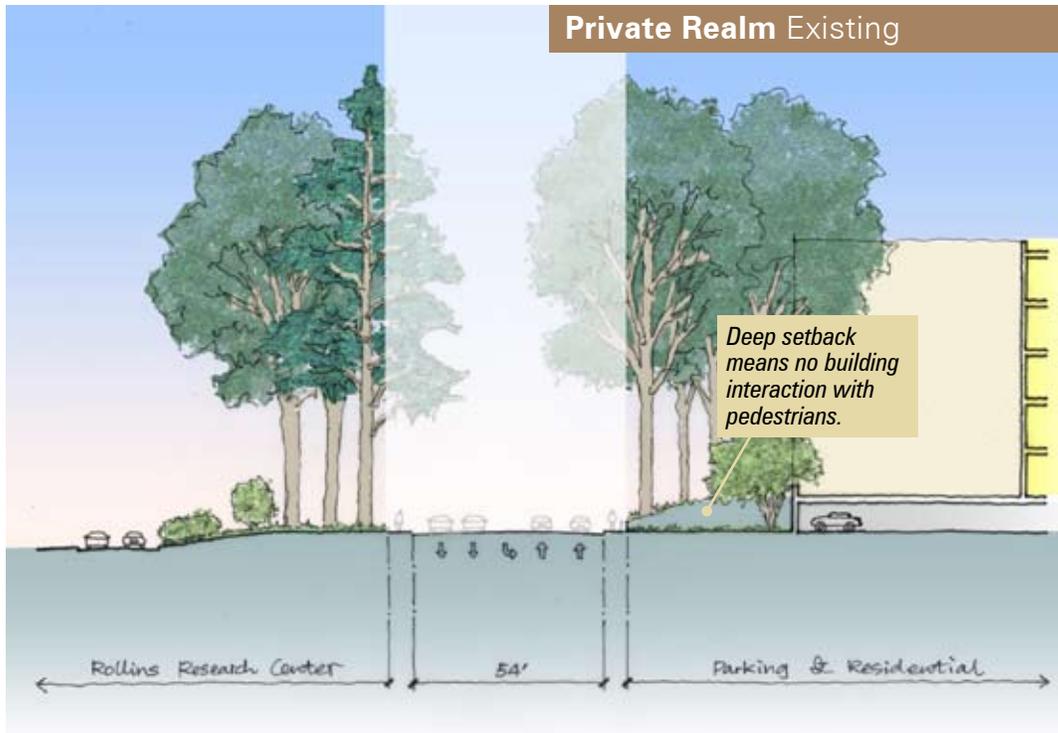
where possible and intensifying efforts to provide interest and interaction at the ground level of academic, research and residential buildings.

> **The premier opportunity for a café or similar pedestrian-oriented retail lies in Emory's**

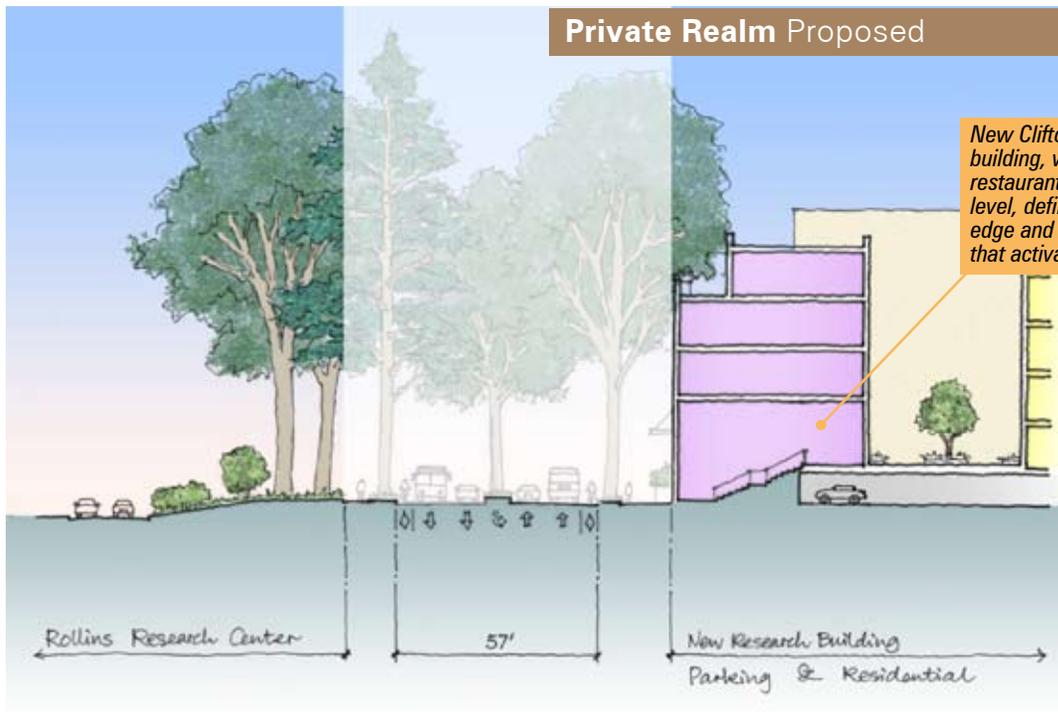
potential new building for research or other uses at 1523 Clifton. Topography and the route of Clifton Road make this strategic location a landmark visible to pedestrians from Emory Station. As a halfway point between Clifton Station and the Hilltop District, it will assist pedestrian passage between these important destinations. Dedicating a relatively limited amount of space within the larger building to this retail use would have very strong positive impacts on the pedestrian environment.

> **Seek an opportunity for an expanded or new building to engage sidewalks on Children's at Egleston property east of the intersection of Clifton and Houston Mill.** This high-visibility corner site offers an important opportunity to intensify land use, possibly incorporate ground-level retail, and create an architectural landmark particularly visible from the northwest. Redeveloping this site in conjunction with the adjacent bank site on Houston Mill Road would create more efficient and appropriate development at both locations.

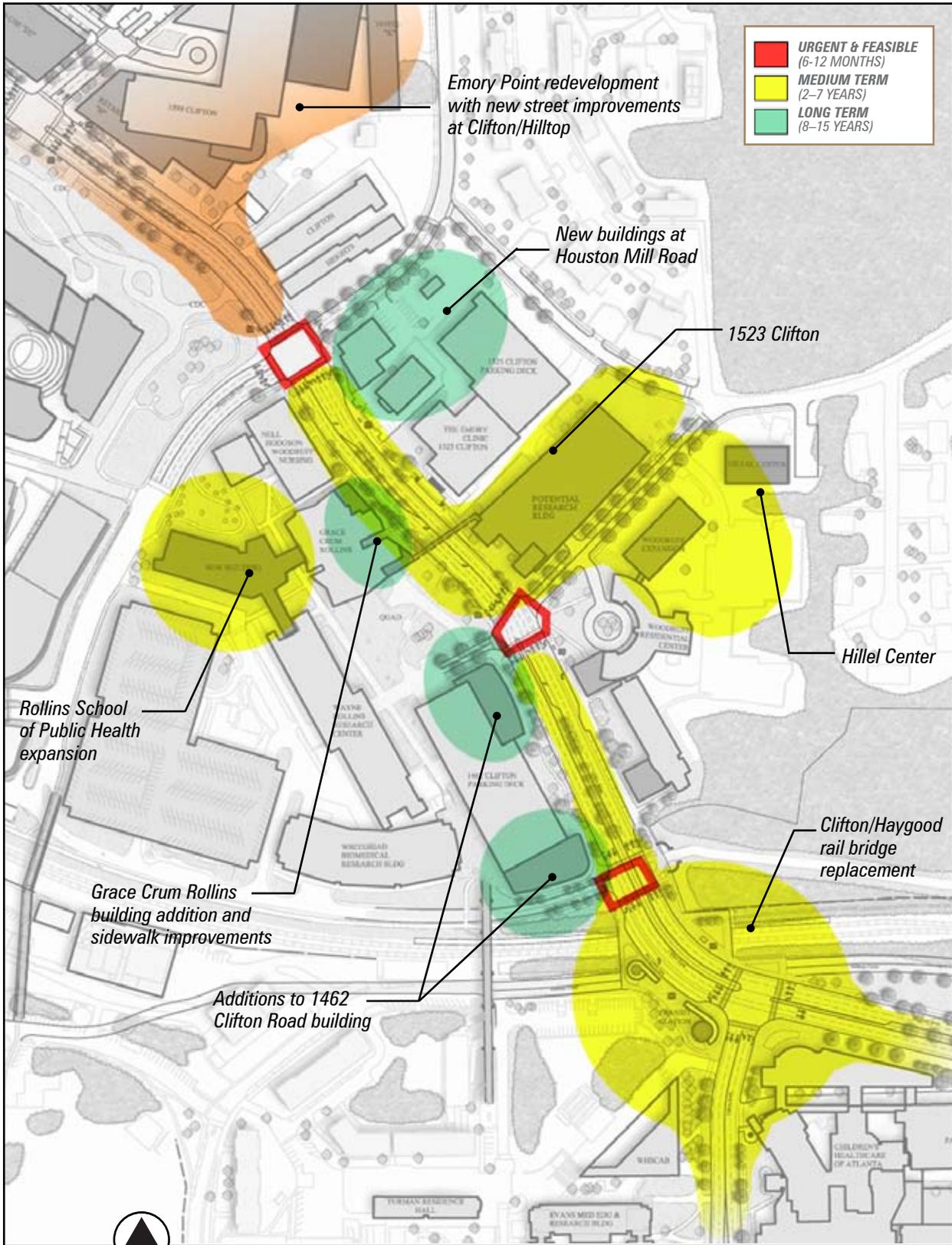
> **Seek opportunities to improve sidewalk engagement with renovations, additions and/or use changes to these Emory buildings:** 1462 Clifton, the Grace Crum Rollins Building, Woodruff Residential Center, and 1525 Clifton. At the latter building, pay particular attention to improving conditions at the terraced stair, as the elevated ground floor of the building limits sidewalk engagement and visibility. Use educational displays, program-inspired artwork, active lobbies, meeting rooms, small retail uses and similar strategies to increase engagement at these institutional buildings.



Note: The Opportunities map shows the location of this street section diagram.



Phasing



PHASING FOR KEY IMPROVEMENTS		
PHASE	TIMEFRAME	ELEMENTS
 Urgent and feasible	(1–3 years)	> Crosswalk improvements
 Medium term	(2–7 years)	> 1523 Clifton building > Potential Clifton-Haygood rail bridge replacement
 Long term	(8–15 years)	> Additions to 1462 Clifton and Grace Crum Rol-lins Building that engage the sidewalk > Children’s Hospital at Egleston site improvements

5

Clifton Station



Key Themes

Clifton Station's prospects for regional rail transit, its function as a local bus hub, and its central location ensure a growing role for the district as a multimodal hub and gateway to the corridor. Numerous elements come together to make this a representative gateway to the whole community—not just Emory's campuses, but Children's Hospital, Lullwater Preserve, the planned recreational path along the rail corridor, and direct road connections to Druid Hills High School and residential neighborhoods. Promising opportunities for retail uses that serve commuters and the general community exist at some strategic locations. Potential realignment of the Clifton/Haygood intersection and reconstruction of the bridge over the rail corridor

will open important opportunities for improving the pedestrian environment in ways that will help the district succeed as a transit hub.

Key Challenges

The Clifton Station District today is more a gap than a connector within Clifton's pedestrian corridor. Design of the potential bridge and intersection must do as much to promote walking, biking, transit use, and sense of place as it does to facilitate traffic flow. A dearth of building sites means that adding pedestrian-oriented uses depends on making the most of a few key opportunities—the envisioned transit-access kiosk; new construction on the remnant of the current rehabilitation clinic

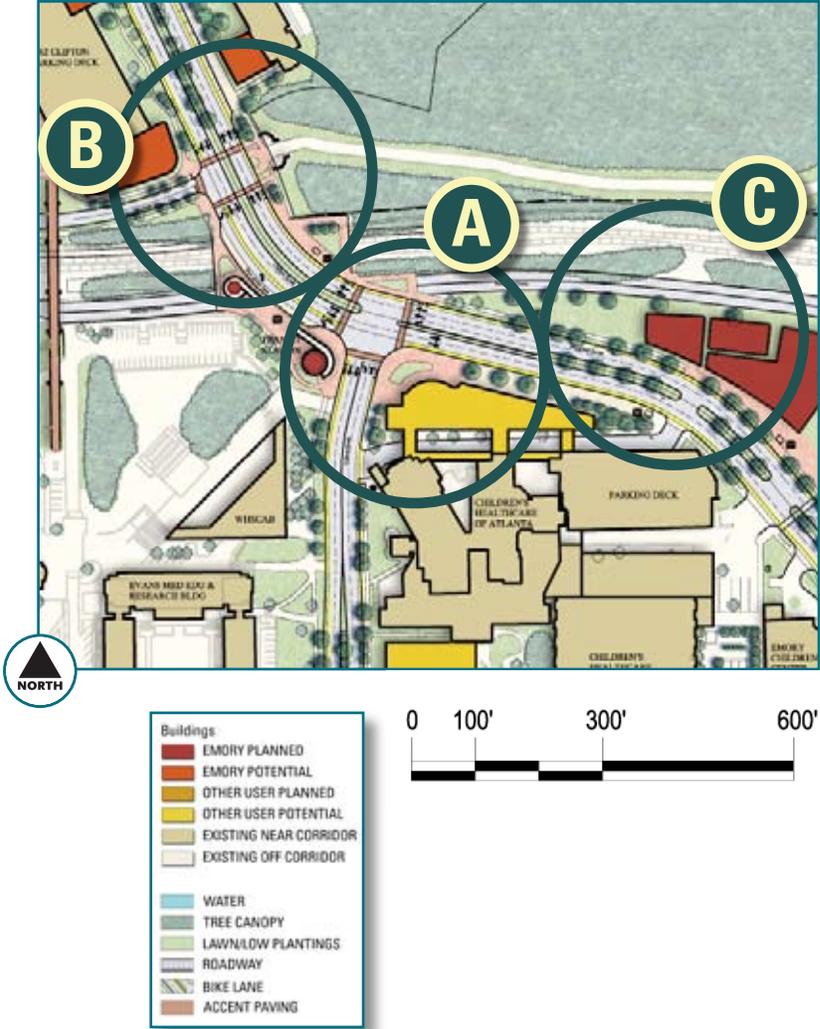


Poor sidewalk conditions missing crosswalks, and long gaps between adjacent buildings make Clifton Station an unpleasant area to walk in today, despite Lullwater Preserve's wooded presence. A new transit hub serving buses and eventually the Brain Train, plus reconfiguration of the Clifton Road/Haygood Drive intersection, would create welcoming pedestrian connections in multiple directions, pictured opposite. Small retail and food service shops in the transit station and at ground level of nearby buildings would serve the many people passing through this gateway point and help anchor a public plaza with views toward the Lullwater Preserve.

site; possible additions to or ground-floor modifications of 1462 Clifton; and potential kiosks or other temporary structures on the plazas that will flank the new bridge. Making the district a true transit hub—in particular, bringing regional rail transit to the Clifton community—will require significant, sustained advocacy at state and federal levels over years.

Opportunities

Clifton Station

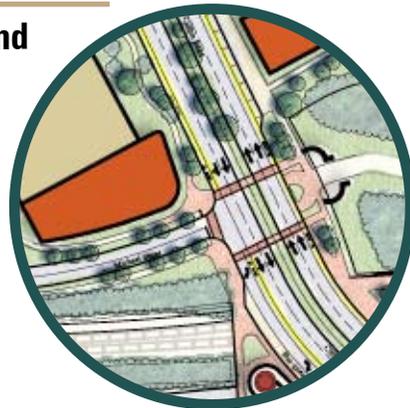


A

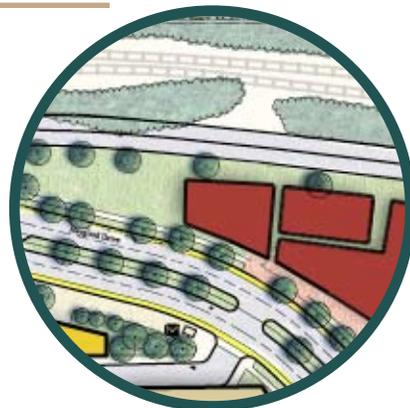
Create a hub of area access and civic identity, incorporating a landmark intermodal station building, accessory retail, pedestrian plazas of civic scale and quality, visual connections to Lullwater Preserve, and supportive uses and orientation in surrounding buildings.

**B**

Make Lullwater Preserve truly visible and accessible, with improved pedestrian access, adjacent on-street drop-off, signage identifying the preserve and providing directions to additional parking, and extension of Lullwater's tree canopy across Clifton.

**C**

Create a building on the narrow but strategic site east of Clifton Station, accomplishing multiple goals; create a presence for the potential new building(s) on the Turman residential site; screen the substation from the public view; create a fourth built edge to help define Clifton Station; and accommodate additional research, office, academic, ground-floor retail or other uses in this highly visible and central location.



Public Realm

Overview

As a gateway point, the streetscape in the Clifton Station District should celebrate landmarks of the natural and built environment that help define the character of the broader community, and it should provide excellent access in all directions for the full range of transportation modes that come together here: walking, transit, bicycles, and automobiles. The potential realignment of the Clifton/Haygood intersection and widening of the bridge over the railroad would also create opportunities for new public realm amenities—one or more pedestrian plazas, landscaped areas, a landmark transit station and improved access to Lullwater—that can serve access and recreational needs as well as help create a strong sense of place. Placing active uses in adjacent buildings where possible and within the transit station and open space will be critical to making expanded public areas inviting and safe.

Plantings

Showcase the presence of Lullwater by extending its tree canopy (and, to the extent practical, understory vegetation) across Clifton, Haygood, and the rail corridor as much as possible. The new bridge deck would have very limited capacity to accommodate trees, but new medians and planting strips along Clifton and Haygood offer valuable locations for substantial new trees. Distinguish the district as a unique place by using a different, more urban palette of street trees and other plantings along the surrounding legs of Clifton and Haygood beyond the district. Install landmark ornamental plantings within

The prominent but relatively blank façade of Children’s Hospital dominates the approach from the north. Adding welcoming landmarks can make the district a true gateway to the entire Clifton community. Coordinated improvements for Clifton and Haygood would make it possible to introduce a new building in front of the hospital and a new intermodal transit station on the west side of Clifton.



the bridge median and side decks using irrigated planters and panels. Irrigation will be essential for the viability of these deck plantings, but its environmental impact can be minimized by feeding it with captured rainwater from adjacent buildings or other low-impact sources. Preserve the existing trees along the WHSCAB building.

Pedestrian Environment

Today’s pedestrian conditions are inadequate and unpleasant, constrained by limited sidewalk width, direct adjacency to heavy traffic, lack of a crosswalk at the north side of the Clifton and Haygood intersection, lack of adjacent buildings or active ground level uses, and long pedestrian signal wait times. Safe and welcoming walking conditions must be created, connecting both legs of Clifton Boulevard, Haygood Road,

adjacent campus areas, the Lullwater Preserve, and future recreational path along the railroad with broader sidewalks protected from traffic and enlivened with active uses and attractive landscaping. Particular attention must be paid to helping pedestrians cross the busy traffic of



Clifton and Haygood, with broad (12- to 16') crosswalks paved with distinctive and high-quality materials.

The potential bridge deck west of Clifton would create a fine setting for a broad pedestrian plaza accented by a landmark transit station, forming the perceptual core of the district. Conceptual design of the transit station includes a significant bus station along Asbury Circle, which would pass below Clifton and Haygood at the elevation of the railroad tracks and future rail station. Additional bus stops are anticipated at the level of Clifton and Haygood; collectively, the stops on both levels would serve as a hub for the CLIFF@ bus service, MARTA bus services, and potential light rail or enhanced BRT service. A transit station structure within the pedestrian plaza would provide access to bus and rail services at the lower level and should include small-footprint but high-volume retail oriented to commuters, such as a coffee shop, newsstand and florist. Additional programming of the outdoor space with periodic uses such as a farmer's market, music performances,

and mobile vendor's carts would greatly help the plaza become an active destination for the entire Clifton community. High-quality materials and design will also be important in defining this public space. Artwork should be incorporated in high-visibility elements such as

Vegetation in planters can thrive on the deck of the potential new Clifton/Haygood bridge, as it does on this bridge deck in Boston, but only with effective irrigation and maintenance.

freestanding sculpture, plaza paving, or the transit station itself. Vegetation—including larger trees in any areas not on the deck structure—and lower ornamental plantings should also play an important role in this area, compensating for a relative lack of building frontage by providing a lush natural setting.

Lullwater already has a significant presence in the district due to its entrance gate on Clifton Road and the visibility of its woods from Clifton and Haygood, but limited signage, pedestrian and vehicular access limit its potential benefit. Realignment of Clifton in front of the gate offers the opportunity for a broader pedestrian-oriented entrance plaza with improved signage and plantings that identify the preserve. Public access to Lullwater should be improved by providing an opportunity for cars to pull off of Clifton, drop off passengers, and view directional signage to and from nearby public parking in Emory's parking structure at Houston Mill Road and Michael Street. The potential bridge decks east of Clifton Road offer additional opportunities for pedestrian vistas into Lullwater and signage describing its history and ecological significance.

Bicycles

> Bicycles/vision

New bike lanes (turning bikes merge with traffic) on Clifton Boulevard and Haygood Drive; new multi-use path (see below). The

Stone pillars mark the entrance to Lullwater Preserve, but without supporting signage, parking, high-quality sidewalk access or street plantings, this important community amenity remains underutilized.



new transit station would be an especially appropriate location for amenities serving bicyclists, including secure bike storage, changing and shower facilities, distribution points for maps and information, and bicycle repair, rental and/or sale. Conceptual studies for the transit station have envisioned amenities like these on the lower level of the station along Asbury Circle.

- > **Bicycles/interim**
Share existing lanes with traffic.

Transit

Create a new, two-level transit hub at the intersection of Clifton, Haygood, and the CSX rail corridor, possibly incorporating Clifton Corridor Transportation Study stop C3 and C4, and designed as a principal district feature. The intermodal station could replace the CLIFF® transit hub now located at Woodruff Circle, allowing layover bus queuing to occur inconspicuously below the Clifton/Haygood bridge

and restoring Woodruff Circle as landscaped open space. The station would also serve MARTA bus services in the near term, adding potential Brain Train commuter rail services to downtown Atlanta, Lawrenceville, and Athens in the future.

Vehicles

Realignment and reconstruction of Clifton/Haygood intersection and rail corridor bridge would shift more traffic to Haygood instead of the southern leg of Clifton and improve traffic flow through the intersection. It would also improve accommodation of bus stops and queuing. Consider adding short-term on-street parking on the north side of Clifton west of Lullwater, or any other place it may fit in the district, to serve taxis and private vehicles meeting transit users, drop-off for people walking in Lullwater, and people parking to use nearby retail.

Multi-Use Path

The Clifton Station District could serve as a key access point for a multi-use path

running along the north side of the rail-road corridor west to the Wesley Woods District. This path would expand recreational and access options for pedestrians, runners, and cyclists, offering a more direct and level alternative to Clifton Road with bridge connections to the main Emory campus. It should also connect to the Lullwater Preserve by a grade-level crossing of Clifton Road near the Lullwater entrance and potentially by an extension east beneath the

Clifton Boulevard/Haygood Drive rail bridge that connects directly to the existing paved Lullwater Preserve drive and/or the sidewalk on the east side of Clifton, eliminating the need for grade-level crossing. This latter connection would depend both on the suitability of routing the path on protected land in the preserve and on ensuring that sufficient right-of-way width—preferably 10’—can be provided adjacent to the north abutment of a new bridge.



As an intermodal transportation hub and area gateway, the core of Clifton Station District should be defined by a landmark station building. Modest in size but architecturally prominent, it should provide access and information for rail, bus and bike routes and include accessory retail. Canopies for bus or future light rail platforms, such as in the photo example from San Francisco, could be important parts of this landmark. A generously sized public plaza should accompany the station, providing easy pedestrian access from multiple directions, allowing public gatherings and temporary functions such as farmers’ markets, framing views to the adjacent Lullwater Preserve, and including high-quality plantings, paving and street furniture that befit this important civic space.

Private/Built Space

SETBACK/BUILD-TO LINE (MEASURED TO CURB)

- > 25' building-to-curb for Children's Hospital at Egleston and transit/retail kiosk.
- > Because buildings here do not clearly define the overall street width, landscape design must play an important role to compensate.

HEIGHT AT FAÇADE (WITHIN 20' OF BUILD-TO LINE)

- > 4 to 8 stories, with emphasis on landmark building(s) for rebuilt Clifton/Haygood intersection.
- > **Context:** existing Children's Hospital at Egleston building 6.5 tall stories; WHSCAB approximately 5 stories.

Overview

Use limited ground-floor area—mainly at the transit station building site now occupied by the Emory Rehabilitation Center, and possible additions to or renovations of 1462 Clifton—to best effect with active retail oriented to commuters and the larger community.

- > **Transit station.** This structure should be a prominent architectural landmark in addition to its key role in facilitating—and celebrating—intermodal transit access. Its size will be limited by available space and the view easements to the WHSCAB building, so it must be carefully designed to accommodate transit and retail functions. The vertical connection between the Clifton Road and Asbury Drive levels must be convenient and have a strong visual component. Small retail shops such as a café, newsstand, and flower vendor should also be incorporated into the building footprint. Include bicycle facilities, as described on page 61. Clear information on transit services and accessory shelters at bus stops will also be essential to making this transit station fulfill its transformative potential for the Clifton community.

- > **Emory Rehabilitation Center site.** The existing rehabilitation center building would be removed to accommodate realignment of Clifton and Haygood. In its place a smaller potential building site would be created between the Children's Hospital at Egleston campus and the new intersection. While dimensionally constrained, this site would have great prominence to people approaching along Clifton from the northwest and should be developed with a suitable architectural landmark that also serves to screen the Egleston emergency room driveway from prominent public view. The upper-floor building program could be associated with and physically connected to the Children's Hospital at Egleston campus, or it could remain independent of it. In either case, the ground-floor space here represents the most significant opportunity to incorporate new community-oriented retail in the Clifton Station District. Prioritize retail uses with strong relationships to the sidewalk.

- > **1462 Clifton.** The southeast corner of this Emory building frames the northern edge of the district together with the Lullwater entrance. Although not central to the district, this corner could provide an important opportunity to introduce more pedestrian-oriented program at ground level to enhance the important sidewalk connection to the Emory Health Sciences and Hilltop districts. Uses could include retail and/or academic functions that have significant access to and visual engagement with the sidewalk. Additions to or renovations of the building should also create an architectural orientation southeast toward the core of the Clifton Station District.

> **Turman site** The site of the Turman residence halls has been identified as a valuable location for a new Emory campus building, possibly containing medical research. The western end of this site, though narrow, pres-

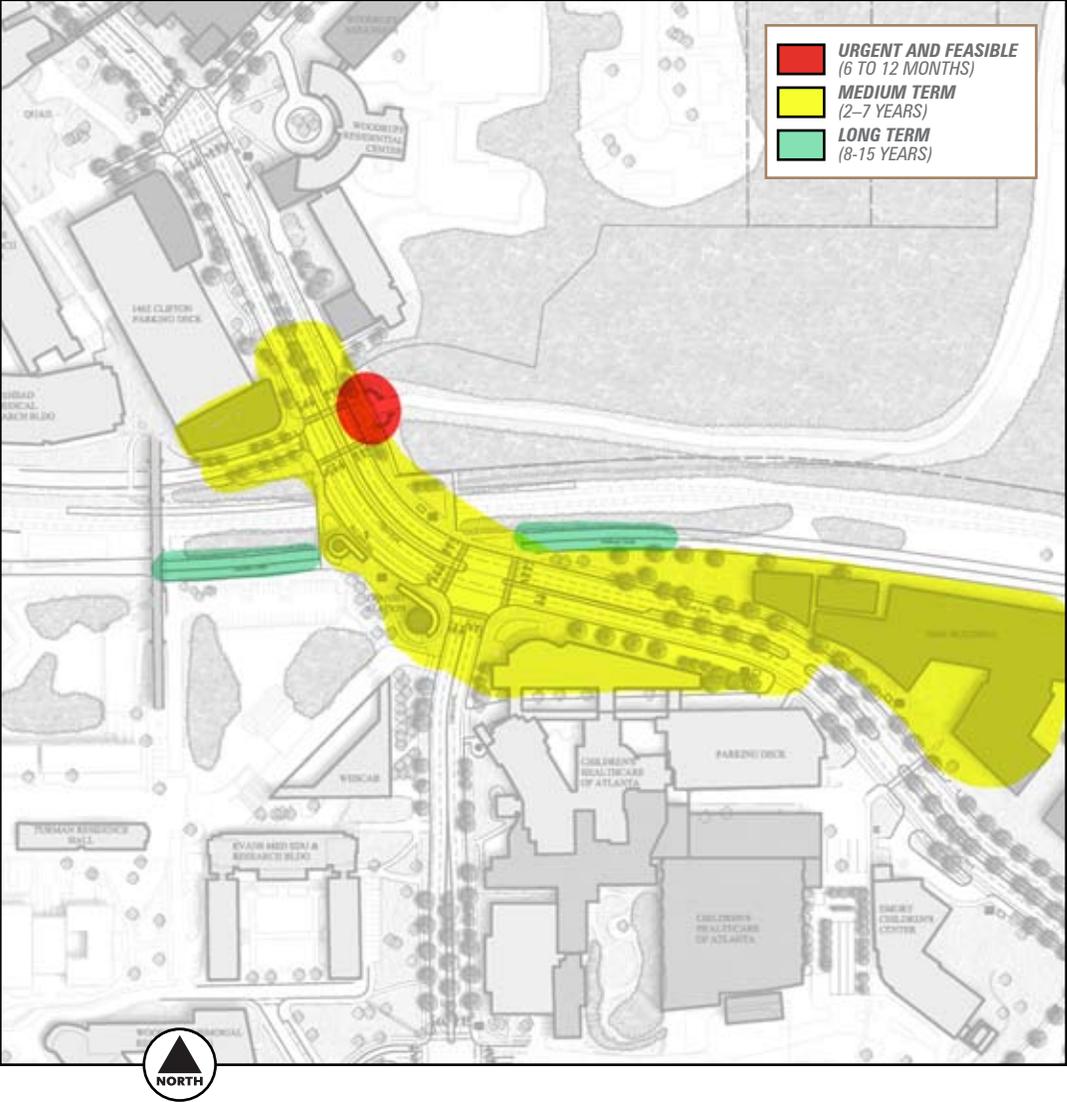


ents the opportunity to site a new multistory building that could be of significant value in defining the district's eastern edge and contributing active uses.



Clifton Station's central location in the Clifton Corridor and transit connections make it a natural place to include small retail shops and kiosks serving commuters and the general community. Rail stations such as this one in Boston commonly support food vendors, dry cleaners, flower shops, newsstands, and similar retail in compact indoor and outdoor locations.

Phasing



PHASING FOR KEY IMPROVEMENTS		
PHASE	TIMEFRAME	ELEMENTS
 Urgent and feasible	6–12 months	<ul style="list-style-type: none"> > Crosswalk improvements > Lullwater signage improvements
 Medium term	2–7 years	<ul style="list-style-type: none"> > Potential Clifton/Haygood rail bridge replacement and associated public realm improvements. > Transit station (serving buses initially, anticipating rail over long term) > New building opportunity north of Children’s Hospital at Egleston > Potential new research building on Haygood site
 Long term	8–15 years	<ul style="list-style-type: none"> > Initiate commuter rail service

6

Clifton | Emory Core



Key Themes

This will remain the principal point at which Emory's academic and medical centers meet the broader community. The university's presence here—along with Children's Hospital at Egleston—plays a key role in defining its public identity. It also drives intense interchange of all transport modes, including heavy pedestrian traffic and the CLIFF® shuttle hub. Significant potential investment in new and existing medical and academic buildings flanking Clifton opens up tremendous possibilities for improving campus definition with new built edges and landscaped areas and

gateways, including an open-space corridor along a re-exposed Antoinette Candler Creek that ties together university facilities on both sides of Clifton. These measures could dramatically improve the experience of pedestrians and patients and foster more interchange between university and community by showcasing Emory's mission and introducing needed retail, health care, student life, and transit services.

Key Challenges

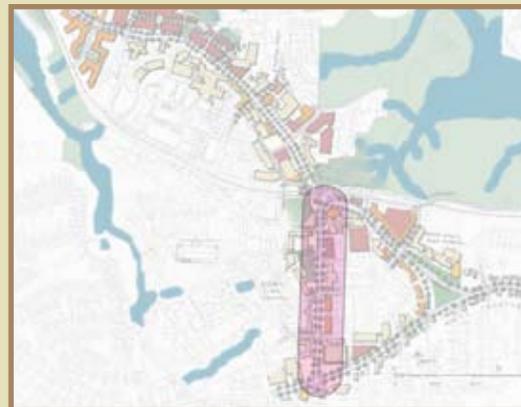
Create a coherent Emory identity and set of gateways. Incorporate ground-level retail where effective and feasible without



With buildings far from the sidewalk, sidewalks directly next to traffic, and utility poles that obstruct the sidewalk, Emory Core District does not invite walking, despite its being an integral part of Emory’s medical and academic campuses. The rendering opposite demonstrates how this stretch of Clifton Road could become one of America’s signature boulevards linking university and community. Key changes include median and street tree plantings that extend the Emory campus across Clifton and diminish the presence of traffic; bike lanes; and sidewalks that appeal to a diverse community with engaging campus buildings, accessory campus- and neighborhood-oriented retail, public art, plantings and protection from traffic.

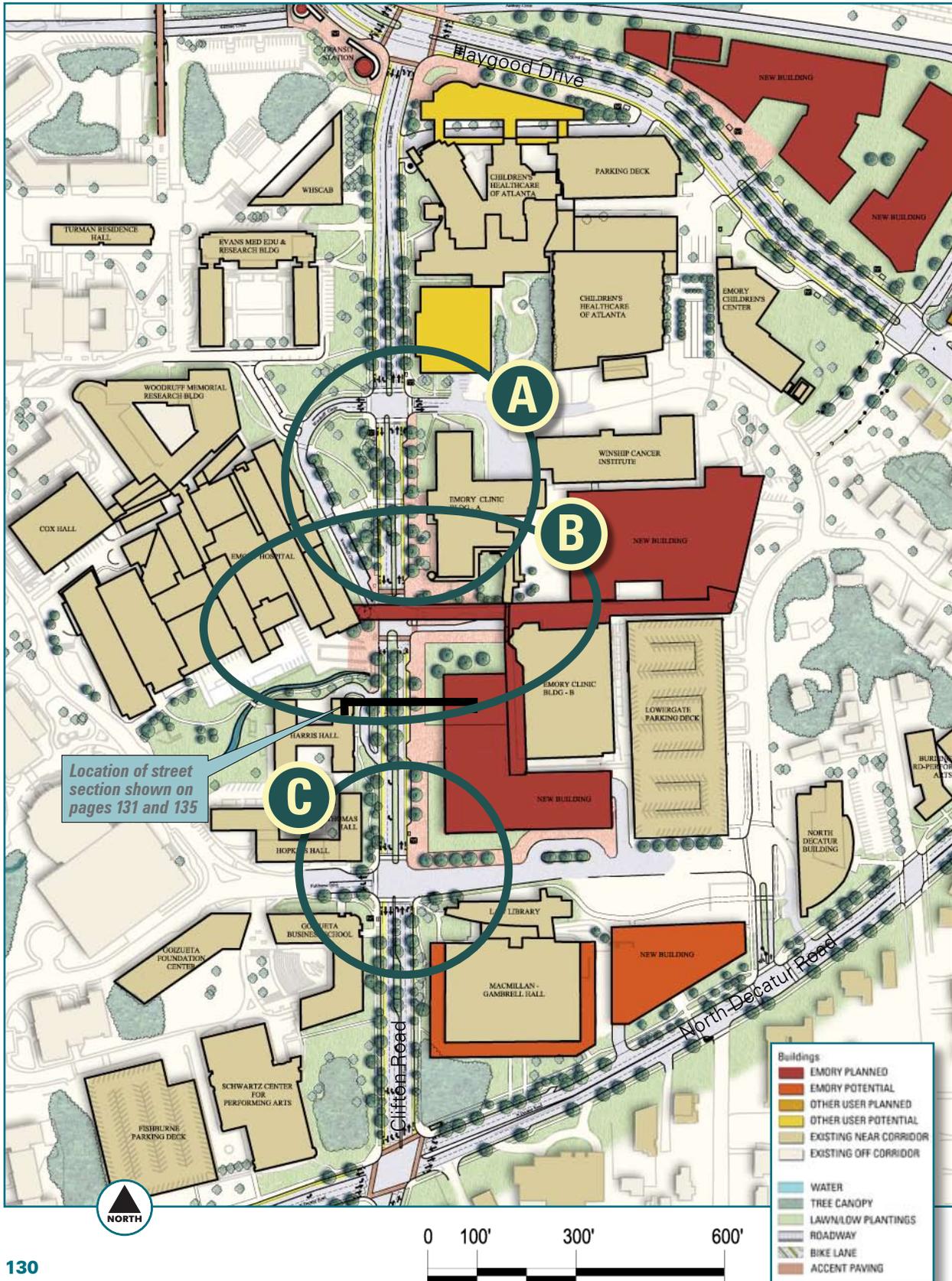
compromising campus identity. Significantly improve conditions for pedestrians and bicyclists, particularly at Lowergate Drive—which will see more travel between campus areas west and east of Clifton—and between Uppergate and Haygood drives, where a lack of crosswalks induces many pedestrians to cross the road at a point with limited sight distance. Create engaging street frontage within academic and medical buildings. Balance the significant program, traffic, and scale of the potential new Emory campus building east of Clifton with the need for high-quality pedestrian conditions and other urban design goals. Confirm a

long-term strategy for the existing Emory Hospital building, with appropriate program and street engagement. Coordinate a long-term rehabilitation plan for Woodruff Circle with the opportunity to relocate its key transit hub to Clifton Station.



Opportunities

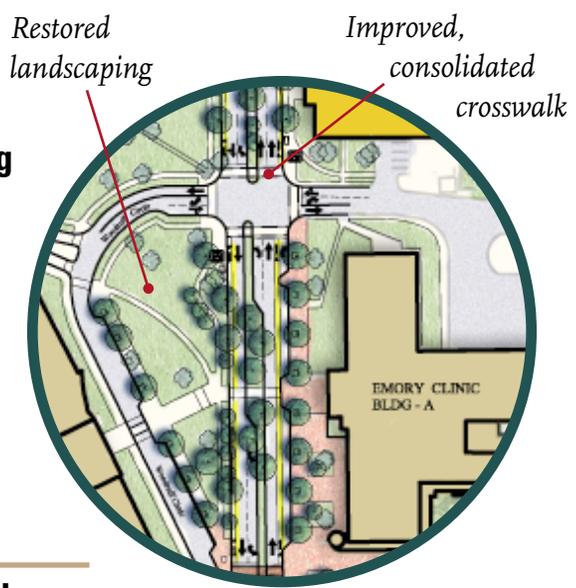
Clifton | Emory Core



Location of street section shown on pages 131 and 135

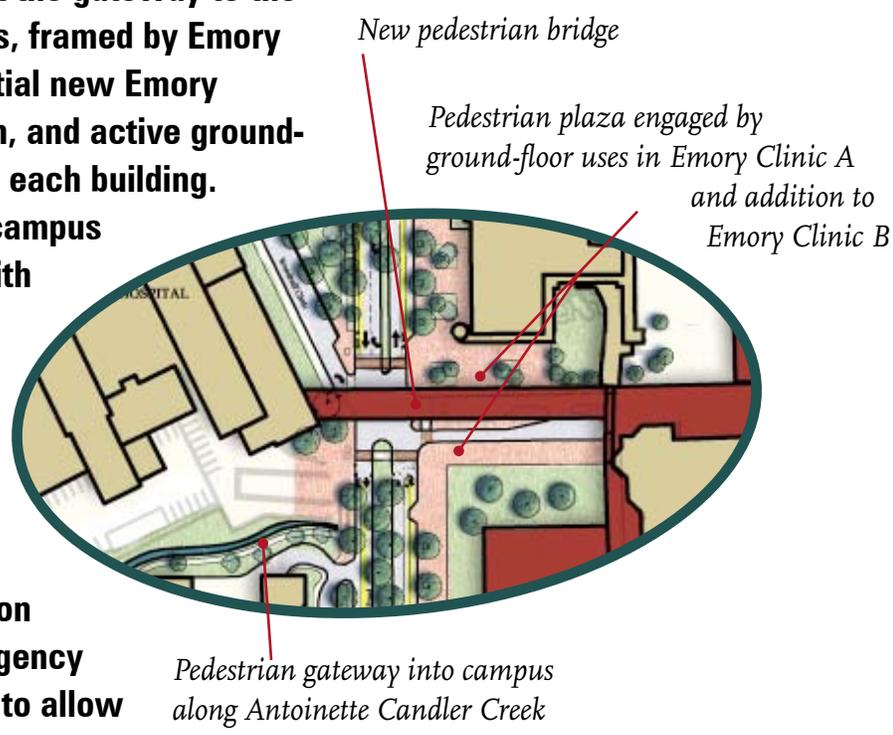
A

Reclaim Woodruff Circle as an inviting campus open space by relocating the existing CLIFF® transit hub functions to Clifton Station and consolidating campus road access to Clifton opposite Uppergate Drive. Consolidate improved pedestrian walks and crossing signals at Uppergate Drive to allow easier, safer crossing of Clifton Boulevard.



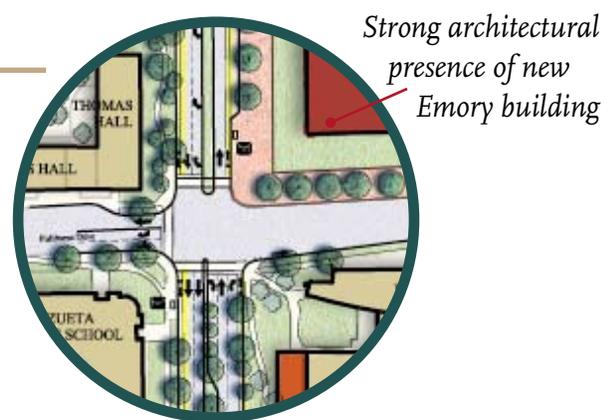
B

Create a pedestrian plaza at the gateway to the east half of Emory’s campus, framed by Emory Clinic Building A, the potential new Emory campus building to its south, and active ground-floor retail or restaurants in each building. Visually extend the Emory campus across Clifton Boulevard with canopy tree plantings in the median and planting strips, prominent crosswalks, and daylighting of Antoinette Candler Creek below. Consider long-term relocation of the Emory Hospital emergency room and its service drives to allow for better pedestrian conditions.



C

Enhance a third campus crossing of Clifton Boulevard at Fishburne and Gambrell drives, with a potential new building to the northeast serving as a prominent new corner landmark and improved sidewalks and crosswalks on all sides.



Public Realm

Overview

Consider and design this segment of the Clifton Corridor, particularly between Gambrell and Uppergate drives, as an integral piece of the Emory campus landscape in conjunction with the proposed new campus open space corridor linking east and west portions of the campus across Clifton and exposing the presence of Antoinette Candler Creek. At the same time, the street will remain a true public corridor welcoming the larger community passing through or destined for Emory, Children's at Egleston, or new community-oriented retail. The reconfiguration of the Clifton and Haygood intersection and potential relocation of the CLIFF® transit hub may reduce through traffic levels, allowing a wider median at the heart of the district, but potential new access to Emory facilities on Gambrell Drive will impose new traffic volumes, particularly between Gambrell and North Decatur. The overall street design must balance significant traffic capacity with generous (and much increased) capacity for pedestrians, transit, bikes and landscaping, all of which will serve not only to reduce traffic generation but also to help the missions

Transit should be a central part of the Clifton/Emory Core district—but the CLIFF® bus queuing and layover area need not be. The CLIFF® hub could be relocated to Clifton Station and replaced with conventional transit stops and shelters along Clifton Boulevard, allowing restoration of Woodruff Circle as Emory's premier landscaped "front yard" on Clifton.



The trees at right are part of a protected restoration of the area's native forest ecosystem. Together with a similar protected stand of trees across Clifton Boulevard, they make the native forest a defining element of the district gateway at North Decatur.

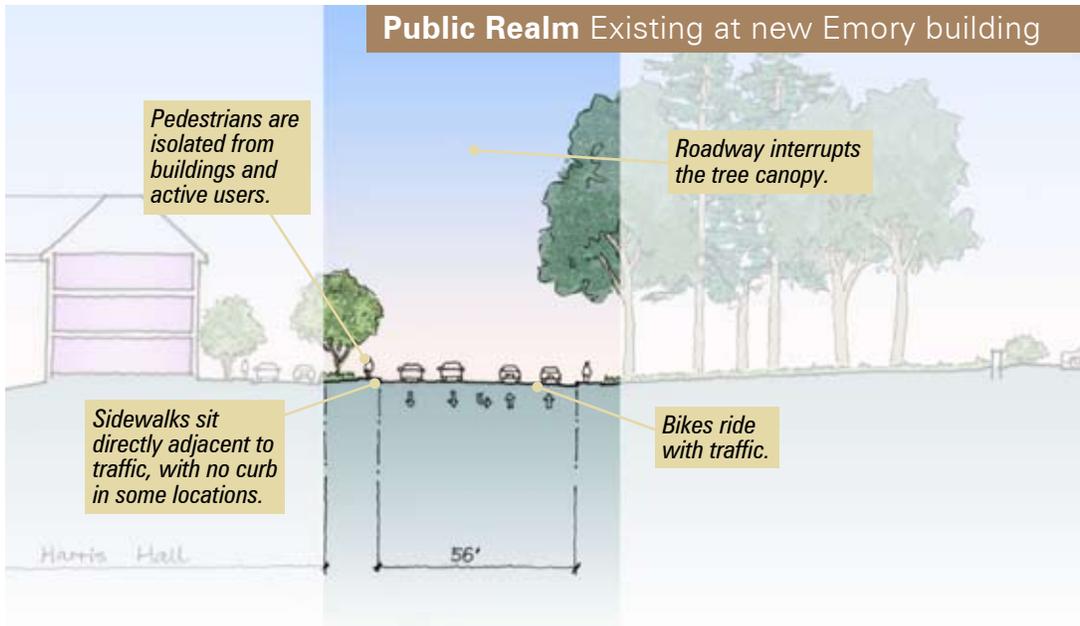
and identities of Emory's academic and medical enterprises, as well as those of Children's at Egleston, to thrive.

Landscape Design

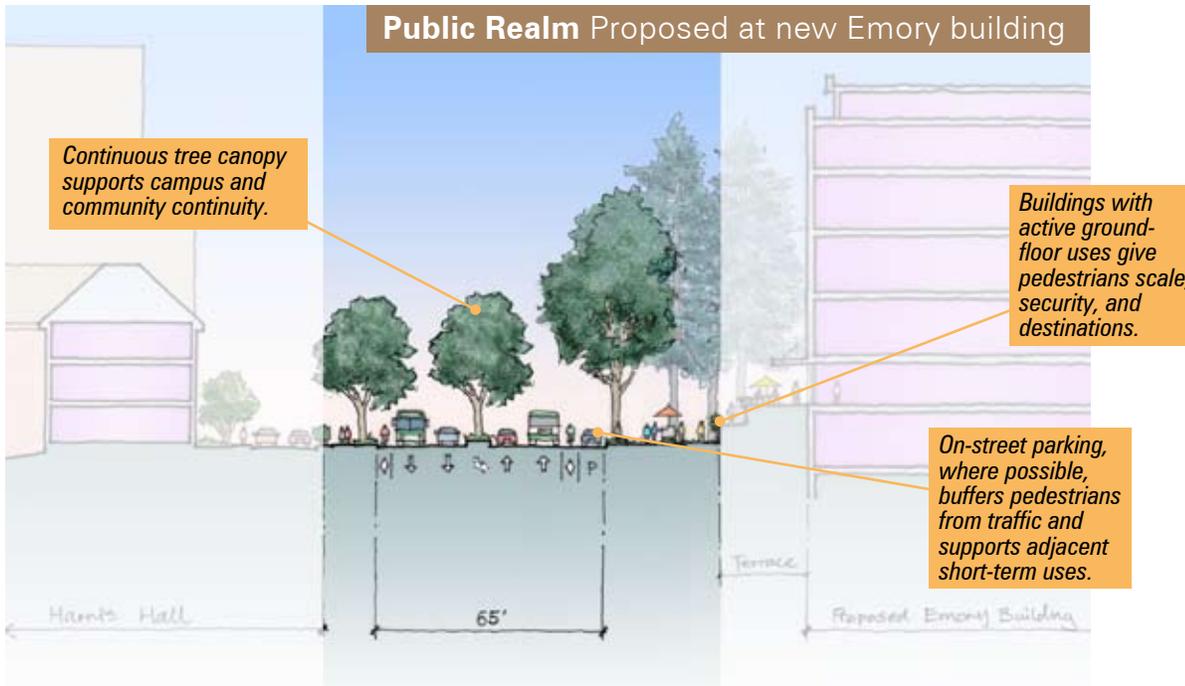
Extend a distinct campus landscape palette across Clifton to link west and east portions of the campus with consistent open space treatment, view corridors and plant species. Take particular advantage of

the proposed "daylighting" of Antoinette Candler Creek to highlight the overall corridor and the presence of the creek itself, which may have particular experiential value to medical patients.

Create a contrasting tree and planting palette along adjacent stretches of Clifton to empha-



Note: The Opportunities map shows the location of this street section diagram.



Missing crosswalks in key locations produce inconvenient and downright dangerous conditions, such as these doctors crossing Clifton near Children's Hospital at Egleston. ▶

size the distinction of the transverse campus corridor. Use a new landscaped median to reinforce both palettes—in particular, use the campus open space palette in the median solely in the section where it crosses Clifton. Incorporate unique and prominent artwork into the campus and/or Clifton Road palettes. Coordinate Clifton's planting palette with the more natural landscape areas flanking Clifton at North Decatur Road. Re-create Woodruff Circle as a more accessible and usable open space area by relocating CLIFF® shuttle queues to Clifton Station and refining the topography for better pedestrian access to Clifton and Pierce roads.

Pedestrian Environment

To accommodate heavy pedestrian traffic, build significantly improved sidewalks on both sides of Clifton and improved crosswalks across the street. Both should be at least 8' wide. Wider crosswalks—in the 16' to 20' range—accented with masonry pavers would be especially appropriate where Clifton crosses Gambrell, Lowergate, and Uppergate drives to emphasize these important campus connections. Provide extra sidewalk width next to ground-floor uses such as retail and building lobbies in order to accommodate restaurant seating, general campus seating and other related uses. Frontage along Emory/Clifton Clinic Building A



Creation of a planted median and broad, inviting sidewalks and crosswalks, as was done in Norfolk, Virginia's waterfront district (above and right), would help transform Clifton from a single-purpose traffic thoroughfare to a crossroads of campus and community where people, the natural environment, an energetic campus, and transportation all have a place.



and the potential new building south of it offers prime opportunities for this.

Separate sidewalks from the street with planting strips that contain street trees and low shrubs; existing plantings at Harris and Goizueta halls offer good models. Provide on-street parallel parking where possible—particularly on the east side of Clifton between Gambrell and Uppergate—to further enhance pedestrian safety and support ground-floor uses. Integrate routes and paving materials with primary pedestrian corridors into the campus and the proposed pedestrian plaza between Clinic Building A and the future building to its south. Add one or two signalized crosswalks at Uppergate Drive or other appropriate location closer to Clifton Station, coordinated with improved vehicular access between Clifton, Uppergate, Pierce and Woodruff Circle. The lack of crosswalks in this area today invites dangerous jaywalking at a point where Clifton passes over a crown, which limits how far drivers can see.



Bicycles

> Bicycles/vision

Create dedicated bike lanes; provide access to campus bike routes.

> Bicycles/interim

Share existing lanes with traffic; provide access to campus bike routes.

Transit

Maintain important stops at existing clinic, hospital and Children's Hospital at Egleston (Clifton Corridor Transportation Study stop C3, C4) but relocate hub bus stacking to lower level of Clifton Station or other location as feasible.

Vehicles

Pursue the potential for removing the passing lane between Northgate and Southgate, allowing a more generous landscaped median to engage and continue the campus open space corridor that will cross Clifton here. Add on-street parking in this area to support new retail and short-term campus access.



(Upper photo) This pedestrian plaza on the Portland State University campus in Portland, Oregon, shows the kind of landscaped space that could be created between Emory Clinic A and a potential new building to its south. This gateway to the eastern portion of campus could incorporate light rail service, one of the improvements under consideration for the Clifton Corridor. Ground-level retail and/or restaurants on both sides should help foster lively pedestrian and dining activity on the plaza, while deferring architecturally to the larger campus context. (Lower photo) Existing sidewalks in the district are too narrow to accommodate pedestrians at well-used bus stops, and a lack of curbs in places like this one makes pedestrians especially vulnerable to passing traffic.

Private/Built Space

SETBACK/BUILD-TO LINE (MEASURED TO CURB)

- > **East side:** Match 65'-70' Building A setback at new Emory building. Maintain 25' setback at future Children's Hospital Northgate building site.
- > **West side:** Maintain existing setbacks of 36'-38' at Goizueta and Thomas halls, and approximately 50' at Harris Hall.

HEIGHT AT FAÇADE (WITHIN 20' OF BUILD-TO LINE)

- > 3 to 5 stories; anticipated setback for greater heights of at least 20'.

Overview

Existing campus buildings have a strong presence along Clifton but generally do a poor job of engaging the pedestrian environment due to deep setbacks and limited opportunities for entrance and visual access (the Goizueta School of Business and—to a lesser degree—the Hospital

and Clinic buildings are significant exceptions).

Each existing and new building in this corridor should be examined for opportunities to support pedestrians and strengthen street definition. New retail uses, in which stakeholders have expressed strong interest, would generate street activity and serve unmet needs among the district's overlapping communities. At the same time, academic and medical uses will need to maintain predominance to serve their basic functions and shape campus identity. They can, however, gain a more welcoming and engaging presence through stronger architectural and program connections to Clifton Boulevard's pedestrian realm and to the larger campus.

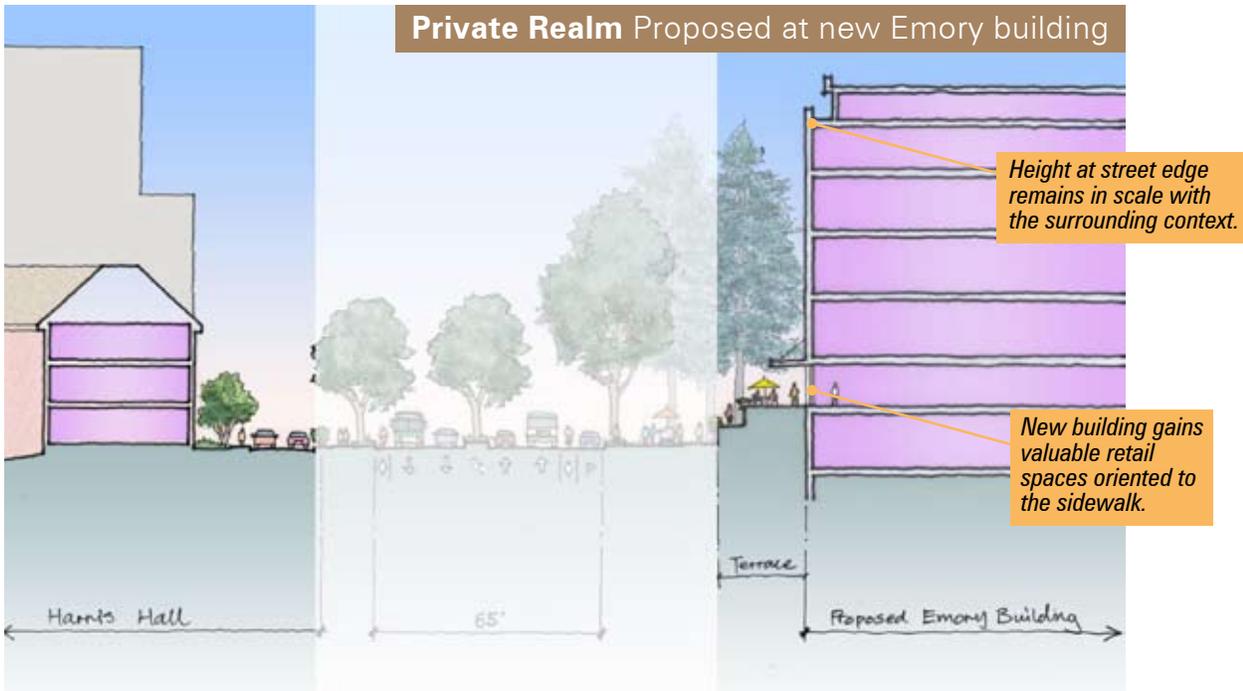
The potential new Emory building south of Clinic A should contain ground-floor retail—ideally a café or restaurant—enlivening sidewalks and outdoor campus space near existing Lowergate Drive. The images at right—a pedestrian-oriented restaurant integrated into a medical building in Boston's Longwood Medical and Academic Area—suggest a good prototype.



The new Emory Clinic building, currently in design, presents a key opportunity—possibly the most valuable one in the district. Its location on the between Clinic Building A and the Emory Law School will allow it to provide the street-edge definition missing from the east side of Clifton and to create a broad, active and inviting sidewalk in place of the existing poor, even hazardous pedestrian conditions. As envisioned in its planning and design process, the new Emory Clinic could incorporate retail uses and a shuttle bus lobby at its northwest corner oriented to the Clifton sidewalk and a campus plaza framed by Clinic Building A to the north. This retail space should engage as much of the Clifton street edge as possible and accommodate multiple services desired by students, medical staff members, patients and the general community alike. At least one café or other informal food shop would fill a key unmet need, help bring different communities together, and foster vibrant street life, particularly with the addition of outdoor seating.



Note: The Opportunities map shows the location of this street section diagram.



Any building frontage where retail is infeasible due to space or grade constraints must be activated by outdoor seating or other uses related to the retail space, access and uses associated with other building functions, public art and/or similar measures. Particular attention should be paid to providing visual and access relationships between the sidewalk and the building's upper floors anywhere retail at ground level is infeasible. Outdoor terraces could make a fine transition between the sidewalk and an upper floor if connected by views, vegetation, and a gradual elevation. Displays that highlight academic or research activities within the building could also contribute to the pedestrian environment here.

Architecturally, the length of the potential building should be broken into smaller vertical modules scaled to nearby buildings, including Harris and Thomas halls across Clifton, and to important campus landscape areas on all sides, including the Clifton streetscape itself. Design the southwest corner of the building as a landmark oriented to all people passing north on Clifton into the heart of the district.

Other sites offer a variety of challenges and possibilities for further enlivening Clifton Road:

- > **Clinic Building A.** There is long-term potential for adding retail or other engaging ground-floor uses to Clinic Building A. These would be especially valuable at its south end to comple-

ment retail in the new building to the south, creating a significant destination and critical mass of activity in the plaza between the two.

- > **MacMillan-Gambrell Hall.** The Emory campus plan anticipates reconstruction of the exterior of MacMillan-Gambrell Hall, whose blank wall at grade level and horizontal emphasis make it appear anonymous and unwelcoming. A redesigned exterior with an accessible ground level could transform the building into a far more welcoming and place-based landmark—identifying the whole Clifton Corridor, the Emory Core District and the law school itself—at the prominent entrance to the district from North Decatur Road.

- > **Harris and Thomas halls.** This pair of residence halls likely has less opportunity to engage the street than an academic building, but consider opportunities to locate student common rooms or other shared spaces at ground level and to strengthen visual and access con-



Harris Hall contributes to the sense of Clifton Road as a public place by defining a strong and well-detailed architectural edge and by accommodating plantings and a comfortable sidewalk within a compact setback.

nections to the sidewalk. The existing landscaping and meandering sidewalk in front of

these buildings contribute to good pedestrian conditions, but, if possible, remove the drive in front of Harris and substitute landscaping.

Ground level spaces in Emory Clinic Building A could contain small restaurants or retail shops opening upon an outdoor pedestrian plaza.



> **Emory Hospital.** The university is considering ways to improve its hospital facility, in its current and/or alternate locations, providing significant opportunity to improve the environment around the current building. This process is likely to proceed incrementally. Long-term opportunities include:

- Removing the existing loading and ambulance service drives to make way for portions of the new landscaped open space



Relocating Emory Hospital's emergency room access (toward right in photo) and service drives (toward left) would enhance the opportunity to create a new pedestrian gateway into the Emory campus here, following Antoinette Candler Creek, which flows under the area in a culvert.

along Antoinette Candler Creek.

- Replacing the existing emergency room entry and drive with uses, building

forms, and landscaping more appropriate to the surrounding pedestrian environment and the architecture of the historic hospital building. Depending on whether the historic building retains medical functions or shifts to another use (such as residential), appropriate ground-level uses in this area could include a significant pedestrian-oriented building entrance and lobby, student amenities, and/or small-scale retail that complements the new retail recommended across Clifton.

- Creating a new relationship between the original entrance to the hospital building

and a redesigned Woodruff Circle including rationalized driveway access and more usable landscaped areas.

> **Cross-Clifton Bridge.** Wherever possible, pedestrian street crossings should occur at grade level to contribute to the vibrancy of the street and condition drivers to expect to share intersections with pedestrians. Certain uses in the potential new Emory Clinic building south of Clinic A, however, could justify creation of a new pedestrian bridge providing internal connections to the existing hospital building; crosswalks below it would likely receive heavy pedestrian traffic in any case. Such a bridge would likely lead to removal of the existing bridge to Clinic Building A. The high visibility of such a bridge in the public realm dictates that it be carefully designed with these criteria in mind:

- Design it as an element of public art, contributing to the quality of public and campus realms.
- Treat it as a natural landmark that celebrates passage in and out of the Clifton Corridor's southern end.
- Design it to complement the campus landscape corridor crossing Clifton at Candler Creek. Given the bridge's location, it and the landscape corridor must be designed together to avoid any conflict. The bridge—including any access to ground-level and adjacent buildings—should also complement the design and character of the potential pedestrian plazas adjacent to Clinic Buildings A and B and the new Emory Clinic building to the south.

> **Evans Medical Education and Research Building.** The medical school's new home makes a handsome presence along Clifton Road. Rich new plantings in the building's deep 105' setback from Clifton Road

should be integrated with broader efforts to enhance the adjacent sidewalk and create stronger walking and landscape connections with Woodruff Circle.

- > **Woodruff Health Sciences Center Administration Building.** WHSCAB's dramatic lobby lacks a strong relationship with the sidewalk due to its setback and rotation away from sidewalk edge. Consider reorienting the lobby entrance perpendicular to Clifton Road, improving visibility between the lobby and sidewalk, and inviting more effective use of outdoor landscaped areas beside the entrance.
- > **Children's Healthcare of Atlanta at Egleston** occupies its own campus on the east side of Clifton between Northgate and Haygood roads. Children's at Egleston's near-term plans for the vacant parcel just north of Northgate include reconstruction of the Clifton sidewalk with a planting strip along the street and creation of a landscaped berm alongside a partially submerged tunnel that



Children's Hospital at Egleston will replace its temporary buildings (at right in photo) in the near future with a landscaped berm screening valet parking. Over the longer term, construction of a building that provides human scale, activity and interest along the sidewalk would further improve the pedestrian environment here.

links to Emory Clinic Building A. The berm in turn will screen a valet parking area that serves Egleston's main entrance, currently undergoing reconstruction. In the long term, consider putting a new building on this site that would reinforce a street wall defined by the 27' to 30' curb setback of Children's Hospital at Egleston's building to the north and that would accomplish a transition in height from the 3- to 5-story context of the Emory Core District to the 4- to 8-story height of the Emory Station District. The building should have active ground-floor uses such as retail or active public-oriented programs related to hospital functions. See the Emory Station District description for additional opportunities along the Children's at Egleston campus.

Any retail outlets in this district must complement and remain subsidiary to the district's primary academic and medical functions. Significant exterior elements such as awnings and signs should defer to their context. Signage in particular should remain modest in scale, avoid obtrusive lighting or animation, and have consistent elements such as color, material and fonts among different retailers.



Phasing



PHASING FOR KEY IMPROVEMENTS

	PHASE	TIMEFRAME	ELEMENTS
	Urgent and feasible	6–12 months	<ul style="list-style-type: none"> > Temporary sidewalk improvements addressing missing curb cuts, curbs, poor surfaces, obstructing poles > Improved pedestrian crossing-signal timing
	In process	1–3 years	<ul style="list-style-type: none"> > Crosswalk improvements > Children’s Hospital berm and valet parking at Uppergate
	Medium term	2–7 years	<ul style="list-style-type: none"> > New Emory Clinic building east of Clifton and associated streetscape improvements
	Long term	8–15 years	<ul style="list-style-type: none"> > Clinic A building renovations and streetscape improvements > Children’s Hospital building at Uppergate > Additional Emory buildings

7

Haygood | Druid Hills High School



Key Themes

Haygood Drive can transform from a shortcut and service road to a boulevard that serves as a proud setting for Druid Hills High School and a gradual transition from the historic context of Druid Hills/ North Decatur to the intense medical and academic functions in the Clifton Station and Emory Core districts. Improvements along Haygood will also play a key role in accommodating better pedestrian, transit, and bike connections for the whole area. Three initiatives along Haygood could bring significant improvements. Efforts to rebuild the intersection of Haygood and Clifton on a new bridge over the rail corridor would broaden and realign the

right of way between Clifton Road and Ridgewood Drive. Second, a potential new Emory building containing research or other uses on the site of the Turman Residential Center could introduce ground-floor uses and architecture that significantly improve Haygood's appeal to pedestrians. A third initiative, involving substantial community input, will define goals for potential improvements along Haygood from Ridgewood to North Decatur Road, including an expanded open-space setting for Druid Hills High School; an addition, building renovations, and parking and access improvements for the high school; improvements at the North Decatur Road intersection; better accommodation of

Four key community institutions come together haphazardly at Haygood and Ridgewood drives: the Druid Hills Historic District, Emory, Children’s Hospital at Egleston, and Druid Hills High School. Opportunities to rebuild Haygood Drive and some of the buildings along it offer a valuable chance for each institution to present a proud new face to the community and create a deft transition to its neighbors, together creating a place of connection.



pedestrians, transit, and cyclists; and higher-value uses such as multifamily residential within the portion of the “Haygood Triangle” defined by Haygood, North Decatur, and Ridgewood Drive.

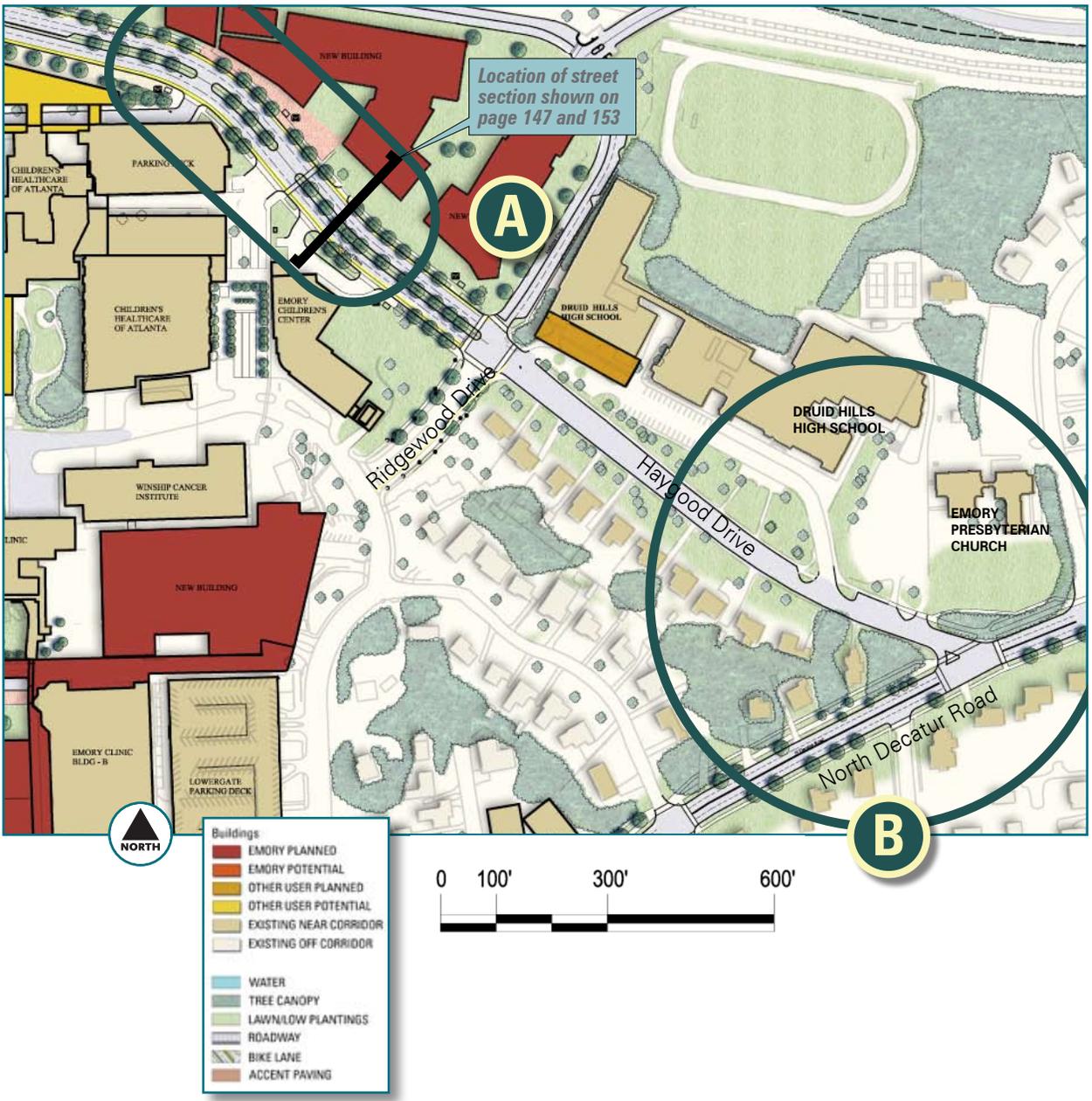
Key Challenges

The district could face a higher level of traffic than it does today, as potential changes at Haygood’s intersections with Clifton and North Decatur would divert more through traffic onto Haygood and away from the stretch of Clifton between Haygood and North Decatur. The presence of a variety of property owners and constituencies will require open and patient dialogue to confirm district goals and the means of reaching

them. Any new campus infrastructure on the Turman site, combined with difficult site geometry, may compromise the quality of the adjacent street and pedestrian environment.

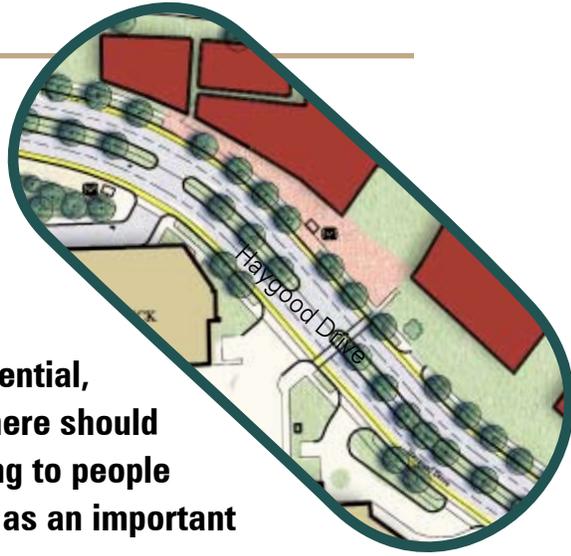


Opportunities



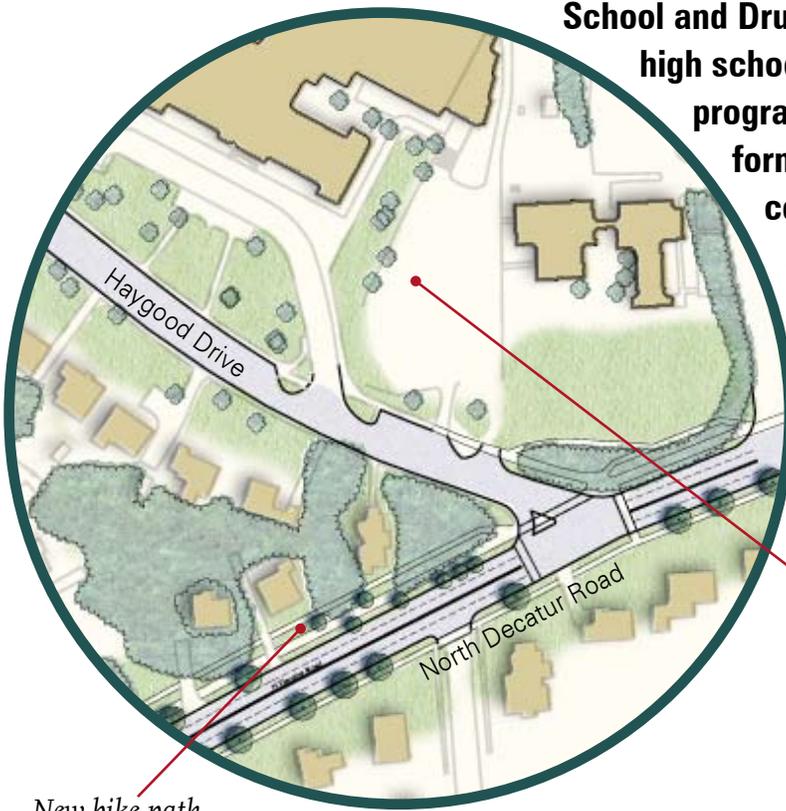
A

A potential new Emory campus building on the site of the Turman Residential Center, containing medical research or other uses, should offer ground level uses and design that appeal to pedestrians. Whether research, academic, residential, retail or transit, ground level uses here should be visible, accessible and interesting to people walking, enhancing Haygood's role as an important pedestrian corridor.



B

Possibilities at the intersection of Haygood and North Decatur include a signature public green space serving Druid Hills High School and Druid Hills residents, a high school addition solving program needs and forming an important community landmark, and much improved mobility for vehicular traffic, bikes and pedestrians alike.



Possible area for prominent high school addition

New bike path

Public Realm

Overview

Haygood Drive should be designed as a boulevard that continues the scale and character of Clifton Boulevard, which it joins at Clifton Station. The boulevard will need a consistent design approach to bring coherence to the variety of uses and edge conditions along its length, ranging from



A community process will address ways to create a special civic place where Haygood Drive and North Decatur Road meet. Elements could include public green space offering a dignified setting for Druid Hills High School, park amenities for adjacent residential areas, and a bike path to Clifton Boulevard and the Clairmont/North Decatur district, like the one in this example.

service drives at Children's Hospital at Egleston to public open space in front of Druid Hills High School. At the same time, road width and the scale of trees will need to fit as well among eight-story medical buildings at Clifton Road as they do among historic bungalows at

North Decatur Road. Haygood should provide convenient, high-quality pedestrian, transit, and bike links integrated with planned improvements in the Clifton Station and Druid Hills/North Decatur Road districts, as well as with Starvine Way and planned improvements

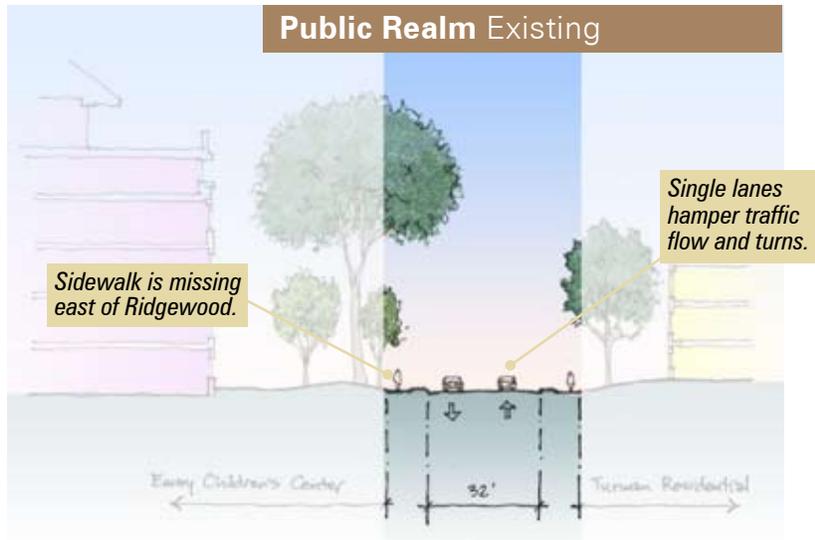
at Druid Hills High School and the medical facilities of both Emory and Egleston.

Plantings

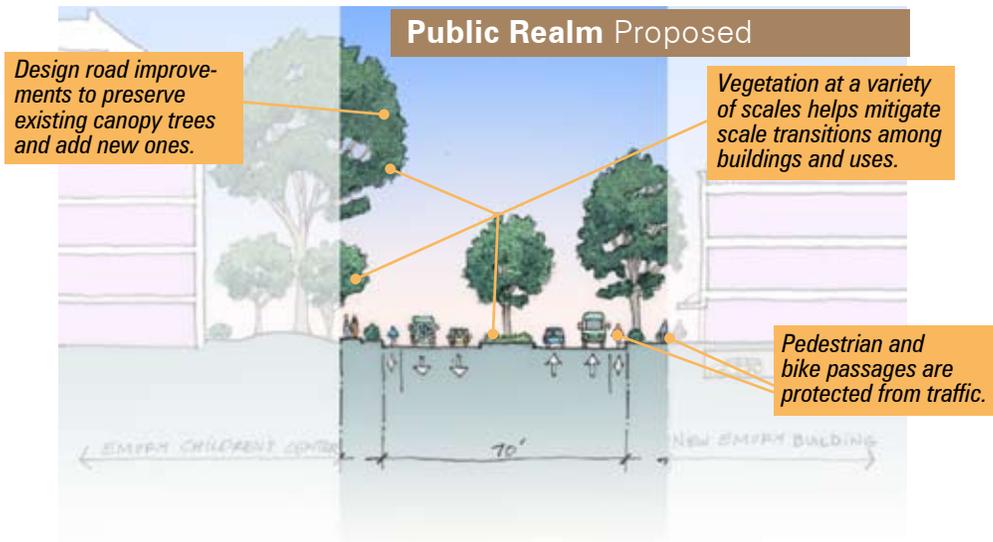
Provide canopy trees in new 6' planting strips along both sides of Haygood. A planned 16' median approaching Clifton Road will also be wide enough to accommodate large canopy trees. The median should continue east beyond Ridgewood Drive, although it may need to drop to 8' or 10' to reduce the boulevard's impact on adjacent parcels. Planting strips may also contain shrubs and low ornamental plantings for additional separation of pedestrians from traffic. Create a landmark community open space at Druid Hills High School, incorporating the goals of both the Druid Hills community and the high school. This open space has potential not only to improve the high school's setting but also to function as a gathering space for the community as a whole. Landscape design of the open space as well as Haygood itself should be compatible with Olmsted precedents due to the proximity of the Druid Hills Historic District. Highlight views to the Lullwater Preserve where Haygood approaches it near Clifton Road.

Pedestrian Realm

Provide new crosswalks and sidewalks, separated from traffic by planting strips, as part of road reconstruction. Sidewalk width should be at least 6' and 8' if possible. Provide 6' to 8' sidewalks on Ridgewood Drive leading to Emory medical facilities, and along Andrews Circle (or Asbury Circle as it may be renamed) connecting to Starvine Way. Provide signaled crosswalks at the intersection of Haygood and Ridgewood, as sub-



Note: The Opportunities map shows the location of this street section diagram.



stantial pedestrian volumes will result here from presence of the CLIFF® transit nexus on Starvine Way at Emory’s Clairmont Campus and possible additional transit and parking on the redeveloped Turman Residential site. High-quality surfaces should be used for crosswalks at the significant intersections of Haygood with Clifton Road, Ridgewood Drive and North Decatur Road.

Multi-Use Path

The proposed multi-use path along the north side of North Decatur Road (described in more detail under District 8) should include a crossing with signals at Haygood Drive, with automatic signal-operation equipment designed to detect approaching bikes. New bike lanes along Haygood should connect directly with the path. Consider extending the recreational path directly onto the Druid Hills High School campus to serve high school students and staff.

Bicycles

> Vision

New bike lanes on Haygood Drive linking to new bike lanes along Clifton Road, the existing bike passage along

Starvine Way, and the potential multi-use path along North Decatur Road.

> Interim

Share lanes with traffic.

Transit

Significant transit stop (Clifton Corridor Transportation Study stop C1/D11) at Haygood/ Andrews Circle/Ridgewood serving Druid Hills High School, Emory medical facilities and Children’s at Egleston. This transit stop deserves some architectural prominence due to the high volume and diversity of transit users it will serve, and would be very appropriate as part of a new building on the Turman site.



(Left) A public green space at Haygood and North Decatur could also make a fine setting for townhouses and multifamily residences scaled to relate to the Druid Hills Historic District. (Above) The newly-built townhouses at Inman Park Village have a scale and level of detail that could serve as a good model for this area.



Vehicles

Traffic and parking improvements at Druid Hills High School are a community priority. These improvements include removal of diagonal school parking along Haygood Drive, reconstruction of the school driveway to accommodate 20 school buses, and one or more convenient, safe "kiss and ride" areas where parents may drop off and pick up children. Other key traffic improvements include increased turn capacity at Ridgewood Drive and Asbury Circle serving campus uses, transit and parking, and intersection improvements allowing improved capacity to carry through traffic between North Decatur and Clifton roads.

Improvements on Haygood should include new configurations for the high school driveway, parking and student drop-off areas that resolve interference with Haygood traffic.

Private/Built Space

SETBACK/BUILD-TO LINE (MEASURED TO CURB)

- > **West of Ridgewood:** 25' to 30'.
- > **East of Ridgewood:** to be determined through public process.

HEIGHT AT FAÇADE (WITHIN 20' OF BUILD-TO LINE)

- > **West of Ridgewood:** 3 to 8 stories, with careful transition to Druid Hills High School and residential neighborhood context east of Ridgewood.
- > **East of Ridgewood:** 2 to 4 stories.

Building Uses

The new buildings proposed to replace Emory's Turman Residential Center opens up an opportunity to enhance the pedestrian environment significantly and shape the streetscape along Haygood, but only if substantial and active nonparking uses are located along Haygood. Parking decks, whether exposed or covered with an architectural façade, seriously detract from the pedestrian environment owing to their appearance and lack of engagement with the pedestrian realm.

Potential research uses would be highly appropriate if they can strongly engage the sidewalk at ground level. Other potential appropriate uses on the site, whether occupying just ground level space or upper building floors as well, would include offices, housing (townhouses or apartments), stores, transit services, and public entrances to any parking on site. The new building or buildings should have special attention devoted to three orientations: 1) the Haygood Drive edge; 2) the corner of Ridgewood Drive, where access to transit and parking would be especially appropriate; and 3) toward the west end of the site, where a multistory building could help define the Clifton Station District and would enjoy views to both Haygood and Lull water Preserve. The choice of any retail uses should respect the interest of Druid Hills High School administration in avoiding facilities likely to draw students during school hours.

An addition to Druid Hills High School serving important academic needs could also serve as a beacon on new public open space, showcasing the vitality of this important community institution. (Shown: Student life and recreation center on the quadrangle of Emmanuel College, Boston.)





The potential building opportunity between relocated Haygood and the Children’s Hospital at Egleston campus (see Clifton Station District chapter) can also contribute to the quality of Haygood Drive. In addition to adding active ground-level uses, it would help screen the hospital’s emergency-room access drive and parking structure.

The contemplated addition to and/or renovations of Druid Hills High School offers a very attractive opportunity to orient the high school and its entrance more directly to the Druid Hills community. The existing student parking lot east of the high school building would be a prime site for an addition that strengthens the presence of the school on North Decatur Road and for a potential new public open space. Good visual connections between interior space and outdoor activities should be included, showcasing the vitality of this celebrated community institution. If a new building replaces the former elementary school west of the high school, it should also directly en-

A new Emory building north of Haygood could include a transit station as a prominent architectural element and a significant programmatic component. This station could be an important intermodal center that combines parking, extensive transit services, and pedestrian and bike access. The station would serve not only Emory staff but also Druid Hills High School, Children’s Hospital at Egleston, and the general community.

gage Haygood Drive with pedestrian access and good visibility between interior and exterior.

Appropriate long-term uses for single-family residential properties south of Haygood are less certain and deserve community input as part of discussions about the proposed public open space and intersection improvements at Haygood/North Decatur. Some other properties would be required in part or whole to provide land for any widening of Haygood or creation of open space. The increased property value and visibility that would result from these improve-

Emory Presbyterian Church is an important landmark at Haygood and North Decatur. The congregation can play an important role in working with the high school, the Druid Hills neighborhood, and Emory in shaping mutually beneficial improvements in the district.



ments would in turn increase opportunity and pressure to replace single-family homes with higher-value development such as townhouses or other multifamily residences. Such moderate-density housing could make a very appropriate transition of scale and use between the detached single-family context of the Druid Hills Historic District and higher-density academic and medical facilities to the north and west.

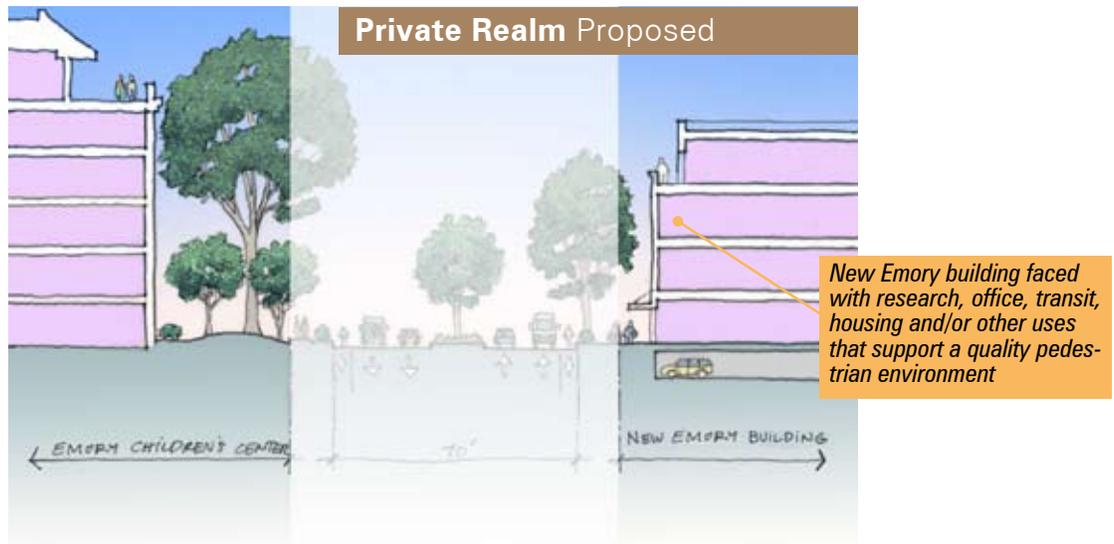
New development should reflect the scale and character of the Druid Hills Historic District and make a transition between neighborhood residential scale and the larger campus structures to the north and west. Emory is studying the historic significance of the Hardeman-Howell cabin and will work with the community to determine the right course of action regarding preservation of this structure.

Emory Presbyterian Church, with its landmark building and front lawn, is another longtime institution at Haygood and North Decatur. The church can be an important partner in planning for the area, not only because of its physical presence, but also due to potential synergies with the high school and Emory around shared parking, managing construction impacts, religious mission, and other themes that could provide mutual community benefit.

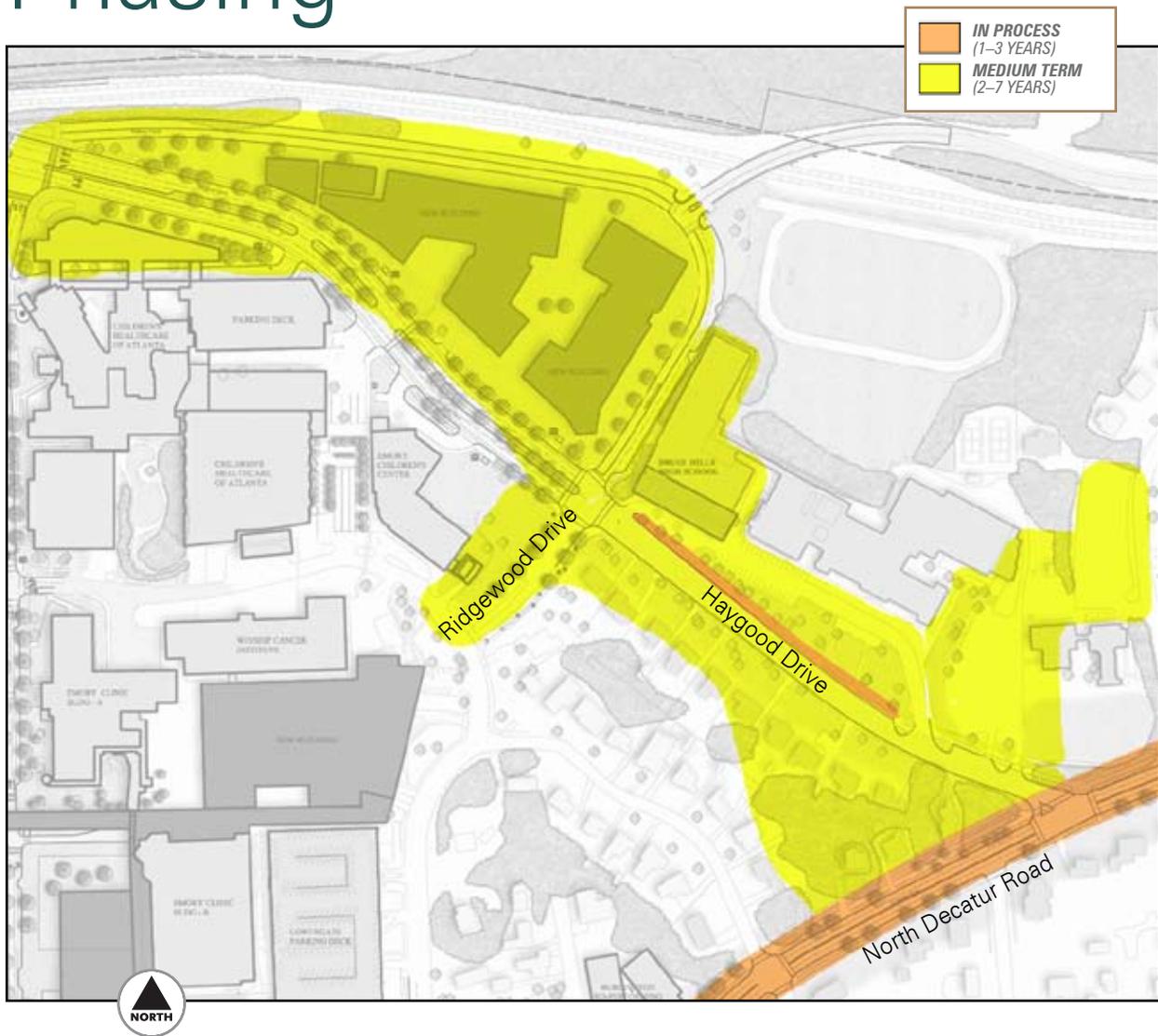
See the separate District 8 section for discussion of other uses along North Decatur Road.



Note: The Opportunities map shows the location of this street section diagram.



Phasing



PHASING FOR KEY IMPROVEMENTS



PHASE	TIMEFRAME	ELEMENTS
In process	1–3 years	<ul style="list-style-type: none"> > Short-term improvement of Druid Hills High School diagonal parking by restriping, requiring automobiles to back into parking spaces from Haygood’s westbound lane



Medium term	2–7 years	<ul style="list-style-type: none"> > Potential Clifton/Haygood rail bridge replacement and road realignment as far as Ridgewood Drive > Longer-term road and open-space improvements east of Ridgewood Drive should ideally fall within this timeframe so they may be coordinated with renovations of or additions to Druid Hills High School > Potential new Emory building on Turman site
--------------------	-----------	---

8

Druid Hills | North Decatur



Key Themes

The Druid Hills/North Decatur Road District embodies the conflicts that growing traffic volumes create in historic neighborhoods as they erode character, value, and quality of life and make walking and biking unpleasant and hazardous. The Druid Hills Historic District abuts most of the southern side of North Decatur Road and about half the length of its north side in this district. The heavy traffic and overbearing power lines along the road make the historic district's neat single-family homes look out of place. Renewed focus on the design of North Decatur Road and the buildings that face it, looking to other local Olmsted streetscapes as precedents, can preserve the historic setting while reducing negative traffic

impacts on adjacent residential areas and the neighborhoods beyond. Burying utility and high-voltage lines along North Decatur would further enhance esthetics and safety. An important opportunity exists to link complementary institutional, residential, and commercial uses along North Decatur between Clifton and Clairmont with viable transit, sidewalks and bike lanes. Extensive redevelopment potential at Clairmont and North Decatur (see district 9 description) will make these links all the more valuable. Their poor condition today precludes an important synergy of uses and increases traffic on North Decatur. Evaluate potential changes near the intersection of Haygood and North Decatur through a public dialogue addressing the goals of creating public open



Along much of North Decatur Road today, pedestrians endure narrow, broken sidewalks that sit uncomfortably close to traffic; bicyclists lack a margin of shoulder space; adjacent homes are exposed to traffic; and power lines, not trees, dominate the view above the road. The rendering opposite suggests the possibility of creating a pair of paths along the north side of North Decatur Road that accommodate bicycles separately from pedestrians, and buffer both from road traffic with new plantings.

space, an improved setting for Druid Hills High School, better access for pedestrians, bikes and vehicles, and appropriate redevelopment of residential parcels north of North Decatur and west of Haygood.

Key Challenges

Reducing the high levels of traffic, particularly through traffic, on North Decatur Road will require regional strategies that go beyond the need for streetscape investments within the district. Right-of-way constraints limit options for adding sidewalks, bike lanes and landscaping while respecting traditional building setbacks. The large number of individual property owners along North

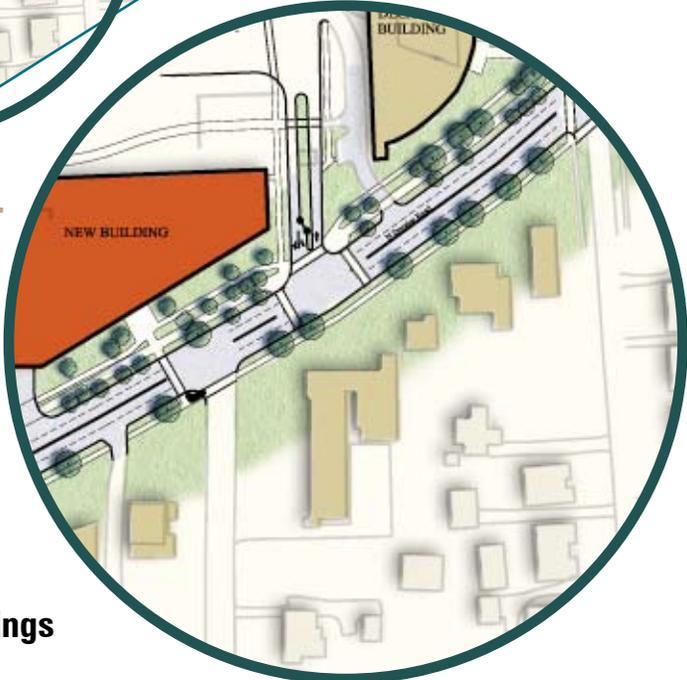
Decatur Road may limit application of comprehensive improvements, although Emory's recent purchase of several residential properties may help in this regard. Burying utilities, particularly high-voltage lines, will be expensive.

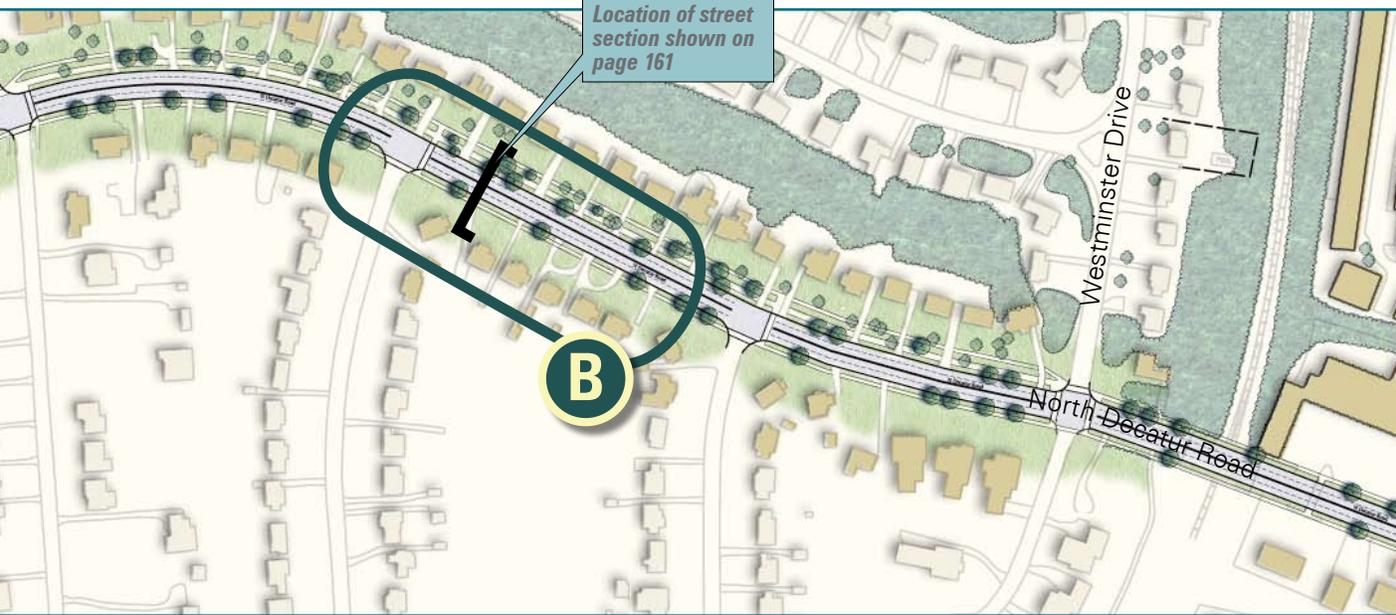


Opportunities



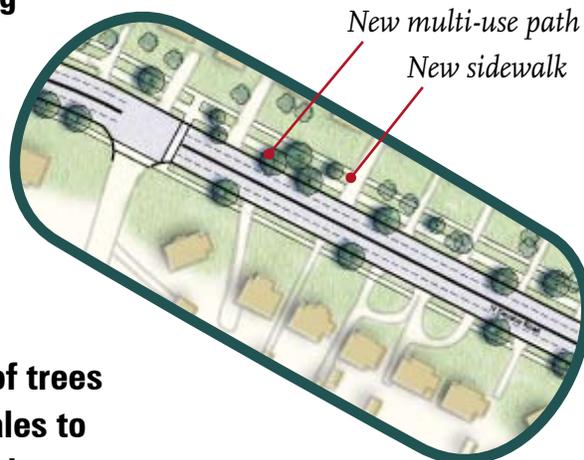
A A new access drive off of North Decatur serving potential new Emory buildings could offer the opportunity to add a needed signaled pedestrian crossing of North Decatur Road. A potential new Emory campus building on North Decatur Road should relate architecturally to the scale of buildings in the Druid Hills Historic District.





B

Improve conditions for pedestrians by rebuilding broader sidewalks separated from the roadway with wider planting strips containing trees and shrubs, and by adding and increasing the prominence of crosswalk markings. Improve conditions for bicyclists by creating a new multi-use path along the north side of North Decatur linking Clifton Boulevard with Clairmont Road. Add clusters of trees and lower shrubs at a variety of scales to further buffer homes from traffic and convey a picturesque landscape character.



Public Realm

Overview

Restore North Decatur Road so that its value as a place to live, walk, bike, and experience an historic neighborhood setting at least equals its value as a traffic conduit—and assume that improved attention to these basic functions should also improve its suitability for traffic. Like Clifton Road in the Wesley Woods District, this stretch of North Decatur should “read” as a wooded parkway serving as a distinct and calm interval among more intensely developed areas, but one characterized by a well-scaled and landscaped historic neighborhood instead of natural forest. In the absence of an original documented Olmsted plan for the road, consult Olmsted designs for Ponce de Leon and other significant area roads for design cues, but implement them with consideration for the present-day balance of uses and transportation modes.

Plantings

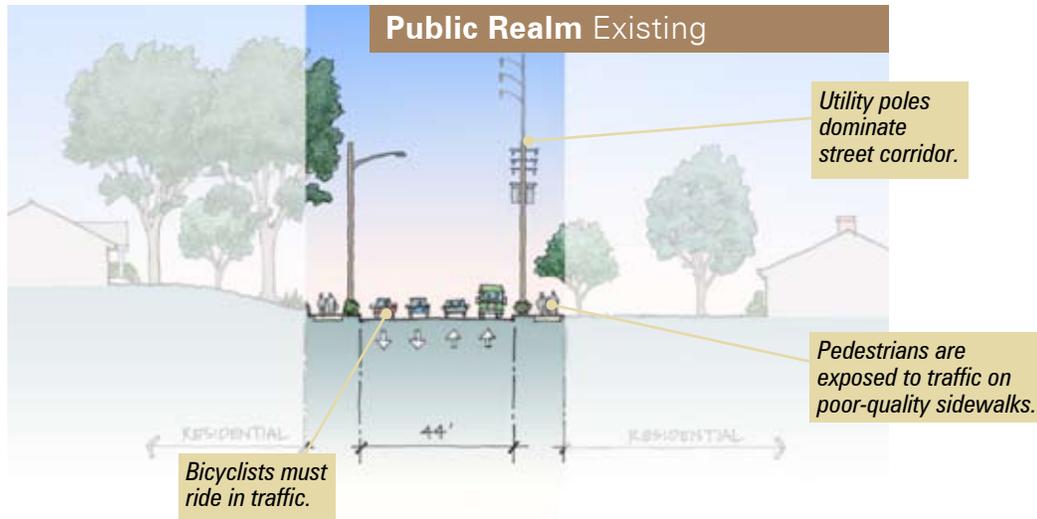
Installing planting strips and canopy street trees between curbs and new sidewalks would address the most significant landscape challenges in the district, expanding tree canopy and helping separate pedestrians from automobile traffic. Street tree selection and placement should consciously follow one of two distinct strategies in Olmsted’s body of neighborhood landscape design: 1) informal groupings of trees and intervals of open space that spill among planting strips and adjacent front yards alike; or 2) regular rows of street trees that define a clear, consistent canopy over the street. Olmsted’s design for Ponce de Leon

Avenue includes an allée of street trees that was never planted, raising questions about the intent there and suggesting that either approach could work along North Decatur. All existing canopy trees close to North Decatur should also be preserved as important assets, considering the great span of years required for new trees to reach maturity. The prominent magnolias in front of the Emory Presbyterian Church property at Haygood Drive should also be preserved, although maintained to allow visibility beneath them. Planting strips may also contain low shrubs or flowering plants serving to further buffer pedestrians from passing traffic.

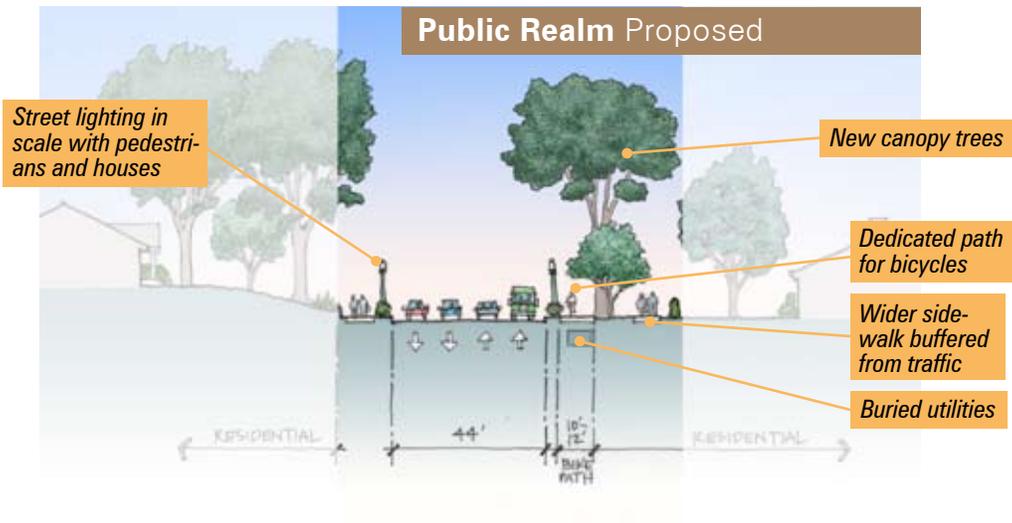
The right-of-way width precludes installation of a consistent planted median without severely infringing on existing front yards. As space allows, medians may be appropriate at specific locations as part of the redesign of the Haygood/North Decatur intersection and any eastward extension of the road diet being implemented on North Decatur at Emory Village. Otherwise, avoid medians in favor of a compact curb-to-curb width.

Pedestrian Realm

Significant improvements are needed to create an inviting and safe walking corridor along North Decatur between Clifton and the existing and potential development at Clairmont and North Decatur. Rebuild sidewalks along both sides of North Decatur to 6’ in width, separated from the curb by at least 6’ of planting strip (sidewalks may meander if desired) smoothly paved and unimpeded by utility poles, signage or other items. These dimensions for sidewalks and planting strips have precedence in



Note: The Opportunities map shows the location of this street section diagram.



This portion of North Decatur along the Emory campus serves as a good model for other areas. It includes mature street trees close to the road, a planting strip properly separating a broad sidewalk from traffic, and room next to the sidewalk to add a recreational path for cyclists.



the Olmsted design for Ponce de Leon Avenue and would suit current needs well. If GDOT requires large-caliper canopy trees to be planted 8' or more from the curb, a planting strip of up to 10' for trees will be necessary, or trees may be

coordinated with access paths to the interior neighborhood parks north of North Decatur. Ensure good pedestrian conditions and connectivity at the potential new access drive west of the North Decatur Building. This intersection offers

a valuable opportunity to create a signaled pedestrian crossing on North Decatur in the long interval between Clifton Road and Haygood Drive.

Crosswalks at the two intersections of Westminster Way with North Decatur would be

planted between the multi-use path and sidewalk on the north side. The sidewalk on the north side should connect to existing walks that lead to interior neighborhood parks nestled behind private parcels. Pay special attention to ensuring good continuity with sidewalks as far as Clairmont Road in District 9 and along Haygood Drive in District 7 even before significant redevelopment occurs in either district.

Crosswalks also need attention, given the large number of people who cross North Decatur to walk to Emory, Druid Hills High School, and other destinations; relatively high traffic speeds; and limited sight lines. Improve markings and add signals at crosswalks at Burlington, Ridgewood and Haygood, and consider adding a crosswalk at one of the intersections with Princeton,

improved by removal of the dedicated turning lanes.

Multi-Use Trail

Emory's ongoing acquisition of residential properties along the north side of North Decatur Road offers special potential not only for sidewalk improvements but for a new multi-use path. Druid Hills High School and the Emory Presbyterian Church have expressed their openness to such a path's crossing their parcels. A path would be especially valuable for biking due to the difficulty of incorporating bike lanes along North Decatur, given width constraints and heavy peak-hour traffic. The path should generally be located close to the sidewalk to minimize impact on front yards, but plantings and signage should clearly separate it from the

sidewalk to prevent conflicts between bikes and pedestrians. Topography and trees in a few locations may require the path or sidewalk to diverge further from the road. The most challenging such location occurs at 1926, 1932 and 1938 North Decatur Road; consolidating residential driveways would allow removal of driveways from either side of the rise at 1932, enabling proper grading of the path or sidewalk in this area.

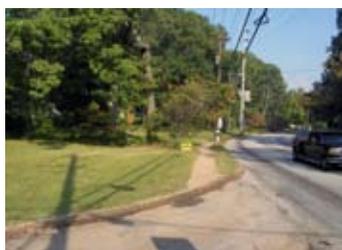
Because the North Decatur Road bridge over the rail corridor near Clairmont is not wide enough to accommodate the multi-use path, the path should have an eastern terminus at the eastern leg of Westminster Way with a crosswalk to allow cyclists to safely join traffic on North Decatur or walk their bikes on the sidewalk. In the longer term, the path should be extended

to Clairmont Road by creating additional right-of-way and bridge capacity. To the west, the path should extend at least to Haygood Drive and to Clifton Road if possible. Again, a crosswalk should be provided at the terminus to allow bicyclists to rejoin the main road. To enhance safety and convenience, consider reducing the number of residential driveways intersecting the path by creating alley access to homes, as described in the “Vehicles” section below.

Bicycles

> Vision

New in-road bike lanes, marked shared traffic lanes, or off-road multi-use path (described in the “Multi-Use Path”) link Clifton, Haygood and Clairmont corridors. In-road bike lanes or marked shared traffic lanes may be



A new multi-use path along North Decatur—utilizing some front-yard space from houses acquired by Emory but being maintained as houses—would dramatically improve access along Clifton Boulevard and in adjacent campus areas, Druid Hills, and the Clairmont/North Decatur District, with its retail services and potential for mixed-use development. Sidewalks, crosswalks and bus shelters also need coordinated improvements serving pedestrians.



The intersection of North Decatur and Haygood could be reconfigured to accommodate a significant public green space.



preferable for coordination with other bike lanes and routes, but Emory’s ownership of properties on the north side of North Decatur and constraints on roadway width may make an off-road path the more practical solution. Any off-road path should have appropriate transitional access to anticipated bike lanes at Haygood and Clairmont with clear crosswalks and/or signals.

> Interim

Share lanes with traffic.

Transit

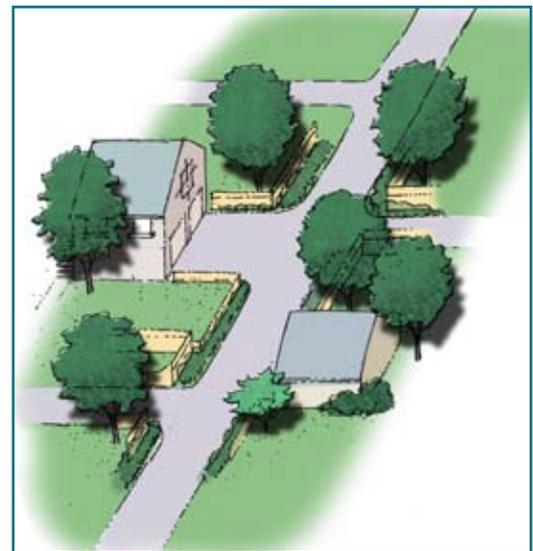
Improve bus stop signage. Add shelters at heavily used stops near Druid Hills High School and the main Emory campus.

Vehicles

Consider extending the North Decatur Road “road diet” as far eastward as possible from Clifton toward Clairmont. Improve the Haygood/ North Decatur intersection (see chapter on District 7). Consider removing dedicated turn lanes at both intersections of Westminster Way and North Decatur to improve crosswalks. Also consider the potential of replacing existing residential driveways along North Decatur Road with parking access through alleys running along the rear of residential lots. The existing pattern of residential driveways occurring at every lot

has become more difficult and dangerous with increased traffic volumes, as residents often face heavy traffic volumes when making right and left turns and backing into the road. The frequency of driveways also poses potential nuisance and hazard for pedestrian and bike traffic along the proposed multi-use path and sidewalk improvements. Alley access to the rear of lots would reduce or eliminate

this condition. An alley would be especially feasible along the rear of properties Emory plans to acquire along the north side of North Decatur Road. The alley could open to Westminster Way and/or North Decatur Road at a limited number of locations that can more safely accommodate turns than current driveways.



Compact alleys can provide convenient, space-efficient vehicle access to the rear of residential lots. This frees front yards of driveways, garage doors, and parked cars, enhancing the architectural presence of houses, yards, and the larger landscape along the street.

Private/Built Space

Building Uses

Building use in the district should respect the predominance of single-family houses in the Druid Hills Historic District. Existing institutional uses—including the Emory Presbyterian Church, Druid Hills High School, and medical and academic buildings on the Emory campus—are appropriate as long as they are designed with sensitive transitions in scale and activity as they approach residential context. The tradition of deep setbacks in this district means that ground-level uses engaging the sidewalk are generally not feasible or necessary, but buildings should have a clearly accessible entrance oriented to the public sidewalk. That said, the Emory campus buildings between Clifton Road and Ridgewood Drive should engage the pedestrian realm to a greater degree than they do today, though to a lesser degree than is typical along Clifton. Key opportunities to improve engagement include potential renovations of the perimeter of MacMillan-Gambrell Hall (law school), a potential new building east of the law school, and improvements at the existing North Decatur medical building.

Existing uses south of North Decatur Road from Clifton Road to Emory Drive include recent multifamily housing, Emory’s Catholic student center, and the motel and guesthouse portions of the University Inn. The multifamily housing represents a generally successful example of higher-density housing designed to fit a smaller-scale residential context, assisted by community input. Future buildings that take this housing as a prototype should go further by including more gradual height reduction to context houses, aligning façades with North Decatur Road, and reducing paved areas in front yards. Surface parking in the front setback of the University

SETBACK/BUILD-TO LINE (MEASURED TO CURB)

- > New buildings should match prevailing setbacks of existing buildings: south side of North Decatur, approximately 50’; north side of North Decatur and west of Haygood, approximately 50’; north side of North Decatur and east of Haygood, approximately 70’.
- > Orient primary building façades parallel to North Decatur Road.

HEIGHT AT FAÇADE (WITHIN 20’ OF BUILD-TO LINE)

- > **East of Burlington Road:** 1.5 to 2.5 stories, with potential for additional stories set back at least 20’ from façade.
- > **West of Burlington Road, North side:** 2 to 3.5 stories, with potential for additional stories set back at least 20’ from façade.
- > **West of Burlington Road, South side:** 2 to 3.5 stories.

Inn parcels detracts from the parcels’ appearance and erodes walkability in the district. Relocate this parking or at least substantially screen it with plantings. Over the long term, the University Inn parcels represent potential opportunities for redevelopment with higher-value hospitality



A recently built residential building on North Decatur near Clifton possesses an architectural scale and character that makes a successful overall transition between detached houses in the historic district behind it and academic campus buildings facing it across North Decatur—though lower heights facing the historic district would make it better. It provides a good model for future new buildings along North Decatur that must mediate between both contexts.

or residential uses on the model of the nearby multifamily housing. The Clifton community should further explore and determine appropriate policies that address ownership and scale of housing along North Decatur Road and other corridors, such as Briarcliff Road, where traffic levels challenge the traditional pattern of residential development. Heavy traffic has in many cases reduced the value of these parcels as single-family properties, stimulating their conversion to rental properties. Creating a viable policy for use and design of these properties will require consideration of market conditions and potential streetscape improvements together with architectural design goals.

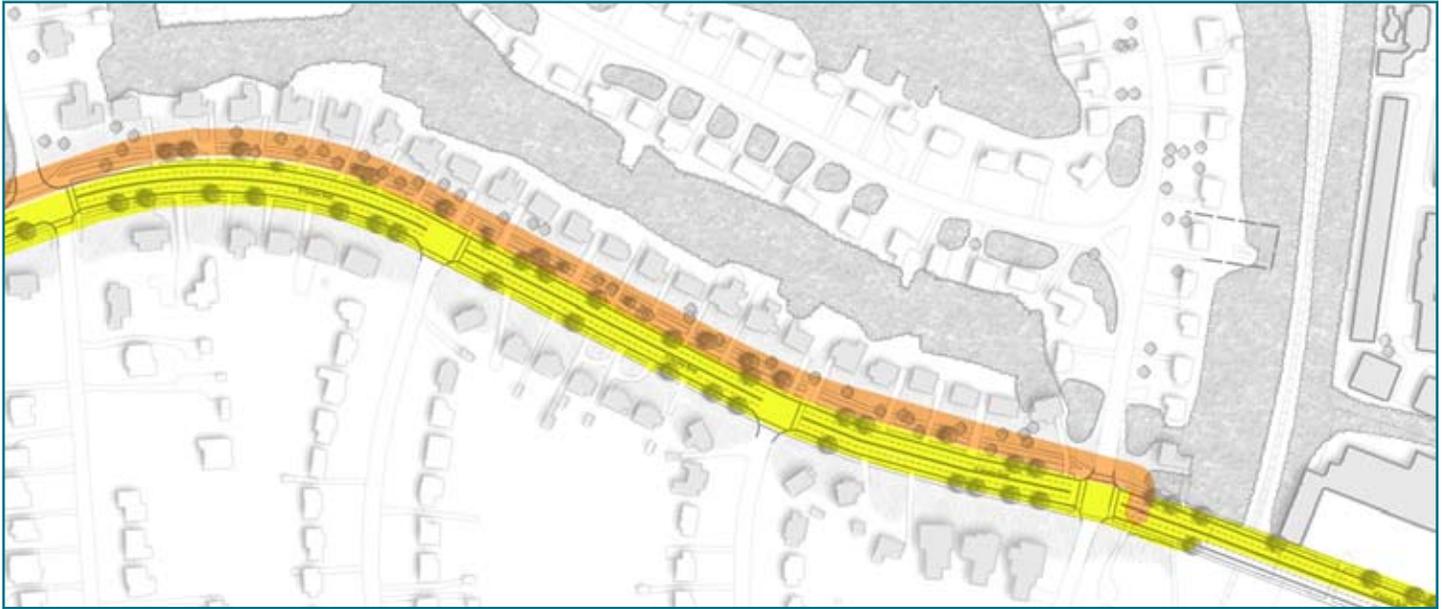
Single-family houses along North Decatur should remain modest in scale and otherwise be maintained in accordance with the Druid Hills Historic District Guidelines. Residences acquired by Emory should continue to be used as residences.

See the separate District 7 chapter for a discussion of uses around the intersection of North Decatur Road and Haygood Drive.



Phasing





PHASING FOR KEY IMPROVEMENTS		
PHASE	TIMEFRAME	ELEMENTS
 In process	1–3 years	<ul style="list-style-type: none"> > Create recreational path and sidewalk improvements along north side of North Decatur from Clairmont to Haygood (and, if possible, Clifton), using easements across parcels owned by Emory and other cooperative owners, including Druid Hills High School and Emory Presbyterian Church > Crosswalk marking and signalization improvements
 Medium term	3–7 years	<ul style="list-style-type: none"> > Haygood/North Decatur intersection area improvements > Emory medical facility access drive > Utility burial
 Long term	8–15 years	<ul style="list-style-type: none"> > Utility burial > Possible new development on non-residential sites

9 Clairmont | North Decatur

Overview

District 9 shares with District 1 a distinct set of opportunities and challenges. Both require different treatment than the other districts.

The other eight districts of the study area are more clearly defined by a single primary corridor—Clifton Boulevard, Haygood Drive, North Decatur Road or Clairmont Road. The key factors that influence urban design—among them land ownership, potential redevelopment sites, appropriate land uses, and street design—tend to be well-defined. Such clear definition makes it possible to write specific design guidelines that address these factors. District 9, by contrast, encompasses a larger area with much greater potential for change and fewer set conditions. These recommendations, which are broader and more general in scope, are therefore *development* guidelines rather than *design* guidelines.

District 9 contains numerous “grayfields”—that is, older shopping centers with broad surface parking lots—along with aging industrial buildings, housing and other uses that will likely face redevelopment in the next five to 10 years as pressure grows for them to generate more economic and civic value. Redevelopment of these large parcels of land held by single owners would likely be significant in scale—potentially including larger buildings, multiple uses, new streets, and other characteristics that would dramatically alter character of place and relationships to the context around them. These characteristics could just as easily produce negative impacts on the Clifton community as they could resolve many of the area’s most significant challenges. These development guidelines define a way to shape redevelopment that will yield maximum benefit for the entire Clifton community.

Development Guidelines

1 Clairmont/North Decatur should be a place that invites walking.

- **Animate it with pedestrian-friendly uses, particularly on more prominent public streets.** Include a variety of stores, restaurants and other uses that engage pedestrians with generous windows, easy access, and visible activity. In particular, include cafés, retail displays, and other uses that spill out onto the sidewalk. Make these pedestrian-friendly uses as continuous as possible throughout the street network: avoid gaps exceeding 100' of frontage.
- **Create comfortable sidewalks and public spaces with quality design that gets the details right.** Include street trees—emphasizing continuity of canopy as in the other Clifton Corridor districts—and lower ornamental vegetation. Provide places to sit and rest, observe, eat, converse, and read. Provide curbside parking to buffer pedestrians from cars and make retail uses viable. Create sidewalks that are wide enough for significant pedestrian traffic but not so wide as to be vacant—8' to 12' of clear passage along active ground-floor uses works well. Also use attractive paving, and continue this paving through crosswalks to emphasize continuity of the pedestrian realm from block

to block. Install light fixtures scaled to the pedestrian.

- **Gather a critical mass of activity...and opportunities.** Locate these on a series of blocks within a network of open public streets, not an internalized convenience center. 30,000–50,000SF of retail and similar active ground-floor uses is a typical amount required to animate one full block.

Employ the mix of uses to create “the third place” where people gather outside of home and work—with uses and design that foster opportunities to meet people informally—for people of every age. Foster activity that is sustained 24/7, using a mix of commercial, civic, residential, and fun that provides multiple reasons to be there at many different times of day and days throughout the week.



Note: These guidelines also apply to District 1, Clifton/Sage Hill, where they are repeated.

The “main street” of the Edgewood development south of Druid Hills offers a good model of mixed-use development that locates housing or offices above pedestrian-oriented stores. The larger stores behind Edgewood’s main street, however—such as Ross and Best Buy, representing an intermediate size, and Target and Home Depot representing “big boxes”—would not be appropriate at Clairmont/North Decatur unless they are in mixed-use, multistory buildings, the mix of uses significantly reduces traffic generation, and parking is covered or screened.

2 The district should contain uses that meet community needs and aspirations.

- **Incorporate a variety of retail services, including both national franchises (that draw people) and “mom and pop” businesses (that make a development into a place).** Include both larger-footprint “destination” retailers and small start-ups. Restaurants should range from places for grabbing a snack to those suitable for a celebratory dinner. Appeal to students and retired bankers—in other words, the full complement of diversity of the Clifton

community and its visitors. While retail should constitute a significantly smaller fraction of development than housing, office, or research uses, its presence and visibility on key streets and intersections are of great importance.

- **Expand the community’s variety of housing options.** Accommodate life-cycle transitions to allow people to remain in the community and to welcome new residents of all types. For instance, adding small apart-



The Carlyle development in Alexandria, Virginia (upper left photo), and University Park in Cambridge, Massachusetts, both successfully combine commercial and institutional research and office space with significant amounts and varieties of housing, modest neighborhood retail, and grand public open spaces.

ments and houses enables young people to remain in the area as they become adults and start independent households; adding larger, multibedroom units with convenient private or public outdoor space helps those adults accommodate growing families; and adding various levels of supportive services allows residents to age gracefully in a familiar setting. Expanding housing options increases the sheer number of people who are attracted to live in the area, which in turn lets more people live close to where they work or study, significantly reducing traffic impacts.

- **Accommodate office, research, and other uses that complement the economic engine represented collectively by the CDC, Emory, Children’s Hospital at Egleston, the VA Hospital, and other major institutions.**

A variety of supportive institutional and

private-sector uses that might not fit or be appropriate within core areas of the Clifton Corridor could thrive in Clairmont/North Decatur with good transit and pedestrian connections to the corridor—further easing traffic demands.

- **Create “transit-ready” nodes.** The Clifton community needs a broader range of transit services but may have trouble securing them without the concentrations of people and activity needed to justify and support effective service. Like Clifton/Sage Hill, Clairmont/North Decatur is one of metropolitan Atlanta’s most promising new transit-oriented nodes, given its adjacency to the proposed “Brain Train” commuter rail corridor and local transit services linking the Clifton community with Decatur and Lindbergh. Development in these districts should fully anticipate transit, buttressing advocacy efforts for transit funding and minimizing the need for new road and parking infrastructure.

3 The district should build community by fostering daily interaction of diverse people.

- **New development should be and feel fully within its community context, not apart from it.** Use new buildings and blocks to frame public streets that connect

to neighborhoods. Orient all uses to public streets—prevent creation of internal malls, atria or other arrangements that mask activity from the community. Very



This housing in Portland, Oregon, is an example of appropriate transitional use and scale between existing residential neighborhoods and the core of mixed-use areas like Clairmont/North Decatur and Clifton/Sage Hill. Individual building volumes, pitched roofs, and residential window bays relate to traditional single-family detached neighborhoods, while the small lots, proximity of building to sidewalk, and ground-floor live-work spaces relate to higher-density development that combines multifamily housing, neighborhood retail, and research or office space.

importantly, make appropriate transitions in scale and use to nearby activities, neighborhood patterns, and natural open space areas. Finally, place visible emphasis on pedestrian over vehicular connections.

- **Build a network of physical connections that make access convenient.** Provide multiple pedestrian connections to every surrounding activity where possible, to a variety of transit modes, and to adjacent parks, trails, bike paths and other recreational resources. Include convenient vehicular connections to nearby neighborhoods but prevent “cut-through” traffic.
- **Create places for the social connections that support community life.** Include civic uses—libraries, education facilities, post offices, etc.—that serve as destinations for a broad community. Include all the ingredients

for a “Saturday night in the neighborhood”—cinemas, restaurants, lectures. Provide a variety of public spaces—sidewalks, squares, parks—to accommodate many reasons and times to visit, formally or informally. Also include community spaces for meetings, concerts, and other group activities.



Creating a street grid with multiple circulation choices is one of the most effective ways of reducing traffic congestion.

4 Create a sense of place that is rooted in the larger neighborhood.

- **Make a workable traffic network possible.** Begin with a strong access plan built around a balance among multiple transportation modes: rail transit, buses, shuttles, bike lanes, as well as cars. Allow direct access to arterial streets to prevent traffic impacts on neighborhoods. Assemble uses whose peak traffic generation offsets each other. Develop traffic-management programs to keep traffic out of local neighborhoods.
- **Choose retail that fits the community.** Avoid overwhelming other valued neighborhood centers with direct retail competition and avoid overwhelming streets with uses that generate significant traffic. Include retail geared to everyday neighborhood needs (at a variety of scales) as well as new neighborhood amenities—a unique bakery, bookstore, or similar amenity desired by the community. Draw upon local entrepreneurs to create distinctive destinations.
- **Create a sense of community within the site.** Develop around a pattern of internal



Integrate any stores with large floor areas, such as supermarkets, into mixed-use buildings. This good example in Alexandria, Virginia, includes a Whole Foods supermarket in a pedestrian-friendly location at ground level and several stories of housing surrounding a courtyard above the market.

streets and blocks, with buildings that frame streets and uses that orient to and enliven them. Make a variety of “owners” apparent on the street—residents (owners and renters), shopkeepers, employees, regular customers, with individual dwelling entrances, attractive retail signs, frequent windows, and other architectural elements highlighting them.

- **Provide a variety of “public” reasons to visit.** Design sidewalks that make shopping a social experience, parks that invite picnics and concerts, and squares that promote informal meeting. Include a variety of services and activities, such as continuing education, that appeal to the community.
- **Pay careful attention to scale and massing to make development feel right next to people and context.** Create “human scale” at pedestrian level with architectural details, signs, materials, and other elements that are proportioned to the human body and evoke a sense of quality, interest, and permanence. At upper levels of buildings, use massing that conveys variety and avoids a sense of being monolithic. Make well-designed height transitions to adjacent neighborhoods to avoid bad aesthetic and shadow impacts. Make well-designed massing transitions within the development.
- **Ensure that buildings, uses, and the public realm all complement district character.** Invest in design that conveys, and therefore evokes, respect at a larger scale (appropriate

height, massing, uses, street relationships), and delight at a personal scale. Extend quality design to storefronts, signage, and streetscape. Embody unique local qualities through design traditions, work of artists and materials.



Housing can and should vary in shape and scale to help give comfortable, beautiful form to its neighborhood. This housing in Alexandria, Virginia, well-regarded by its neighborhood since construction 20 years ago, steps up from two- and three-story volumes similar in scale to traditional houses across the street, to eight-story towers that offer fine views without seeming too big. It also hides its parking under a courtyard and includes several neighborhood-oriented stores and restaurants.



Seek to understand how the district can become a public and welcoming place for this community.

How can the Clifton community use mixed-use development as a tool to shape its future? What uses reflect its special culture? Which of these is missing, difficult to fit in, or hard to make feasible elsewhere? What new uses and places—and changes in existing ones—would enhance quality of life? What

defines the full spectrum of the community? What are the community's design aspirations, and how can growth symbolize these? How can mixed-use development serve as a better model for growth than conventional patterns, improving the balance of costs and benefits?

Given the size and diversity of the district, these development guidelines will succeed only if applied through a process that draws on the perspectives of everyone with a stake in the

area's future: residents, individual businesses and institutions, other property owners, DeKalb County, state and regional agencies, the Clifton Community Partnership, and more.



Key Themes

Clairmont/North Decatur offers the potential to become a center of neighborhood activity, identity, and access with 10 to 15 blocks of significant mixed-use development sensitively integrated into the surrounding neighborhoods. It could offer more than 1,200 new homes of a variety of types to serve area demand, similar in character to the Glenwood Park or Inman Park Village neighborhoods. It could also contain significant office or research space serving area employers, and an improved setting and choice of retail and other neighborhood amenities, while helping taking development pressure off neighborhood restoration

areas. Its location near the proposed commuter rail corridor (and on a rail spur); on the proposed enhanced circulator transit corridor to Decatur, Clifton Boulevard, Sage Hill and Lindbergh; and within walking distance of much existing development means that it could make excellent use of transit to reduce traffic impacts. Clairmont/North Decatur already serves as an important retail center for Druid Hills, Clairmont Heights and other neighborhoods, and thus already engages a community that could become all the more apparent and vibrant with an improved set of uses and public spaces. New retail, offices, research space and housing would be



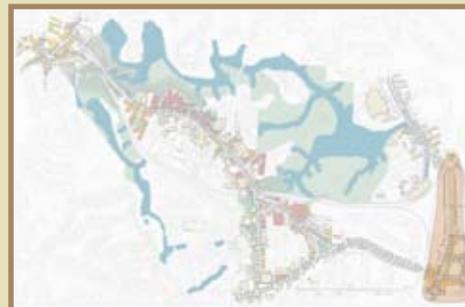
Heavily traveled roads and auto-oriented retail make pedestrians feel very out of place at Clairmont and North Decatur roads today. Thoughtful redevelopment of dated retail sites could reap benefits similar to those suggested by the rendering, opposite, of planned redevelopment around the Harvard University campus: gradual transition of building size from district core to adjacent neighborhoods; new walkable streets and civic spaces; ground-floor retail and other active uses helping bring those public spaces to life; and new housing, transit, and jobs in an area that needs all of them.

of particular value to workers, residents and students in nearby parts of the Clifton Corridor that contain core portions of the Emory campus, Children’s Hospital at Egleston, and the Druid Hills High School campus.

Key Challenges

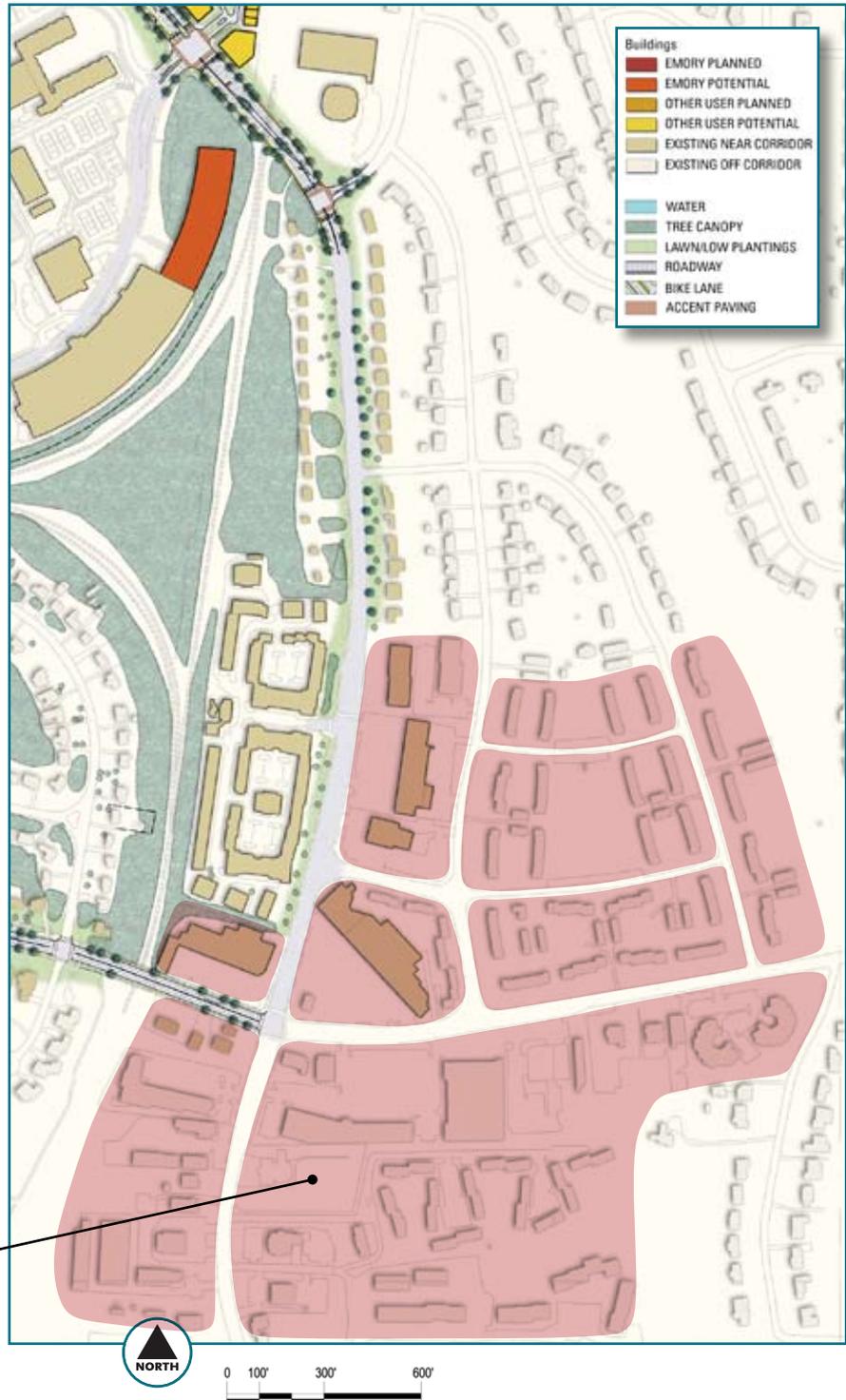
Two major arterials—Clairmont and North Decatur roads—cross in the district, posing obstacles to establishing good public-realm and land-use relationships among the four corners. The presence of well-established neighborhoods and uses around and in the district will require careful and sensitive planning to make sure redevelopment fits well within the context.

Creating dedicated transit corridors will likely be more difficult than in Clifton/Sage Hill, owing to limited land availability and the distance (one mile) to the anticipated commuter rail line.



Public Realm

Like Clifton/Sage Hill, Clairmont/North Decatur needs an improved street network. While some neighborhood streets already enter the district, they need better transitions between commercial and residential use. Additional streets are needed across the major commercial parcels to extend walkability, introduce greater choice and efficiency of routes, and create valuable, block-scaled frontage for new development. A hierarchy of public open spaces should be created, including a major destination park and smaller parks that serve surrounding areas. The public realm should also address improvements in the streetscapes of North Decatur and Clifton roads in particular, coordinated with associated improvements in the Druid Hills/North Decatur and Clairmont/Lullwater districts.



Potential redevelopment area

Redevelopment Concepts

These two very conceptual plan studies depict potential layouts of streets and blocks in a Clairmont/North Decatur District redeveloped as a mixed-use activity center. Anticipated redevelopment areas include today's aging retail and multifamily housing properties clustered around the intersection. In both studies, a series of new streets are added across today's larger development parcels to improve circulation choices for drivers and pedestrians, establish a more pedestrian-friendly block scale, and enhance site value by creating more street frontage. Four- to six-story buildings would be located along Clairmont and North Decatur and shape public outdoor spaces that form a civic heart to the district. Primarily residential buildings of two to four stories—similar in character to those in Glenwood Park or Inman Park Village—would occupy surrounding blocks that are adjacent to existing homes, allowing a gradual transition in scale and level of activity from traditional neighborhoods to the district center.

Based on these assumptions, the development shown could accommodate something in the range of 1,200 to 1,600 new homes (roughly half family-oriented townhomes and half apartments and condominiums); roughly the same amount of retail spaces exists today (though reorganized into mixed-use buildings along streets); and 500,000 SF or more of office, research, or other institutional or business uses. This development is less than one third of what existing zoning would allow, and about half of what a more realistic expectation of conventional single-use commercial development might attain. It would, however, generate significantly less traffic, produce similar or higher

property values, and give much more back to the community in many ways, including sense of place; housing, workplace and retail choices; and welcoming public streets and open spaces.





With improved transit, pedestrian, and bike infrastructure, the district's landscape of retail parking lots could become an attractive center of community activity, opportunity, and identity instead. Neighborhood centers like the one in Arlington, Virginia (right), and planned for Kansas City, Missouri (above), could serve as good models for the district core: buildings, mostly four to six stories, frame handsome streets and a landmark civic space. The structures comprise a mix of more than 50% housing, 25% to 40% office or research space, and neighborhood-oriented ground-floor retail of an amount similar to or modestly above the amount of auto-oriented retail today.



A center of neighborhood retail, services and housing can support a rich civic life in its public spaces.

There is an urgent need for better sidewalk, bike, and transit access from Clairmont/North Decatur along North Decatur Road (pictured) through the Druid Hills/North Decatur district toward Clifton Road. Longer-term redevelopment at the west gateway to Clairmont/North Decatur should be compatible in character and scale with the adjacent residential areas of Druid Hills.



Private Realm

Again like Clifton/Sage Hill, the district must incorporate a broad mix of uses—including jobs and housing, mixed within each block and, whenever possible, within each building—that can conveniently take advantage of transit, enable significant internal capture of trips, and mitigate peak traffic and parking demands. Housing would be appropriate throughout the district, and could be particularly effective in making sensitive transitions to adjacent residential areas. Housing policies should favor residents who could travel to nearby work or study without dependence on automobiles. Retail should favor neighborhood- and pedestrian-oriented stores over regional, auto-oriented operators. Office, research and possibly light industrial uses could all be appropriate commercial and institutional uses if compatible with housing, and should complement existing sectors of the local economy.

Next Steps

Create a comprehensive sub-area plan for the district as a coordinated effort between DeKalb County and the City of Decatur. This plan should also address the implications of revised comprehensive plans for portions of Clairmont Road north toward Toco Hills. The plan would provide a necessary framework for advancing planning of the district and engaging landowners and the broader community in a discussion of possibilities. Ongoing state- and federal-level advocacy for near- and long-term transit improvements will need to continue to fully develop the district's potential for transit-oriented development.

10

Clairmont | Lullwater

**Key Themes**

Despite its relative distance from Clifton Boulevard, the Clairmont/Lullwater District plays an important role in the larger Clifton community. It serves as a hub for transportation connections to surrounding neighborhoods, one of three gateways to significant natural areas among the districts, and an area of moderate mixed-use development potential in its own right. The district should tame the heavily traveled but needlessly broad Clairmont Road with much easier and safer crossings that link pedestrians and cyclists to transit, housing, jobs and recreational resources. Much as the Wesley Woods District will distinctly

mark Clifton Boulevard's crossing of South Fork Peachtree Creek, this district should mark Clairmont Road's passage across the creek and its regional greenway. Limited, but valuable, redevelopment opportunities along Clairmont Road can provide needed housing and amenities and help build community among the residents of Emory's Clairmont Campus, of high-density housing along the east side of the road, and of traditional neighborhoods of single-family houses like Clairmont Heights. Plans for the district should also support county plans for improving the Clairmont Road corridor as a whole.



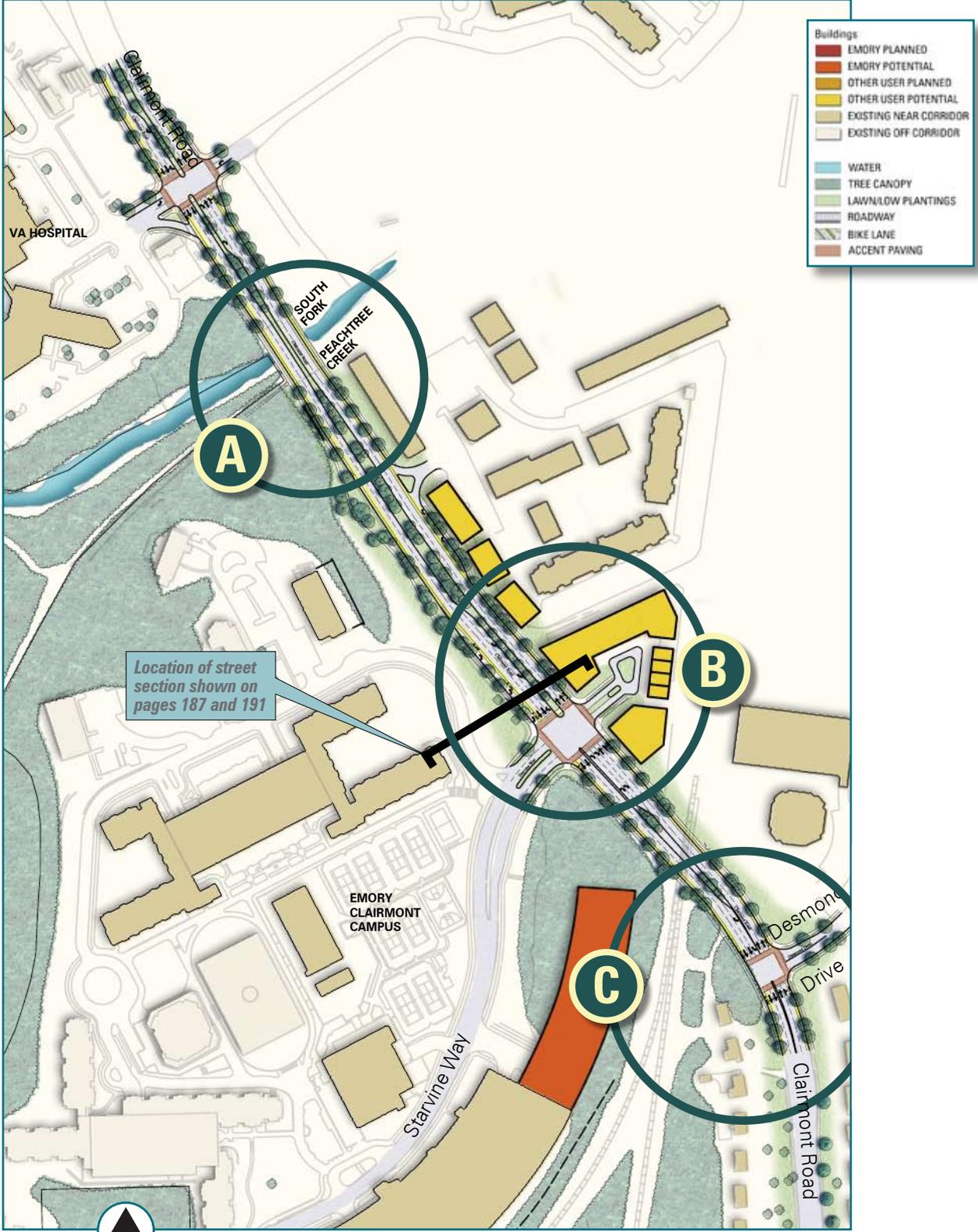
A needlessly broad expanse of asphalt presents a challenge to the numerous pedestrians and cyclists who cross from Emory's Clairmont Campus to Clairmont Heights and other neighborhoods east of Clairmont. As illustrated opposite, narrower traffic lanes, a central median and better pedestrian signals would greatly assist crossing the road, and new, higher-value residential development, possibly with a small neighborhood store, would contribute to sense of place and community.

Key Challenges

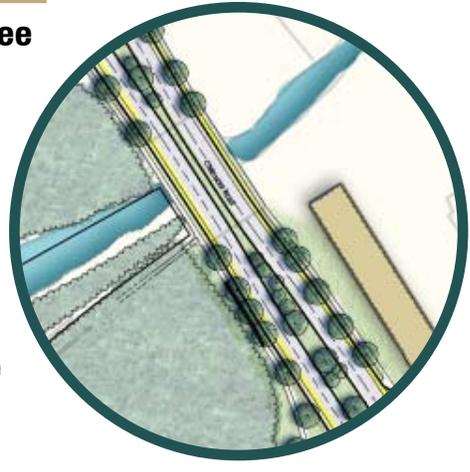
Clairmont Road's high traffic volumes and status as a state highway could increase the difficulty of enhancing crossings and landscaping. The road's curve, grade change, and railroad overpass add further engineering challenges to introducing new crossings and enhanced transit service. Private ownership of parcels along the east side of Clairmont will require coordinated planning among private, public, and institutional partners to bring about mutually beneficial redevelopment.



Opportunities



A The bridge over South Fork Peachtree Creek should include pedestrian-oriented signage explaining the ecological significance of the greenway that encompasses the creek, a recreational path with connections to open space on either side of Clairmont, and a more pronounced design that reveals the creek's presence to drivers.



B The intersection of Clairmont and Starvine Way requires more prominent crosswalks and medians to make pedestrian crossing safer and easier. In the long term, this node can also include an important transit station and mixed-use development.



C Installation of crosswalks and traffic signals at the intersection of Clairmont Road and Desmond Drive would create safer, more convenient conditions for pedestrians, bicyclists and drivers.



Public Realm

Overview

Clairmont Road requires a distinct appearance in this district to alert traffic to two special conditions: the crossing of the South Fork Peachtree Creek greenway and the presence of significant pedestrian, transit, and bike traffic moving to and from Emory's Clairmont Campus, the VA Hospital, and adjacent neighborhoods and natural areas. As in the Wesley Woods District, transformation of the road into a boulevard offers a powerful strategy for signaling these conditions. Make the presence of the greenway evident by adding canopy trees and other forest vegetation to continue the greenway's sweep across the road's planting strips and median, interpretive signage for pedestrians and automobiles, and a more distinctive and attractive bridge. Call attention to the presence of people crossing Clairmont with narrower traffic lanes, more prominent crosswalks, more active building façades, and transit facilities that induce drivers to reduce speed and consider alternative transportation.

Plantings

Reveal the crossing of the South Fork Peachtree Creek greenway and presence of Lullwater Preserve with natural plantings of canopy trees and other native forest plants in a new median and broadened planting strips. To the north and south along Clairmont Road, install new plantings of similar boulevard stature but deploy differing species, patterns and/or other characteristics to make the Peachtree Creek crossing visibly distinct. Planting strips on either side of Clairmont Road should be widened to at least 6' and up to 10' or more if possible. They should contain substantial trees and shrubs to help separate pedestrians and buildings from heavy traffic.

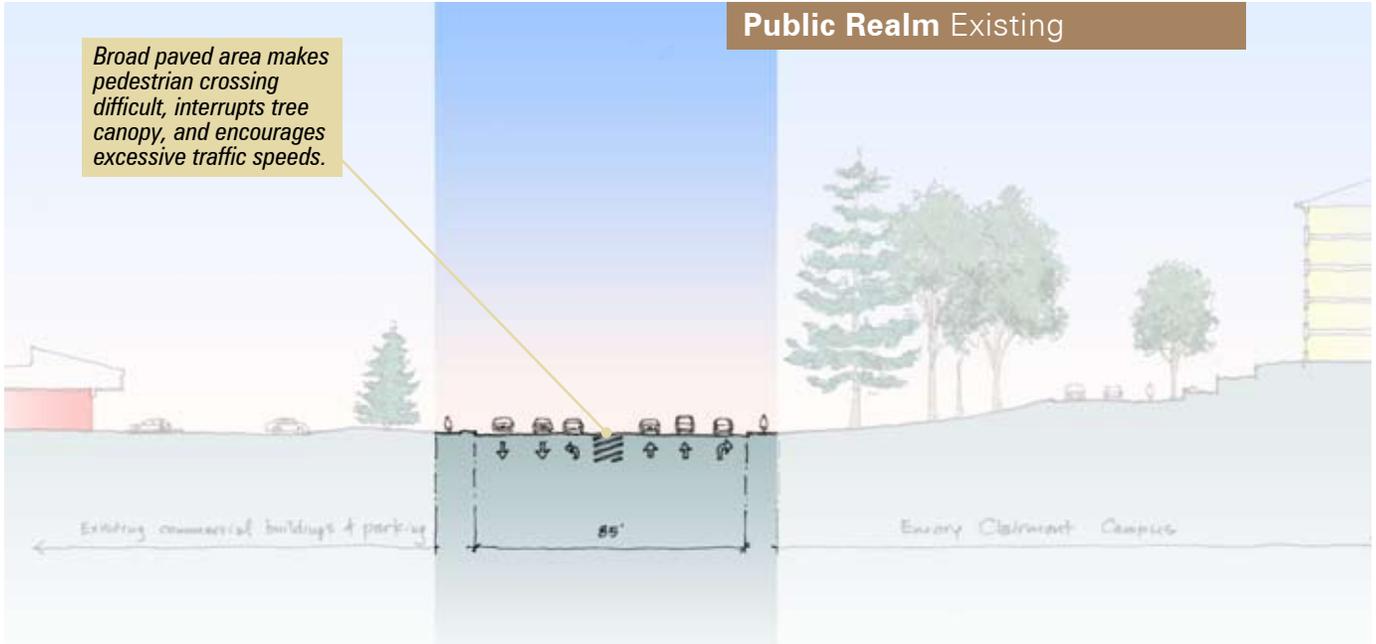
Pedestrian Realm

Direct priority attention to making pedestrian crossings safer at Desmond Drive, Starvine Way, and the south VA Hospital entrance. Each of these intersections should

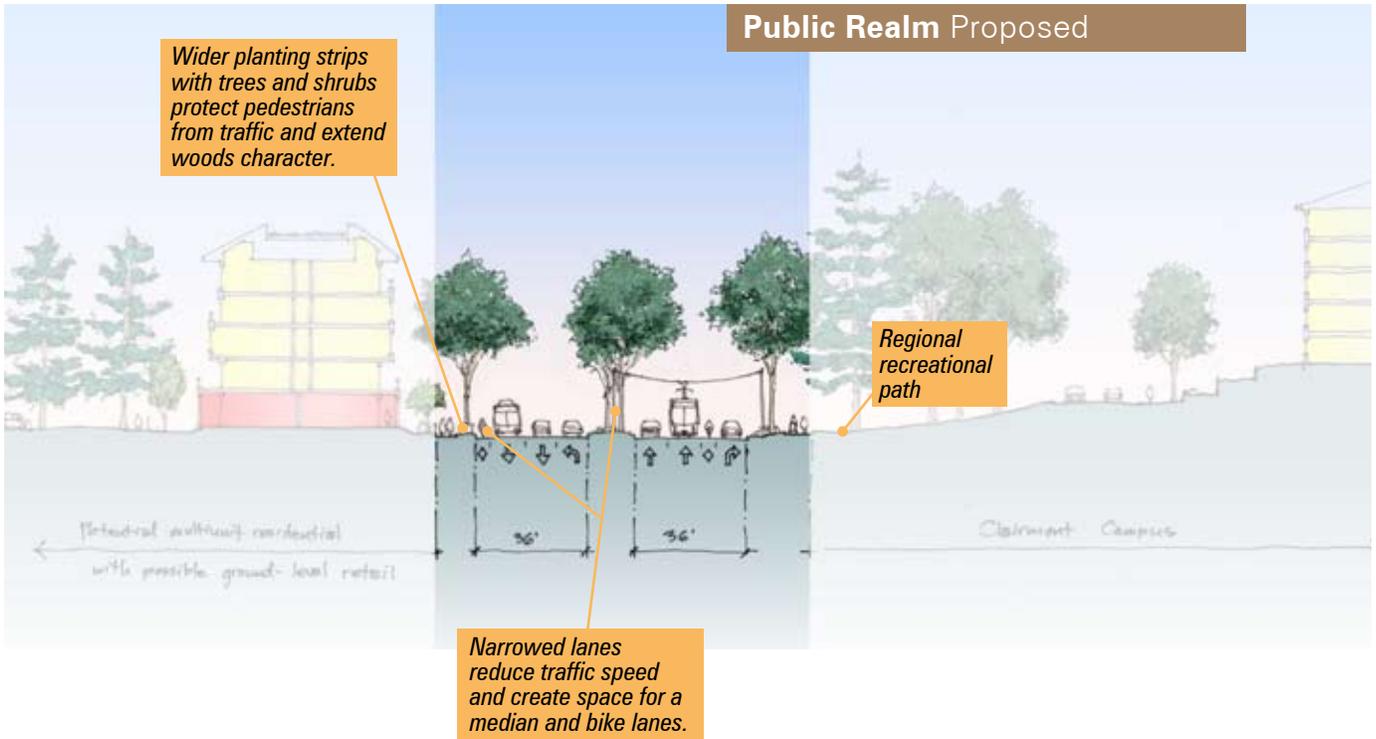


have clearly marked crosswalks that alert drivers to the presence of pedestrians sharing the roadway. The Desmond Drive intersection needs not only a new crosswalk but a pedestrian signal to prevent the dangerous, inconvenient existing condition in which many pedestrians cross Clairmont far from the Starvine Way crosswalk and at points where a curve, grade change, and overhead railroad bridge constrain drivers' lines of sight. Installation of a pedestrian bridge across Clairmont Road at Starvine Way may be considered, but such a bridge would bring many disadvantages: it would face significant access problems imposed by topography and the presence of the railroad embankment; the resulting reduction in grade-level pedestrian crossings would likely encourage drivers to travel faster; and

The Clairmont Heights neighborhood, from which many residents walk or bike to Emory, is working with DeKalb County to secure needed improvements for Desmond Drive (above): a sidewalk; striped bike lanes or shoulders; and narrowings, speed humps, or similar measures to reduce the significant speed and quantity of cut-through traffic. Comprehensive efforts involving area employers to promote alternatives to driving to work alone would further address cut-through traffic.



Note: The Opportunities map shows the location of this street section diagram.



Peachtree Creek and adjacent natural areas, including the Lullwater Preserve, constitute a major regional greenway that should have a distinct presence where it crosses Clairmont Road.



project costs could be more productively invested in other ways. Coordinate sidewalk layout with potential improved access to Lullwater Preserve and greenway recreational paths as described in the next section, “Multi-Use Path.” Consider a meandering sidewalk layout on the west side of Clairmont Road to give pedestrians a greater sense of being among the woods of Lullwater Preserve, but maintain clear visibility from the roadway for security. Install interpretive signs for pedestrians explaining the ecological significance of South Fork Peachtree Creek and its adjoining wooded areas.

Multi-Use Path

The district possesses untapped potential for better recreational access along South Fork Peachtree Creek. Existing access from Clairmont Road to Lullwater via Emory’s Clairmont Campus would benefit from better signage. The PATH Foundation is pursuing the possibility of extending a regional recreational path east from Clairmont Road through

New signaled crosswalks at Clairmont Road and Desmond Drive would prevent the common but dangerous jaywalking—and difficult left turns for vehicles and bikes—between Desmond and Starvine Way.

public open space along South Fork Peachtree Creek, with potential connections to Mason Mill, Ira Milton, and Medlock parks, as well as other county parks and neighborhoods to the north. Since the best route for this path may follow Mason Mill Road east from Clairmont Road, the road corridor should be designed to accommodate the path between Mason Mill Road and Starvine Way, with connections to Lullwa-

ter Preserve, Emory’s Clairmont Campus, and neighborhoods along Clairmont Road. A dedicated recreational path separate from sidewalks could be located on either side of Clairmont Road—perhaps most conveniently along Emory property on the west side—and should connect to multiple crossings of Clairmont to serve users approaching from different directions. As along sidewalks, provide interpretive signage describing the ecological significance of surrounding natural areas and showing the area’s network of recreational paths.

Bicycles

> Vision

New in-road bike lanes that extend beyond the district at least as far as North Decatur Road,



and preferably south to downtown Decatur and north to North Druid Hills Road. Accommodate transitions and turns to Desmond Drive, Starvine Way, and potential county recreational path to the east along Peachtree Creek.

>Interim

Striped shoulders, 4' to 5' wide.

Transit

An important CLIFF® transit nexus exists at the Clairmont Campus parking structure on Starvine Way. Studies and advocacy for commuter rail service along the adjoining rail corridor should explore the possibility of adding service to this nexus. Establish a bus or streetcar stop at Clairmont and Starvine Way (Clifton Corridor Transportation Study stop D8), featuring a landmark station structure on one or both sides of Clairmont Road. The station should have significant orientation and access to the Clairmont corridor, including the VA Hospital and Clairmont Heights, and would both help reduce pedestrian crossings of Clairmont Road and increase the profile of regional transit services. If necessary, use simpler facilities to create this stop in the near term. Consider extending CLIFF® transit service into Clairmont Heights, as requested by a number of neighborhood residents.

Vehicles

Add signals at Clairmont/Desmond Drive to serve pedestrians and vehicles. Narrow lanes on Clairmont to reduce traffic speed and create room for a planted median and bike lanes. Accommodate turning for enhanced bus and potential future streetcar service between Starvine Way and Clairmont Road south.

Private/Built Space

SETBACK/BUILD-TO LINE (MEASURED TO CURB)

>20' to 30'.

HEIGHT AT FAÇADE (WITHIN 20' OF BUILD-TO LINE)

> 3 to 5 stories, with potential for additional stories set back at least 20'.

Building Uses

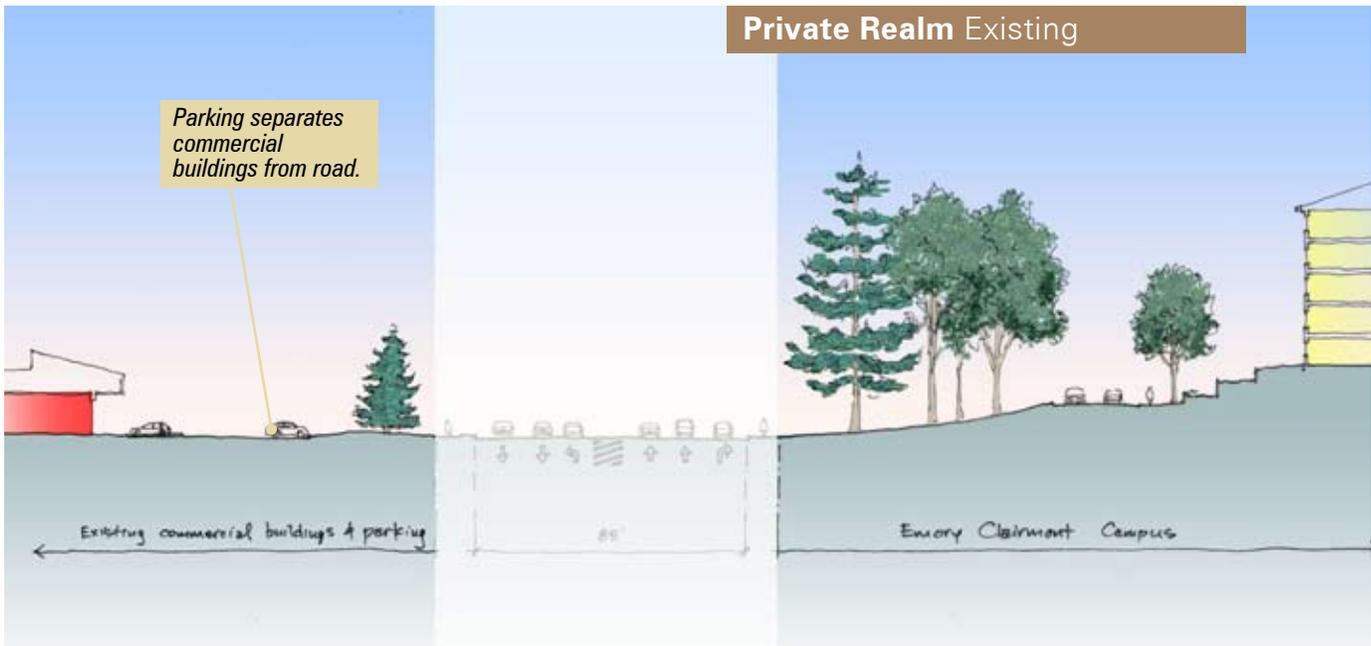
Parcels on the east side of Clairmont now occupied by residential and commercial uses have the potential for higher-value redevelopment, especially in association with



Mixed-use buildings on underdeveloped sites could bring neighborhood retail and additional housing to Clairmont and help create a stronger sense of place and more appealing pedestrian environment.

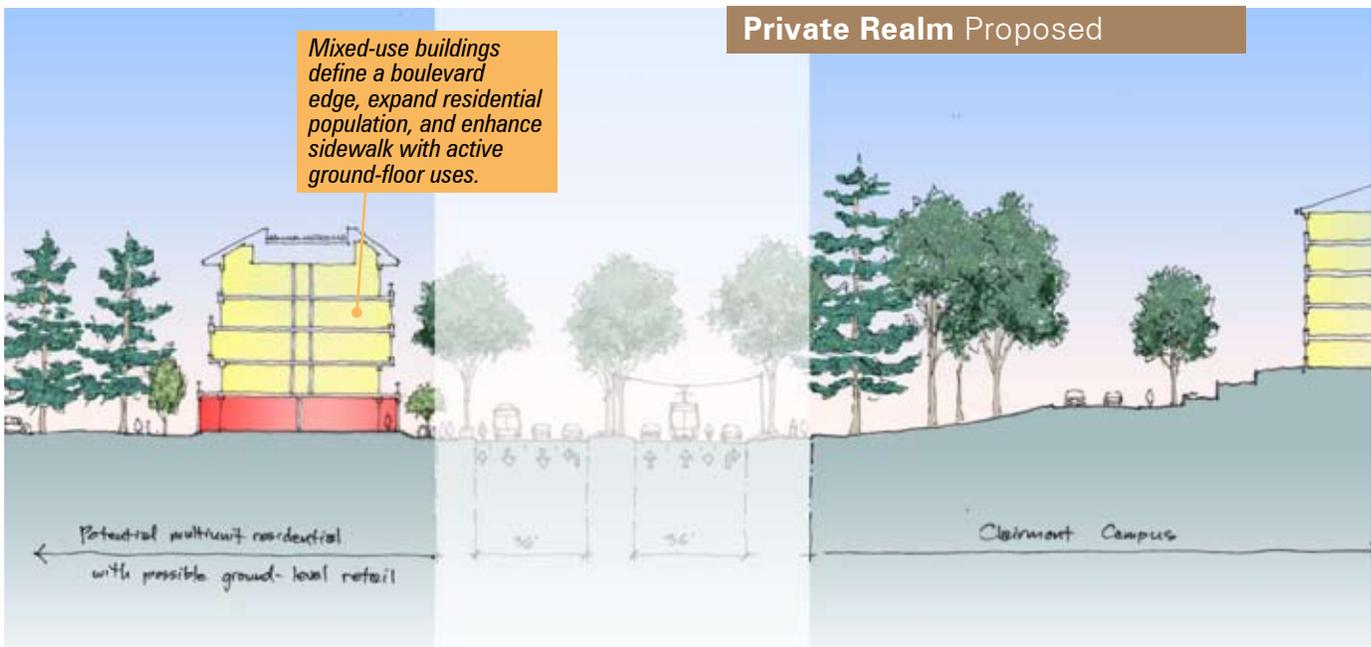
improvements in Clairmont Road's streetscape. Additional midrise residential buildings oriented to Clairmont Road, with possible ground-floor, neighborhood-serving retail near the Starvine Way intersection, would be particularly appropriate in helping define the district as an active node, taking advantage of existing and enhanced transit, and expanding the extent and mix of complementary uses. No street-edge development is anticipated along the Emory Clairmont campus, as topography and protected open space prevent building here.

Private Realm Existing

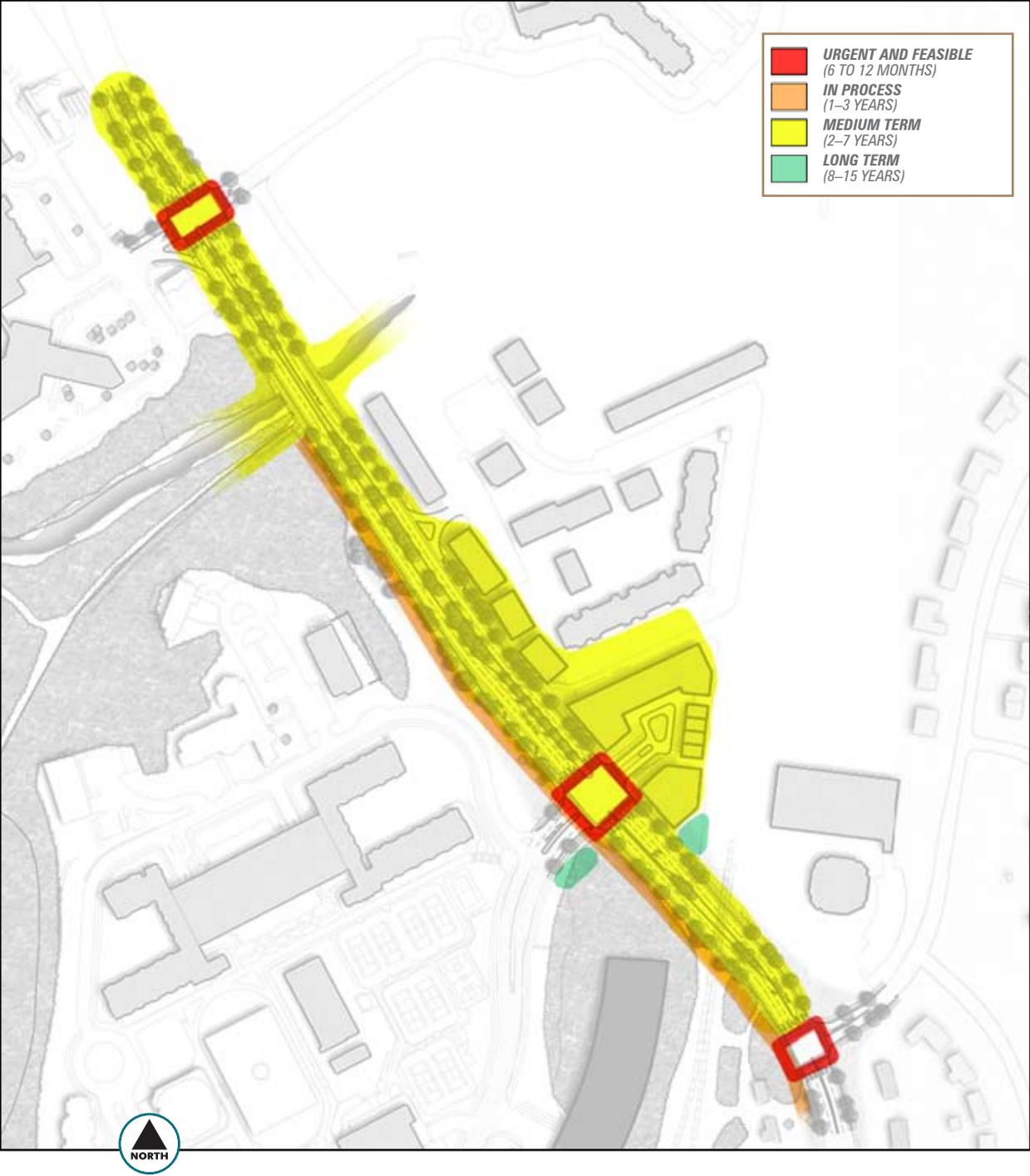


Note: The Opportunities map shows the location of this street section diagram.

Private Realm Proposed



Phasing



PHASING FOR KEY IMPROVEMENTS

	PHASE	TIMEFRAME	ELEMENTS
	Urgent and feasible	6–12 months	> New transit stop at the intersection of Clairmont Road and Starvine Way
	In process	1–3 years	<ul style="list-style-type: none"> > Crosswalk improvements (better markings, signals) at Desmond Drive, Starvine Way, and the VA Hospital > Improvements on west-side sidewalk, Lullwater Preserve access, and signage > Added transit stops/routes serving the east side of Clairmont Road
	Medium term	2–7 years	<ul style="list-style-type: none"> > Interpretive signage addressing the Peachtree Creek greenway > Potential redevelopment of private parcels on the east side of Clairmont Road
	Long term	8–15 years	> Construction of significant transit station

Appendix A Appropriate Plant Species List

DRAFT Emory Reforestation Palette

Latin Name	Common Name	MEBC Comments
<i>Acer barbatum</i>	Southern Sugar Maple	
<i>Acer ginnala</i>	Amur Maple	Not native to this area
<i>Acer leucoderme</i>	Chalkbark or Whitebark Maple	
<i>Acer rubrum</i>	Red Maple	
<i>Acer saccharum</i>	Sugar Maple	
<i>Aesculus parviflora</i>	Botlebrush Buckeye	This is a C Plain species. In the Piedmont we have <i>A. sylvatica</i> and occasionally <i>A. pavia</i> . Lullwater had <i>A. sylvatica</i>
<i>Amelanchier arborea</i>	Downy Serviceberry	
<i>Aronia arbutifolia</i>	Red Chokeberry	This is uncommon in the Piedmont
<i>Betula nigra</i>	River Birch	
<i>Carpinus caroliniana</i>	American Hornbeam	
<i>Carya glabra</i>	Pignut Hickory	
<i>Carya ovata</i>	Shagbark Hickory	
<i>Carya tomentosa</i>	White Hickory	
<i>Cercis canadensis</i>	Eastern Redbud	
<i>Chionanthus virginicus</i>	White Fringetree	
<i>Cladrastis kentukea</i>	American Yellowwood	This occurs on limestone and is uncommon in Georgia. Don't know of any in the Piedmont
<i>Cornus florida</i>	Flowering Dogwood	
<i>Crataegus phaenopyrum</i>	Washington Hawthorn	Don't know this species
<i>Fagus grandifolia</i>	American Beech	
<i>Frazinus americana</i>	White Ash	
<i>Halesia carolina</i>	Carolina Silverbell	
<i>Ilex decidua</i> 'Warren Red'	Warren Red Holly	
<i>Ilex opaca</i>	American Holly	
<i>Kalmia latifolia</i>	Mountain Laurel	
<i>Lindera benzoin</i>	Spicebush	
<i>Liquidambar styraciflua</i>	American Sweetgum	
<i>Liriodendron tulipifera</i>	Tuliptree	
<i>Magnolia acuminata</i>	Cucumber tree Magnolia	Not generally found in the Piedmont
<i>Magnolia macrophylla</i>	Bigleaf Magnolia	Emory has <i>M. umbellata</i> as well
<i>Magnolia virginiana</i>	Sweetleaf Magnolia	Found in Newton and Gwinnett Co. but not in Dekalb
<i>Malus augustifolia</i>	Southern Crabapple	

DRAFT Emory Reforestation Palette

Nyssa aquatica	Water Tupelo	Found in the Alcovy River Basin not in Dekalb
Nyssa sylvatica	Black Tupelo	
Ostrya virginiana	American Hophornbeam or Ironwood	
Oxydendrum arboreum	Sourwood	
Pinus echinata	Shortleaf Pine	
Pinus taeda	Loblolly Pine	
Pinus virginiana	Virginia Pine	Not generally found in the Piedmont
Platanus occidentalis	Sycamore	
Prunus caroliniana	Cherry Laurel	Invasive; Where's P. serotina?
Quercus alba	White Oak	
Quercus bicolor	Swamp White Oak	Not generally found in the Piedmont
Quercus coccinea	Scarlet Oak	
Quercus falcata	Southern Red Oak	
Quercus lyrata	Overcup Oak	
Quercus marilandica	Blackjack Oak	
Quercus nigra	Water Oak	
Quercus nuttallii	Nuttall Oak	Coastal plain species
Quercus prinus	Chesnut Oak	
Quercus rubra	Northern Red Oak	
Quercus shumardii	Shumard Oak	OK but don't know of any at Emory - unusual
Quercus velutina	Black Oak	
Rhododendron austrinum	Florida Flame Azalea	Coastal plain species Try R. calandulaceum
Rhododendron canescens	Piedmont Azalea	
Rhododendron prunifolium	Plumleaf Azalea	Found at Callaway and Pine Mtn. Not Emory
Rhus typhina	Staghorn Sumac	We have R. glabra and R. copallina
Sassafras albidum	Common Sassafras	
Tilia americana	American Linden	
Ulmus alata	Winged Elm	
Ulmus americana	American Elm	

Appendix B Emory Forest Canopy Policy

No Net Loss of Forest Canopy Policy

Executive Summary

In the past five years Emory University has experienced unprecedented growth. A consequence of this growth has been a significant loss in the quantity and quality of Emory's forested areas. The Emory University Senate adopted a Position Statement On Forest Use that included support of the policy of no net loss of forest. However no mechanism was put in place to insure that trees removed during development were replaced in a way to achieve no net loss. The only means available is the DeKalb County Tree Preservation Ordinance. However, the county ordinance is not designed with no net loss in mind. The goal of the county ordinance is to provide for a minimum number of canopy trees in commercial and residential development. It does not provide for the replacement of the actual number of trees removed during development or for the replacement of equally valuable understory, shrub, and groundcover vegetation. The following No Net Loss of Forest Policy attempts to provide a simple and reasonable method for calculating forest replacement by providing for:

1. A formula to determine individual and total tree canopy.
2. A formula for replacement canopy.
3. A formula for replacement shrub and groundcovers.
4. Recommendations for implementing the policy in new construction projects.

Introduction

The intent of the No Net Loss of Forest Policy is to achieve no overall loss of forest canopy due to construction or renovation of new buildings. Secondary goals are to improve the quality of existing forested areas and increase the overall quantity of forested areas on the Emory University campus. Following is an explanation of the method to be used to determine forest canopy and the resultant replacement requirement.

Determining Tree Canopy

In arboricultural practice the tree canopy and root zone is assumed to be directly proportional to the caliper or diameter of the tree's trunk. The canopy and root zone is assumed to equal 1' (one foot) to 1.5' (one and one-half feet) of radius per 1" (one inch) of trunk diameter (diameter measurement is taken at a point 4'-6" (four feet six inches) above the ground elevation. This measurement is commonly referred to as Diameter Breast Height or DBH.

Existing trees to be removed shall be categorized as follows:

1. Mature Hardwoods, deciduous trees greater than 6" (six inches) but less than 24" (twenty-four inches) DBH.
2. Specimen Hardwoods, deciduous trees 24" (twenty-four inches) and greater DBH.
3. Mature Softwoods, evergreen trees greater than 6" (six inches) but less than 24" (twenty-four inches) DBH.
4. Specimen Softwoods, Evergreen trees 24" (twenty-four inches) and greater DBH.
5. Immature/Understory, all trees less than 6" (six inches) DBH.
6. Specimen Understory, understory trees greater than 10" (ten inches) DBH.

Calculations for determining existing canopy shall be as follows:

1. Mature Hardwoods; 1' (one foot) canopy radius (CR) per 1" (one inch) of DBH.
2. Specimen Hardwoods; 1.5' (one and one-half feet) CR per 1" (one inch) of DBH.
3. Mature Softwoods; 1' (one foot) CR per 1" (one inch) of DBH.
4. Specimen Softwoods; 1.5' (one and one-half feet) CR per 1" (one inch) of DBH.
5. Immature/Understory trees shall be replaced on a tree for tree basis with the replacement tree being a minimum 2" (two inch) caliper tree.
6. Specimen Understory; 1.5' (one foot) CR per 1" (one inch) of DBH.

The canopy area for each individual tree is determined with the formula for the area of a circle: $\text{area} = \pi (3.142) * r^2$ (radius squared). All individual areas are added together to determine the total canopy area of removed trees (rounding to the nearest whole number).

Formula examples

A 10" DBH Oak tree would have a canopy radius of 10', or an area of 314 sq. ft.

A 26" DBH Oak tree would have a canopy radius of 39', or an area of 4779 sq. ft.

Calculating Replacement Canopy

Replacement canopy will be achieved by replanting with species similar to those being removed or as approved by Emory Facilities Management. The intent is to reach a compromise between economy and environment. Replacing tree for tree will not adequately meet the environmental needs and does not reflect the true value of a mature tree. While on the other hand, replacing the total square footage of canopy to be removed with new canopy could place an undue hardship on the building construction budget.

Therefore it is necessary to determine a standard value for each replacement tree. The replacement trees shall be 2 – 2.5" caliper or 3 – 4" caliper trees with a predetermined replacement canopy area value depending tree type. The replacement canopy area values were determined by averaging the expected mature canopy areas (as listed in Dirr, Michael. 1990. *Manual of Woody Landscape Plants.*) of those trees included in the Landscape Master Plan Palette of the Emory University Campus Design Guidelines. The replacement canopy area of a 2 – 2.5" tree will be 1/3 of the mature canopy area and a 3 – 4" tree will be 2/3 of the mature canopy area. The total replacement canopy shall meet or exceed the total canopy area of removed trees. The replacement trees shall have the following replacement canopy area values:

Hardwoods and Softwoods

1. 2 – 2.5" (two to two and one-half inches) equals 471 sq. ft. of replacement canopy
2. 3 – 4" (three to four inches) equals 942 sq. ft. of replacement canopy.

Understory

1. 2 – 2.5" (two to two and one-half inches) equals 100 sq. ft. of replacement canopy
2. 3 – 4" (three to four inches) equals 200 sq. ft. of replacement canopy.

Formula examples

If a building project were required to remove a number of trees, which had a total canopy area of 41,234 sq.ft. the replacement could be achieved several ways. For example:

1. 44 3 – 4" caliper Hardwood and/or Softwood trees ($44 * 942 = 41,448$ sq.ft.).
2. 88 2 – 2.5" caliper Hardwood and/or Softwood trees ($88 * 471 = 41,448$ sq.ft.).
3. 30 3 – 4" caliper Hardwood and/or Softwood trees and 65 3 – 4" caliper Understory trees ($30 * 942 + 65 * 200 = 41,260$ sq.ft.).

Calculating Shrub and Groundcover Replacement

The preceding formulas provide for the replacement of canopy and understory trees but do not provide for the replacement of the shrub and groundcover vegetation. Replacement of only the canopy and understory does not accurately reflect the forest ecosystem. For that reason it is necessary to replace the shrub and ground layer vegetation. The first step is to determine the complexity of the forest being removed. The complexity of a forested area is measured by the level of stratification in the plant materials that make up the forest. Those plant materials are the canopy trees, understory trees, shrubs and groundcover plants. Determining the complexity is a subjective exercise in judging the level of stratification present in a wooded area. This exercise will be completed by Campus Planning and the Committee on the Environment during the design phase using the following levels of forest complexity:

1. High stratification. Indicated by a complex distribution of canopy trees, understory trees, shrubs, and groundcovers. Examples of this type of forest complexity are Baker Woodlands, Harwood Forest, and Wesley Woods Forest,

-
2. Moderate stratification. Indicated by a small distribution of understory trees, shrubs, or groundcovers. Examples of this type are the Cox Hall Ravine and the wooded area adjacent to Boisfeullet Jones Center, Dowman Drive and Oxford Road.
 3. Low stratification. Indicated by little or no understory, shrub, or groundcover vegetation. Examples of this type are the wooded areas adjacent to Clifton Road at the Law School and Performing Arts Center.

Once a determination of the complexity has been made a multiplier can be applied to the area of forest to be removed to calculate the quantity of shrubs and groundcover plants required to be installed. The levels of complexity will have the following multipliers:

1. High stratification - 0.75
2. Moderate stratification - 0.5
3. Low stratification – 0

Replacement shrubs and groundcovers will be native species included in the Plant Palette included in this document. Each replacement shrub will be a 3 gallon container (min.) with a replacement canopy value of 45 sq.ft. and each replacement groundcover will be a 1 gallon container with a replacement canopy value of 10 sq.ft. or 4” pots with a replacement canopy value of 7.5 sq.ft. Replacement shrubs and groundcovers can only be utilized to meet the required shrub and groundcover replacement.

Formula examples

Using the previous assumption of a building project removing a total canopy area of 41,234 sq.ft. and assuming that the forested area has a High Stratification, the required shrub and groundcover replacement would be:

$$41,234 * 0.75 = 30,925.5 \text{ sq.ft.}$$

An example of meeting the 30,925.5 sq.ft. requirement is:

$$501 \text{ 1 gallon groundcover plants and } 347 \text{ 3 gallon shrubs } (699 * 10 + 532 * 45 = 30,930 \text{ sq.ft.}).$$

Replacement Plantings

The replacement trees and plants should be planted as near as possible to the area that was disturbed and in such a way as to create a new forested area or enhance an existing forested area. Due to the nature of the forest, shrubs and groundcovers and their shade requirements it may not be possible to plant all of the replacement plant material in one location. The canopy and understory trees could be planted at or near the building site. But the shrubs and groundcovers may need to be planted in another area with suitable conditions (existing dense canopy for example)

In addition, not all plant materials included in a building landscape plan can qualify towards meeting the replacement requirements. To qualify towards the replacement requirements the trees, shrubs, and groundcovers must be situated in such a way as to extend existing contiguous canopy, to enhance an existing wooded area, or to create large areas of potential contiguous canopy. Non-native plant species do not qualify as replacement canopy (refer to the plant palette).

No Net Loss / County Ordinance Comparison

It is difficult to compare the proposed No Net Loss Policy and the DeKalb County Tree Protection and Preservation Ordinance since the two have differing objectives.

The county ordinance is intended to insure that a minimum number of trees are left onsite post-development. Also the county ordinance is intended to deter wholesale clear cutting of forested areas in the construction of commercial and large-scale residential developments.

In contrast, the proposed No Net Loss Policy is intended to be used as a development tool for evaluating proposed construction sites and building design. Often, Emory projects either have the benefit of two or

more possible sites or several building layouts. The proposed No Net Loss Policy encourages the study of sites and building designs to minimize site disturbance thereby affecting the fewest number of trees possible. It also provides a realistic method of calculating the required replacement quantity based on the actual impact of construction.

The Proposed No Net Loss Policy has been used experimentally in several recent Emory University construction projects of varying scales and the impact to cost has been minimal. For the Schwartz Performing Arts Center the additional cost was \$22,000. However, the removal of the trees allowed for a simplification of a wall design that saved the project approximately \$70,000. Applying the No Net Loss calculation to the Emory Conference Center Pavilion increased the cost by approximately \$6400. Applying the No Net Loss calculations to the Shuttle Road project added an additional \$19,840 to the total budget. As a percentage of the construction budget we estimate that the implementation of the No Net Loss Policy would result in a .4 to .6% increase in total construction cost.

Plant Palette

The following list is the recommended species of plant materials for plantings required by the No Net Loss calculations. Additional species will be considered for individual projects.

Canopy Trees

Acer rubrum	Red Maple
Acer saccharum	Sugar Maple
Betula nigra	River Birch
Carya glabra	Pignut Hickory
Carya tomentosa	Mockernut Hickory
Catalpa bignonioides	Southern Catalpa
Celtis lavaegata	Hackberry
Fraxinus americana	White Ash
Fraxinus pennsylvanica	Green Ash
Fagus grandifolia	American Beech
Ilex opaca	American Holly
Juniperus virginiana	Eastern Red Cedar
Liquidambar styraciflua	Sweet Gum
Liriodendron tulipifera	Tulip Tree
Nyssa sylvatica	Black Gum
Platanus occidentalis	Sycamore
Quercus alba	White Oak
Quercus falcata	Southern Red, Spanish Oak
Quercus coccinea	Scarlet Oak
Quercus lyrata	Overcup Oak
Quercus michauxii	Swamp Chestnut Oak
Quercus nigra	Water Oak
Quercus phellos	Willow Oak
Quercus prinus	Chestnut Oak
Quercus stellata	Post Oak
Quercus velutina	Black Oak
Pinus taeda	Loblolly Pine
Prunus serotina	Black Cherry
Salix nigra	Black Willow
Tilia americana	Basswood
Ulmus alata	Winged Elm
Ulmus americana	American Elm
Ulmus rubra	Slippery Elm

Understory

Acer negundo
Alnus serrulata
Amelanchier arborea
Aralia spinosa
Asimina triloba
Carpinus caroliniana
Cercis canadensis
Chionanthus virginicus
Cladrastis lutea
Cornus florida
Halesia Carolina
Magnolia acuminata
Magnolia macrophylla
Magnolia virginiana
Ostrya virginiana
Oxydendrum arboreum
Robinia pseudoacacia
Sassafras albidum

Box Elder
Tag Elder
Shadbush
Devil's Walking Stick
Common Pawpaw
Ironwood
Eastern Redbud
White Fringetree
Yellowwood
Flowering Dogwood
Carolina Silverbell
Cucumber Tree
Bigleaf Magnolia
Sweetbay Magnolia
Eastern Hop Hornbeam
Sourwood
Black Locust
Sassafra

Shrub

Aesculus sylvatica
Calycanthus floridus
Cornus alternifolia
Cornus amomum
Euonymus americanus
Hydrangea arborescens
Ilex decidua
Lindera benzoin
Rhododendron canescens
Sambucus canadensis
Sassafras albidum
Vaccinium spp.
Vaccinium arboreum
Viburnum dentatum
Viburnum prunifolium

Painted Buckeye
Sweetshrub
Alternate Leaf Dogwood
Swamp Dogwood
Hearts-a-burstin
Native Hydrangea
Possum Haw
Spicebrush
Piedmont Azalea
Elderberry
Sassafras
Blueberry - Huckleberry
Sparkleberry
Viburnum
Black Haw

Groundcover/Vine

Arisaema triphyllum
Aster divaricatus
Athyrum asplenoides
Bignonia capreolata
Campsis radicans
Dioscorea villosa
Geranium maculatum
Hepatica americana
Hexastylis arifolia
Hydrangea anomala petiolaris
Impatiens capensis
Osmunda cinnamomea
Parthenocissus quinquefolia
Polygonatum biflorum
Polystichum acrostichoides
Sanguinaria canadensis

Jack-in-the-Pulpit
White Wood Aster
Southern Lady Fern
Crossvine
Trumpet Vine
Wild Yam
Wild Geranium
Hepatica
Wild Ginger
Climbing Hydrangea
Jewelweed
Cinnamon Fern
Virginia Creeper
Solomon's Seal
Christmas Fern
Bloodroot

Smilacina racemosa
Stellaria pubera
Thalictrum thalictroides
Tiarella cordifolia
Trillium cernuum
Trillium cuneatum
Vitis rotundifolia

False Solomon's Seal
Giant Chickweed
Rue Anemone
Foam Flower
Nodding Trillium
Purple Taadshade
Muscadine

Reforestation Plan

The Reforestation Plan is currently being developed by Facilities Management and will be included in this document when completed.

Appendix C Zoning Analysis

Zoning Analysis

Much of the redevelopment and infill development outlined in the Clifton Corridor Urban Design Guidelines would require changes or variances from existing zoning requirements. Examples of the types of zoning changes that would facilitate appropriate new development are described below. Clifton Corridor Districts and groups of districts are addressed separately according to their current and potential zoning conditions. The highlight color around the district names corresponds to the colors on the map (last page) that overlays proposed Corridor Districts upon existing zoning districts. In addition to the modifications listed below, rezoning these districts as Pedestrian Community Districts could further facilitate a mixing of single-family attached, single-family detached, multi-family residential, live/work, retail and office uses in a pedestrian friendly environment.

Clifton/Sage Hill District – (1) – The Clifton/Sage Hill District includes single-family residential, multi-family residential, small industrial, large industrial, local commercial and office-institutional zoning districts. The following changes to existing zoning requirements could help facilitate mixed-use development in the future:

- R-75 and R-85: Allow uses other than single-family residential, namely multi-family residential, office, and retail; allow smaller lot sizes; increase maximum allowed height to 5- or more stories with stepped transitions to residential context; reduce minimum lot width (frontage) requirements; reduce or eliminate setback requirements; and increase maximum lot coverage allowed.
- M and M-2: Allow residential, retail, and office uses; prohibit industrial uses; allow smaller lot sizes; reduce minimum lot width (frontage) requirements; reduce or eliminate setback requirements.
- RM-85 and RM-100: Allow uses other than single- and multi-family residential, namely office, and retail; allow smaller lot sizes; reduce minimum lot width (frontage) requirements; reduce or eliminate setback requirements; increase maximum lot coverage allowed
- C-1: Allow uses other than office and retail, namely multi-family residential; allow smaller lot sizes; reduce minimum lot width (frontage) requirements; reduce or eliminate setback requirements
- OI: Allow retail uses with individual entrances from streets; allow smaller lot sizes; reduce minimum lot width (frontage) requirements; reduce or eliminate setback requirements

Druid Hills/North Decatur District – (8) — The Druid Hills/North Decatur District includes single-family residential and office-institutional zoning districts. The following changes to existing zoning requirements could help facilitate mixed-use development in the future:

- R-75 and R-50:
 - 1) West of Druid Drive: Allow uses other than single-family residential, namely multi-family residential, office, and retail; allow accessory apartments on single-family lots; allow smaller lot sizes; increase maximum allowed height to 5-stories with stepped transitions

to residential context; reduce minimum lot width (frontage) requirements; reduce or eliminate setback requirements; and increase maximum lot coverage allowed.

2) East of Durand Drive: The following changes are desirable to the extent that they accommodate sensitive transitions to adjacent portions of the Druid Hills Historic District: allow multi-family residential and accessory apartments on single-family lots; allow smaller lot sizes; increase maximum allowed height to 4-stories with stepped transitions; and increase maximum lot coverage allowed.

- OI: Allow retail uses with individual entrances from streets; allow smaller lot sizes; reduce minimum lot width (frontage) requirements; reduce or eliminate setback requirements.

Clairmont/North Decatur District (9) – The Clairmont/North Decatur District includes single-family residential, multi-family residential, local commercial and office-institutional zoning districts. The following changes to existing zoning requirements could help facilitate mixed-use development in the future:

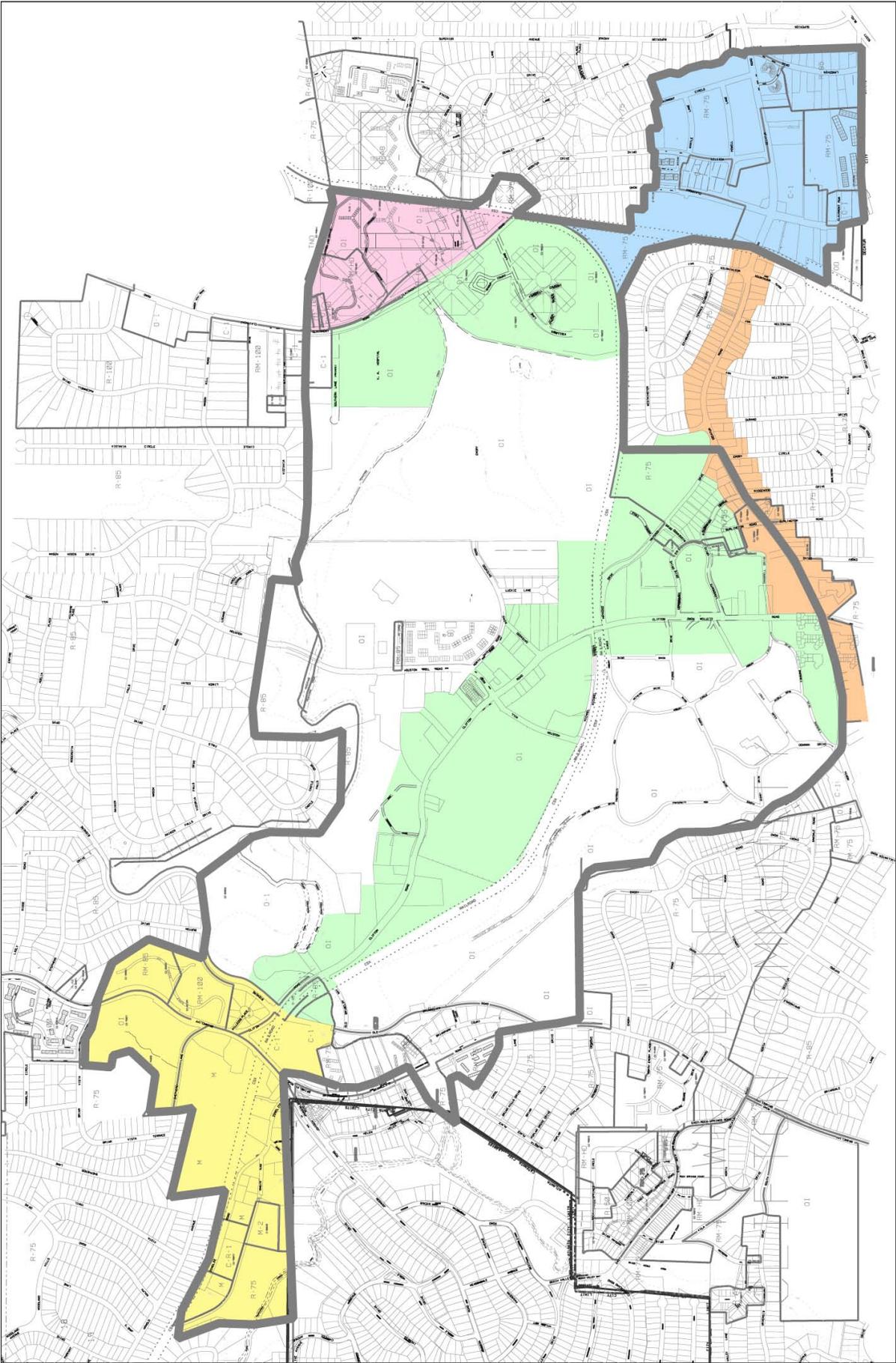
- R-85: Allow uses other than single-family residential, namely multi-family residential, office, and retail; allow smaller lot sizes; increase maximum allowed height to 5- or more stories with stepped transitions to residential context; reduce minimum lot width (frontage) requirements; reduce or eliminate setback requirements; and increase maximum lot coverage allowed.
- RM-75: Allow uses other than single-family residential, namely multi-family residential, office, and retail; allow smaller lot sizes; increase maximum allowed height to 5- or more stories; reduce minimum lot width (frontage) requirements; reduce or eliminate setback requirements; and increase maximum lot coverage allowed.
- C-1: Allow uses other than office and retail, namely multi-family residential; allow smaller lot sizes; reduce minimum lot width (frontage) requirements; and reduce or eliminate setback requirements.

Clairmont/Lullwater District – (10) – The Clairmont/Lullwater District includes multi-family residential, local commercial and office-institutional zoning districts. The following changes to existing zoning requirements could help facilitate mixed-use development in the future:

- RM-HD: Allow uses other than single- and multi-family residential, namely office, and retail; allow smaller lot sizes; reduce minimum lot width (frontage) requirements; reduce or eliminate setback requirements; and increase maximum lot coverage allowed.
- C-1: Allow uses other than office and retail, namely multi-family residential; allow smaller lot sizes; reduce minimum lot width (frontage) requirements; and reduce or eliminate setback requirements.
- OI: Allow retail uses with individual entrances from streets; allow smaller lot sizes; reduce minimum lot width (frontage) requirements; and reduce or eliminate setback requirements.

Clifton/Hilltop – (3); Clifton/Emory Health Sciences - (4); Clifton Station – (5); Clifton/Emory Core – (6); Haygood/Druid Hills High School – (7)— The remaining districts are comprised mostly of office-institutional zoning districts. The following changes to existing zoning requirements could help facilitate mixed-use development in the future:

- OI: Allow retail uses with individual entrances from streets; allow smaller lot sizes; reduce minimum lot width (frontage) requirements; and reduce or eliminate setback requirements.



...Clifton Community2.dgn 4/18/2007 8:57:50 AM