

2024

**PIEDMONT
HEIGHTS
MASTERPLAN**

DRAFT

ACKNOWLEDGMENTS

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City of Atlanta Department of City Planning
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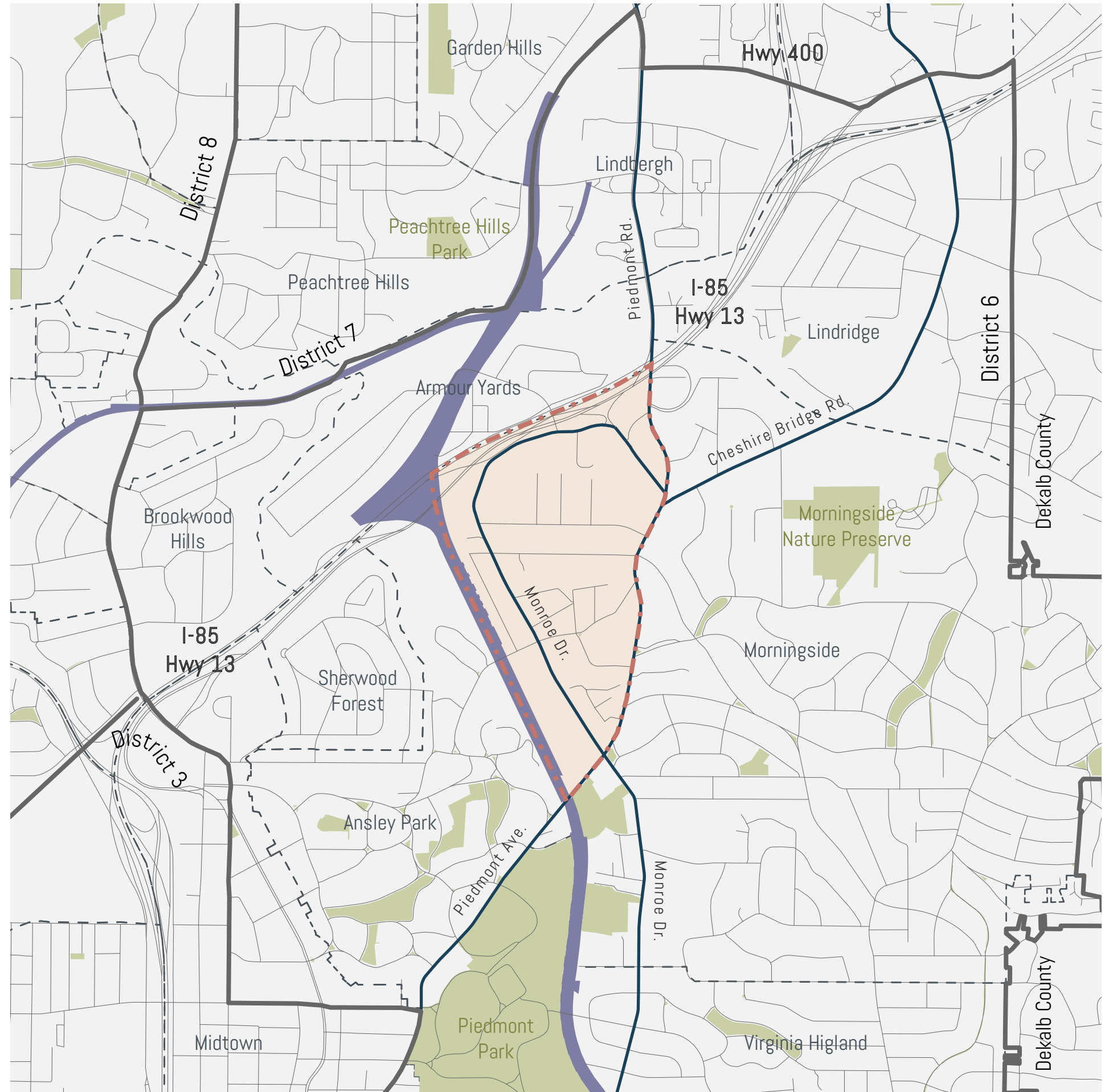
INTRODUCTION

Introduction

Community Context

Piedmont Heights is an intown neighborhood bordered by three main transportation landmarks - the former CSX railroad and current BeltLine to the west, Piedmont Avenue to the east, and interstate 85/Buford Spring Connector to the north. The following plan will use these peripheries to define the neighborhood, though notably the 2007 master plan extended the official neighborhood boundaries to include Armour Yards. The rail yards, elevated highways, and off-ramps dividing these two areas are slated to enjoy a renewed connection through the completion of the BeltLine's multiuse trail system - slated to be completed before the end of the decade. Zooming out, the neighborhood is slated between two rapidly growing areas: Midtown and Lindbergh Center. It also borders Piedmont Park, which as protected greenspace is very likely to remain undeveloped, and the historically protected neighborhood of Ansley Park.

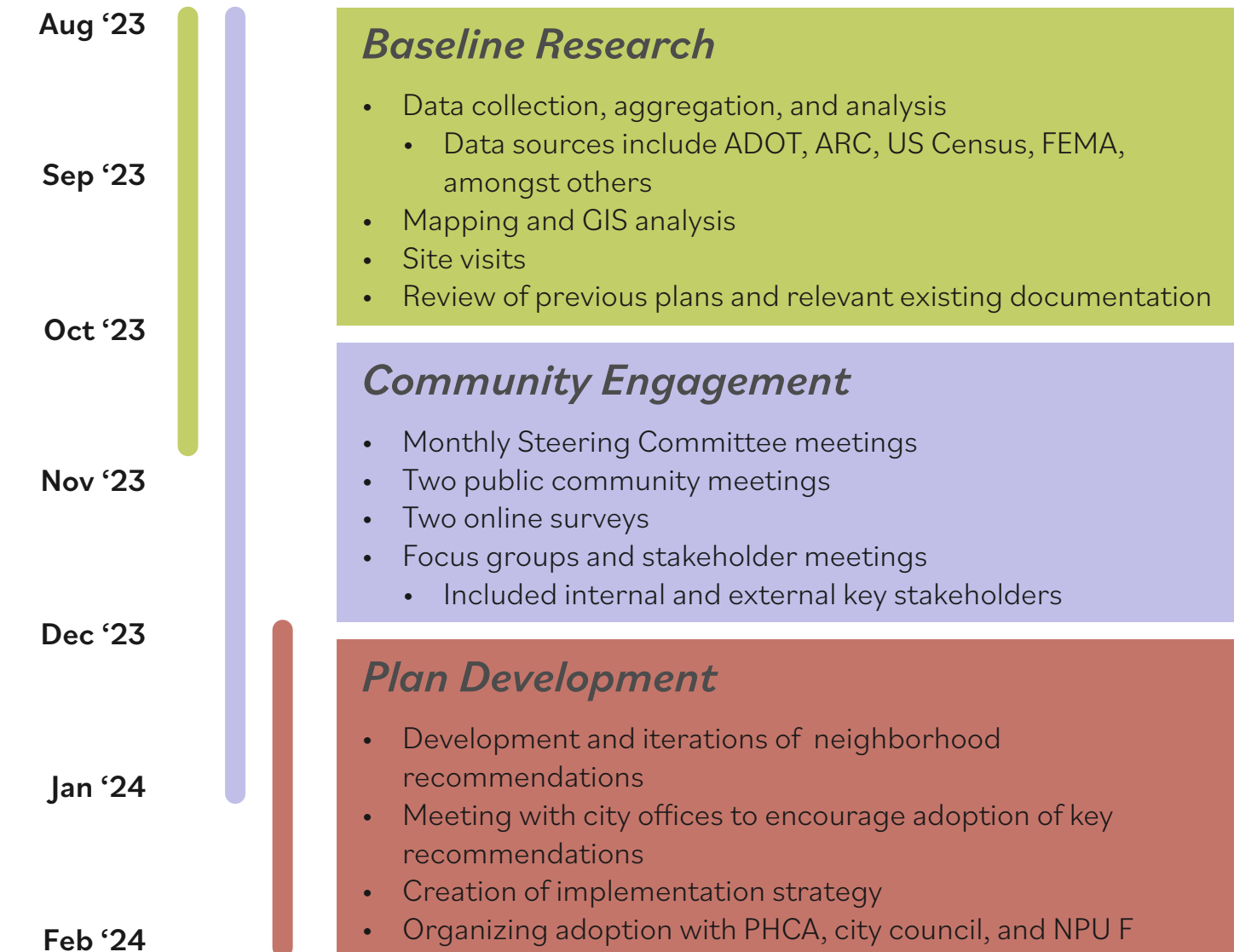
The history of the neighborhood is rich. Long-term neighborhood residents refer to the neighborhood as Atlanta 1st neighborhood. Now, as the urban core of Atlanta develops and densifies, Piedmont Heights is faced with both opportunities - and challenges - amidst a changing city landscape.



Introduction

In the summer of 2023, the Piedmont Heights Civic Association (PHCA) engaged Canvas Planning Group to update the neighborhood master plan – completed in 2007 by Georgia Conservancy. As such, Canvas Planning partnered with Georgia Conservancy to create an updated plan for the neighborhood. This came at a crossroads moment in the neighborhood and city, with the BeltLine segment adjacent to Piedmont Heights fully completed in November 2023. Looking ahead, Atlanta’s Comprehensive Development Plan (CDP) update is slated to kick off in spring of 2024. This presents an exciting opportunity for the neighborhood to bring a codified, city-adopted plan to the table in the CDP update – springboarding improvements and recommendations outlined through the plan’s research, data collection, and engagement processes.

Timeline and Scope



Community Engagement

The master plan update featured a handful of various engagement opportunities for Piedmont Heights community members. Feedback generated through engagement was foundational for this planning process, as the entire project itself was initiated and driven by neighborhood volunteers. Open engagement opportunities fell into two categories: in-person events and online surveys.

In-person engagement

The project team organized two in-person engagement events. The first was a project kickoff meeting, held at a vacant commercial property within Ansley Mall. Roughly 50 people attended the meeting, where they were able to share concerns and priorities for the plan by writing on posters displayed throughout the room. The second engagement event was in coordination with the annual Piedmont Heights neighborhood meeting and Taste of PiHi. Here, the project team presented initial recommendations to roughly 100 attendees for feedback and comment.



Community Meeting #1

Online Surveys

Two survey opportunities were available for community participation, both of which mirrored the in-person engagement events described above. The first was a high-level, open-answer survey about community preferences, which had 43 responses. The second survey went in-depth on potential recommendations, which saw 47 responses. Each survey was posted on the Piedmont Heights Civic Association website, Piedmont Heights Business Alliance website, and Facebook pages for each organization. Surveys were available for comment for a handful of weeks each.



Community Meeting #2

Introduction

Community Engagement (cont.)

Focus group interviews

Focus group interviews were conducted throughout the process to further engage particular stakeholders in the master plan process. These interviews included:

- Piedmont Heights Business Alliance
- City of Atlanta Watershed Department
- City of Atlanta Planning Department
- City of Atlanta Transportation Department
- Gotham Park neighbors
- Neighborhood history and wetlands focus group
- Neighborhood stormwater issues focus group
- Ansley Golf Club (representatives and nearby neighbors)
- Heritage School representatives

Project Website

The Piedmont Heights master plan utilized the civic association website to communicate key dates and milestones of the planning process, to communicate presentations from key public meetings, and to garner input from the community on planning proposals and concepts. The steering committee, business association and neighborhood association further utilized social media and community distribution lists to communicate broadly to solicit engagement in the master plan process.

Master Plan Steering Committee

A Master Plan Steering Committee was created to guide the work of the master plan. The Master Plan Steering Committee met consistently to review community input, planning concepts, and the final recommendations of the master plan. The committee was made up of a wide representation of the community including residents, business owners, and commercial property owners.

Steering Committee Members

- | | |
|-------------------|--------------|
| • Bill Compton | • Craig |
| • James Hill | • Wasilewsky |
| • Petro Kacur | • Christian |
| • Hunter Lainhart | • Hempell |
| • Jennifer Ohme | • John Cheek |
| • Bill Seay | |

Steering Committee Schedule

The Master Plan Steering Committee met in the evenings on the following dates:

- October 11, 2023
- November 4, 2023
- December 19, 2023
- February 26, 2024
- March 21, 2024

Neighborhood History and Landmarks

Piedmont Heights has benefited from efforts of dedicated residents to archive the neighborhood’s long history as the oldest neighborhood of Atlanta. The following map, produced by volunteers at the PHCA, highlights cultural resources and landmarks in the neighborhood:

- 1 Atlanta BeltLine & Airline Belle
- 2 Walker’s Mill
- 3 Ansley Mall
- 4 Morningside Shopping Center
- 5 Morningside Baptist Church
- 6 Kathleen the Cow
- 7 Liddell House
- 8 Fallout Shelter
- 9 Creek on Piedmont Way
- 10 Council Bluff
- 11 Rock Spring Presbyterian Church
- 12 Rock Spring Cemetery
- 13 Two Minit “Gorilla” Car Wash
- 14 Gotham Way Park & Creeks
- 15 Monroe House
- 16 Monroe Gardens
- 17 Henri Jova Bank Building
- 18 Atlanta Fire-Rescue Station #29
- 19 Gold Tooth John Historical Marker
- 20 Mayson Chapel Baptist Church



Learn more about the walking tour at PiedmontHeights.org/walk

Introduction

Community Vision

The vision for the Piedmont Heights neighborhood is to create a vibrant and inclusive community that embraces and celebrates its unique identity as Atlanta’s 1st neighborhood. The neighborhood will provide safe and accessible ways for residents to walk and bike to nearby areas, promoting a healthy and active lifestyle. In order to support future growth, the area will develop adequate infrastructure that meets the needs of new development. This includes adequate transportation systems, utilities, and public spaces that enhance connectivity and convenience for all residents. The commercial areas within Piedmont Heights will thrive, with local businesses that flourish and contribute to the economic vitality of the neighborhood. The community will contain housing options that cater to a range of incomes, ages, and stages of life, and will promote a sense of belonging and inclusivity within the neighborhood. Through collaboration and community engagement, we are committed to realizing this vision for Piedmont Heights. By embracing our shared values and working towards common goals, we can create a neighborhood that is welcoming, sustainable, and prosperous for all.

Community Goals

Goal 1: Slow down vehicular traffic through the neighborhood

Objective: Implement traffic calming measures to reduce vehicle speeds and enhance pedestrian safety within the neighborhood.

Goal 2: Improve neighborhood infrastructure to prevent future flooding and to create safer street intersections.

Objective: Upgrade stormwater drainage systems and implement flood prevention measures to mitigate the risk of flooding in the neighborhood. Additionally, enhance street intersections with improved signage, new travel lane alignments, crosswalks, and traffic signals to enhance safety for pedestrians and cyclists.

Goal 3: Provide improved biking and walking connections from the neighborhood to nearby destinations.

Objective: Develop and enhance bike lanes, sidewalks, and multi-use paths to create safe and convenient connections for pedestrians and cyclists between the neighborhood and nearby destinations, such as parks, schools, and commercial areas.

Goal 4: Create opportunities for local businesses to continue to grow and thrive while mitigating negative impacts to the neighborhood.

Objective: Foster a supportive environment for local businesses by providing resources, incentives, and guidance to encourage their growth and success. Implement measures to mitigate any negative impacts, such as noise or traffic congestion, through strategic planning and community engagement.

Goal 5: Provide new infrastructure to communicate and celebrate neighborhood identity.

Objective: Install neighborhood signage, public art, and other visual elements that reflect the unique identity and character of the neighborhood. Develop communication platforms, such as a neighborhood website or newsletter, to facilitate community engagement and celebrate neighborhood achievements and events.

Goal 6: Provide a variety of housing options, including a diversity of sizes, cost, and owner and renter options throughout the neighborhood.

Objective: Encourage the development of diverse housing options, including affordable housing, townhomes, apartments, and single-family homes, to accommodate residents of different income levels, ages, and stages of life. Collaborate with the city and developers to ensure a balanced mix of housing options throughout the neighborhood.

Past Planning Efforts

Blueprints for Successful Communities

The last major neighborhood planning effort - conducted by Georgia Conservancy's Blueprints program - dove deep into the neighborhood's unique past, present identity, and future potential. A major concern highlighted throughout the plan was the need for infrastructure investment - particularly in transportation - in keeping up with development. Notably, the plan includes Armour-Otley as part of the Piedmont Heights neighborhood.

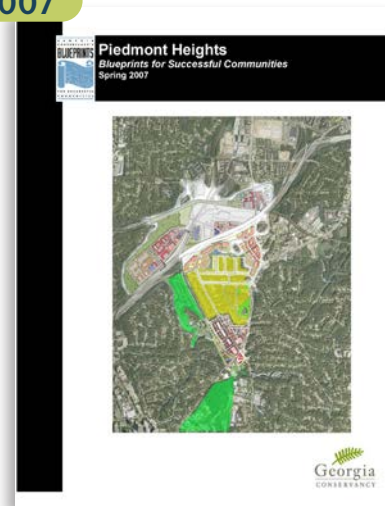
Atlanta BeltLine Master Plan - Subarea 6

This plan focused on three categories: land use & design, mobility, and parks & greenspace for the neighborhoods surrounding this BeltLine segment. The plan emphasizes Ansley Mall's potential for mixed-use redevelopment. Multiple access points to the BeltLine from Piedmont Heights are discussed, along with improvements to surrounding transportation infrastructure via complete streets, bike lanes, and a Monroe road diet.

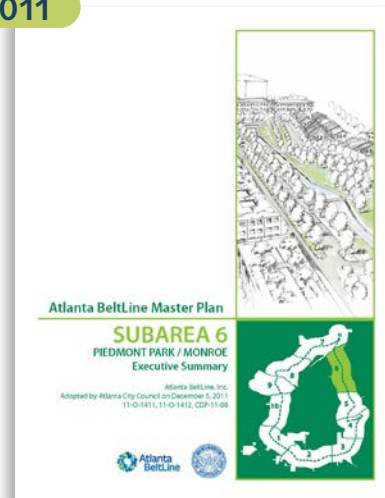
Atlanta City Design

This pivotal plan divides the entire city into two main categories: conservation and growth. In Piedmont Heights, the core of the neighborhood is slated for conservation, while the northern and southern edges are earmarked for growth. The plan also calls for the neighborhood's growth areas to align with transit-oriented development. This includes promoting higher density development where conditions permit, and limiting parking in close proximity to transit services.

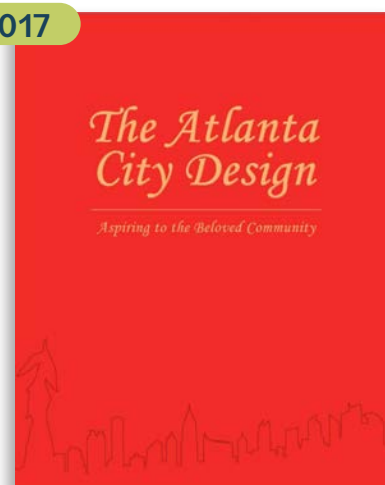
2007



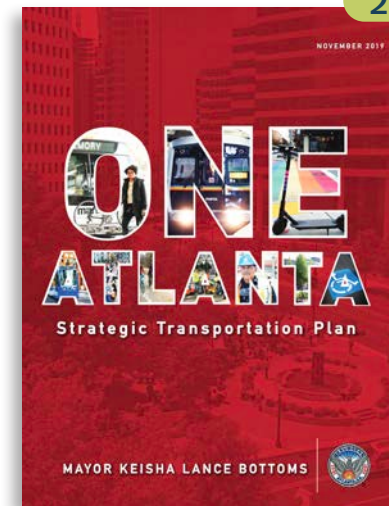
2011



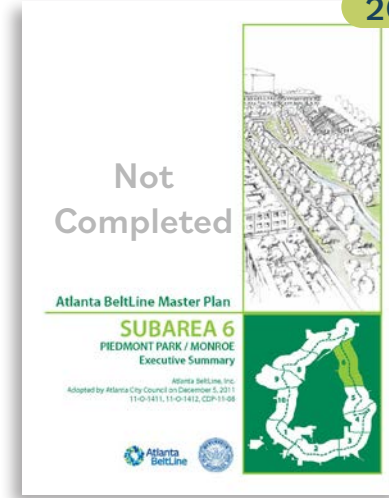
2017



2019



2022



2023



One Atlanta: Strategic Transportation Plan

This document serves as a blueprint for the future of Atlanta's transportation network. It emphasizes safety throughout all modes of travel, while finding ways to increase multimodal travel and decreasing car dependency. The plan utilizes SHIFT ATL, a city-wide analysis which scores areas based on potential for non-car travel. It found Piedmont Heights to be more suitable for walking, biking, and transit compared to most Atlanta neighborhoods.

Atlanta BeltLine Master Plan - Subarea 6 (Update)

This recent update catalogs changes to the subarea since adoption in 2011. Future land use for Ansley Mall, Ansley Square, and the Kroger on Monroe Drive is recommended to be mixed-use, and high density at North Piedmont Heights at Gables. Mobility and streetscape improvements focused on major thoroughfares Piedmont Avenue and Monroe Drive. New public park space along Clear Creek is also discussed.

Atlanta Comprehensive Development Plan

This plan guides Atlanta's future growth and development. The future land use map shows Piedmont Heights as remaining predominantly single family residential, with mixed use and medium to high density on both north and south edges of the neighborhood. The neighborhood's character areas are split into "traditional neighborhood existing" and "intown corridor" in the same geographies.



**EXISTING
CONDITIONS**

Community Summary

Methodology and Data Sources

Data summaries for Piedmont Heights are sourced from ESRI’s Community Analyst platform, which includes past, current, and future timestamps of key metrics. Future projections are shown for 2028, five years from the most recently available timestamp, and past dates are for census years 2010 and 2020. These dates are consistent where data is compared over time. All data was aggregated by ESRI to the boundary of the Piedmont Heights neighborhood unless otherwise stated.

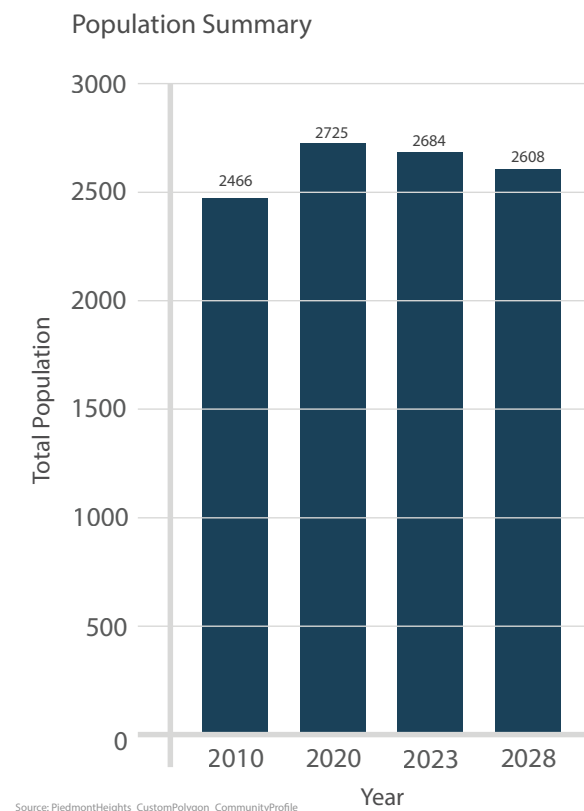
The data expounds on topics such as general demographics, housing structures, and housing tenure, under the following subtopics:

- Population
- Population by Age
- Population by Race
- Population by Educational Attainment
- Households
- Household Size
- Households by Income
- Households by Persons
- Ownership by Housing Units
- Units per Structure
- Housing Structure by Age

Future projections for demographic data can vary widely for small geographies. On the neighborhood level, a handful of developments may have a dramatic impact on certain metrics. Projections do not account for catalytic changes that may occur in the neighborhood and should not be interpreted as strict outcomes.

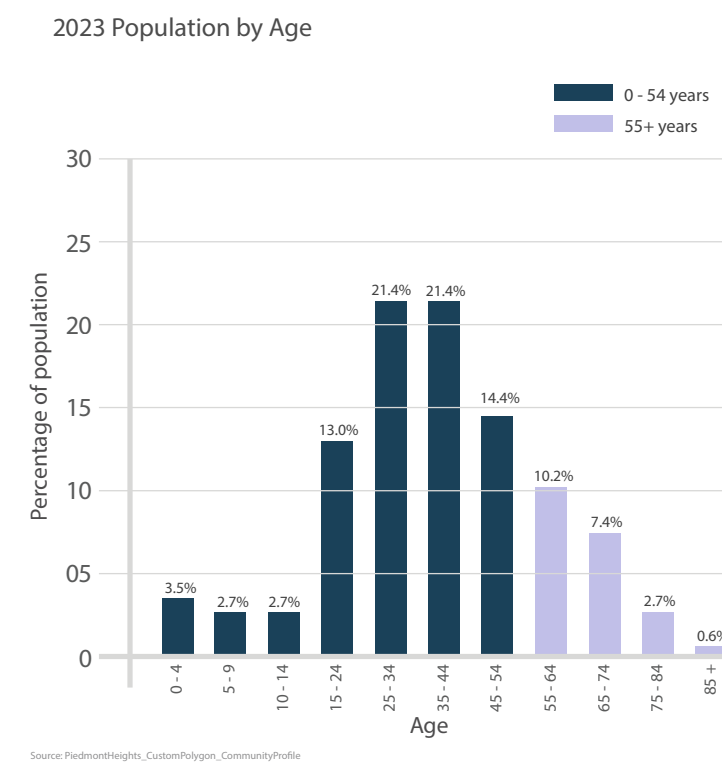
Population

About 2,700 people are estimated to live in Piedmont Heights. Total population will vary with the development trajectory of the neighborhood.



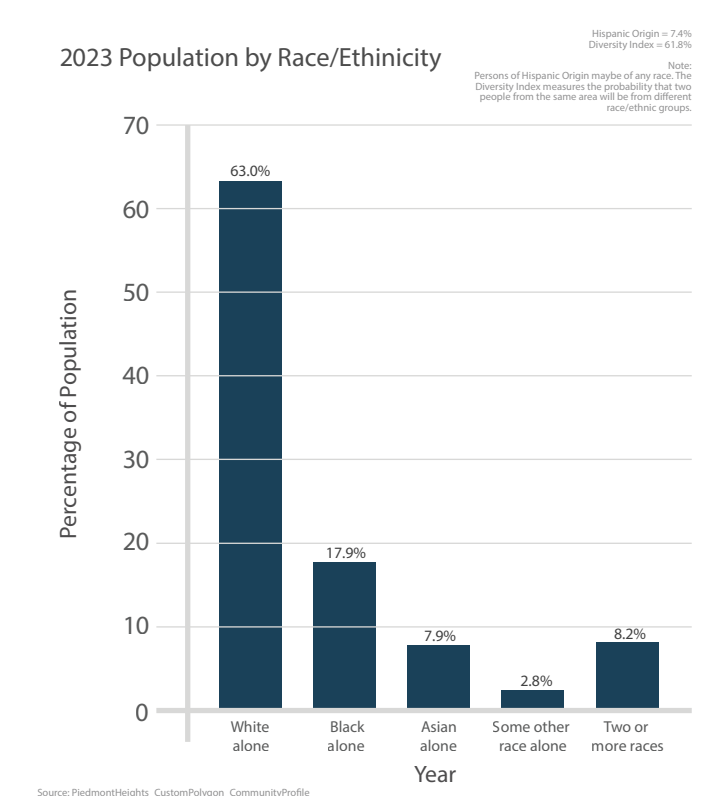
Population by Age

The population of Piedmont Heights is relatively young, with more than half of persons falling between the ages of 15 and 44. About 20% of people are 55 or older.



Population by Race

Piedmont Heights is predominantly white-identifying but includes significant shares of other racial makeups. More than 35% of individuals identify as non-white.

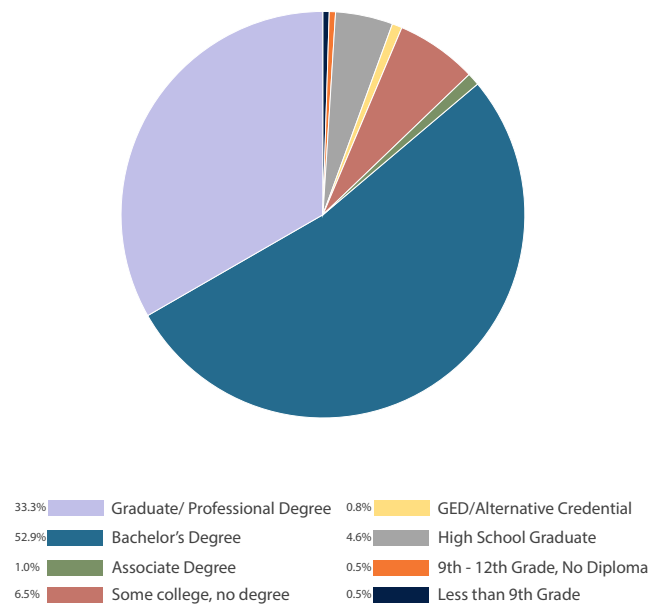


Community Summary

Population by Education

Piedmont Heights’ residents are highly educated. More than 80% hold a higher education degree. A third of the population holds graduate or professional degrees.

2023 Population 25+ by Educational Attainment

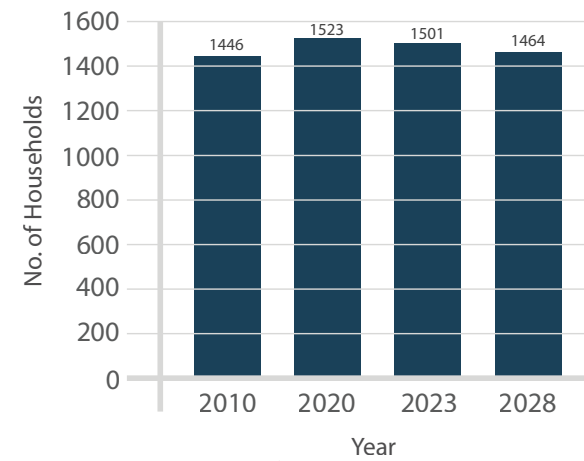


Source: PiedmontHeights_CustomPolygon_CommunityProfile

Households

A “household” is a demographic unit that describes people who co-habitate (or live alone), whether they are related or not. There are about 1,500 households in Piedmont Heights.

Households Summary

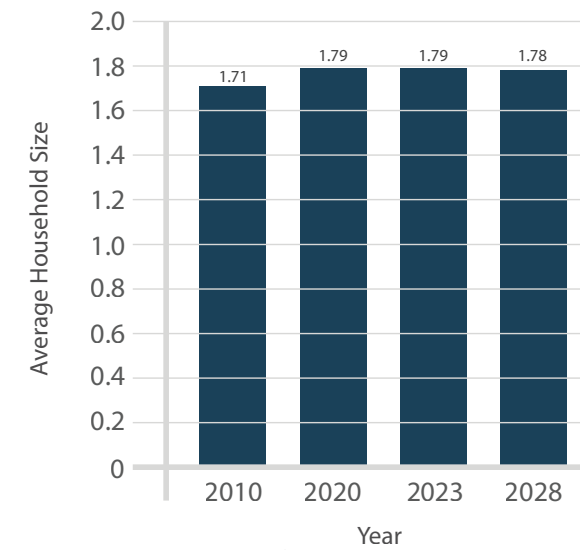


Source: PiedmontHeights_CustomPolygon_CommunityProfile

Average Household Size

Household size describes how many people comprise a household. Household size in Piedmont Heights has been relatively stable, at almost 1.8 people per household, on average.

Average Household Size Summary

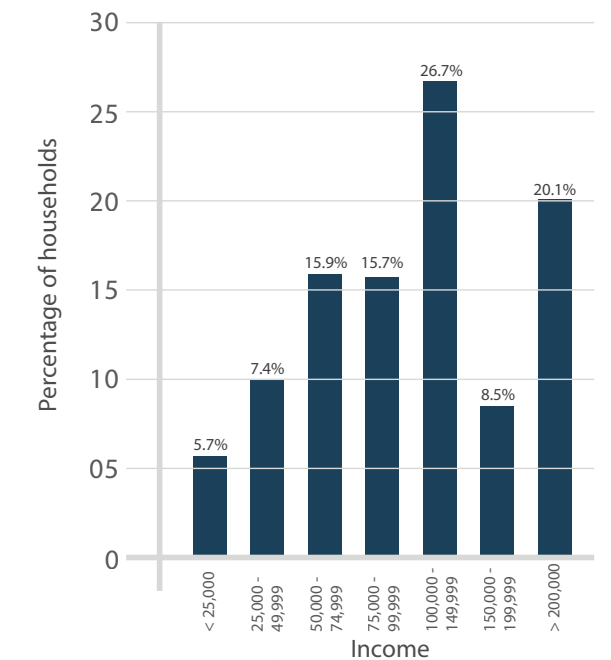


Source: PiedmontHeights_CustomPolygon_CommunityProfile

Households by Income

Most households in Piedmont Heights are high-earning. More than half of households earn nearly at or above the Area Median Income (calculated for a 4-person household). This data is irrespective of household size.

2023 Households by Income



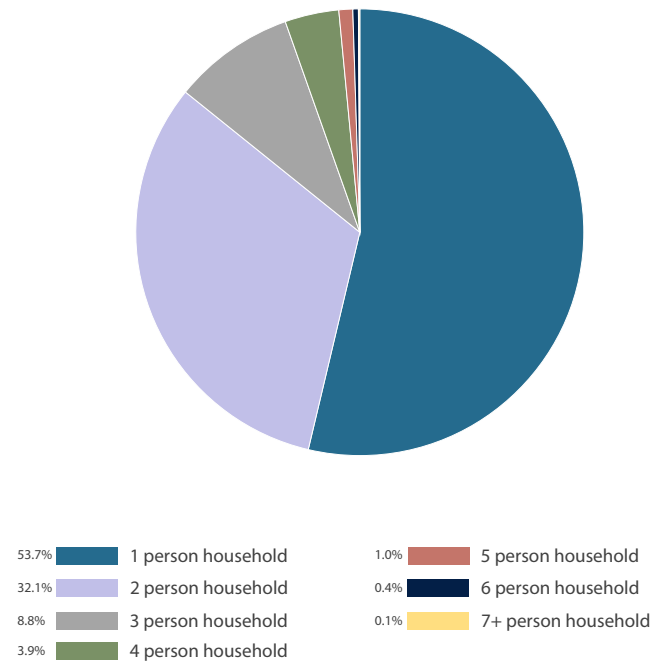
Source: PiedmontHeights_CustomPolygon_CommunityProfile

Community Summary

Households by Persons

Reliable data for a current breakdown of household size was unavailable. Barring dramatic shifts in household composition, most households in Piedmont Heights are still likely 1- or 2-person households, which made up an 85% share in 2010.

2010 Households by Size

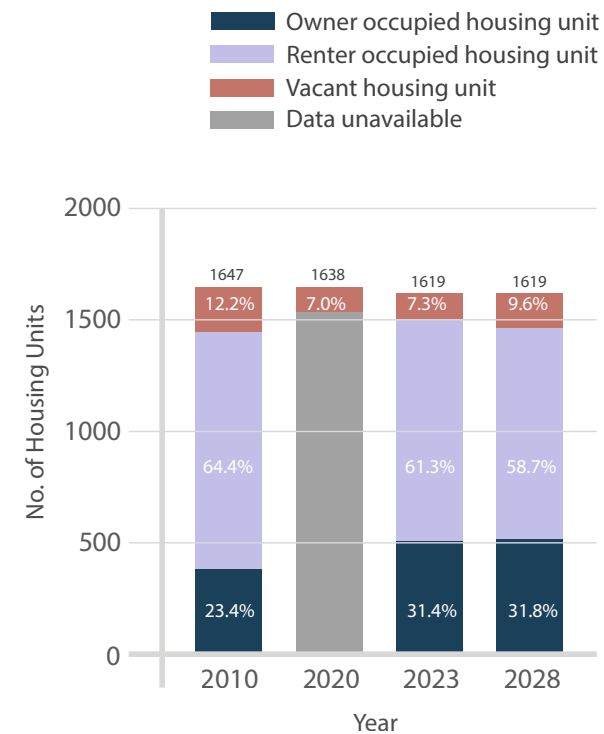


Source: PiedmontHeights_CustomPolygon_CommunityProfile

Housing Tenure

Tenure split between renting and owning in Piedmont Heights is about 60% to 30%. The rate of ownership rose slightly between 2010 and 2023, likely due to new developments offering for-sale options and a decrease in vacancies.

Ownership by Housing Units

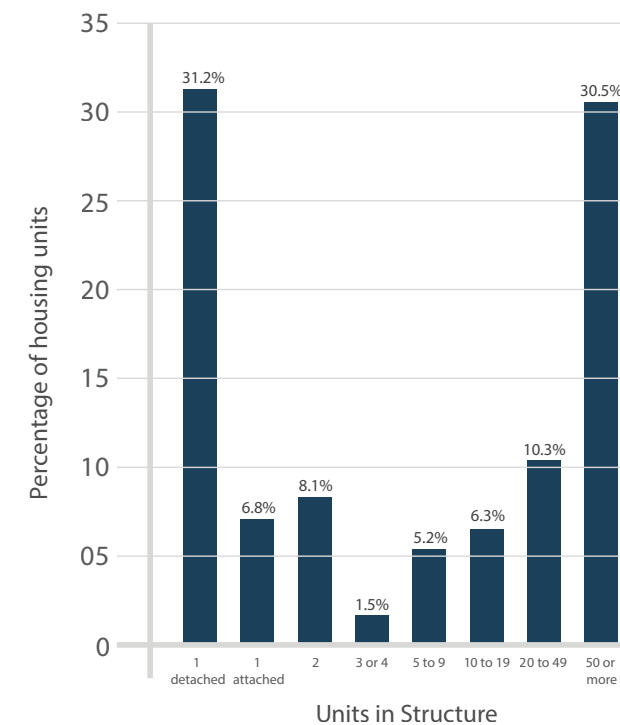


Source: PiedmontHeights_CustomPolygon_CommunityProfile

Housing by Unit Count

Most housing structures in Piedmont Heights are single family homes, but detached SF homes and larger multifamily buildings contain an almost equal share of units of the total units in the neighborhood.

Housing units by units in structure

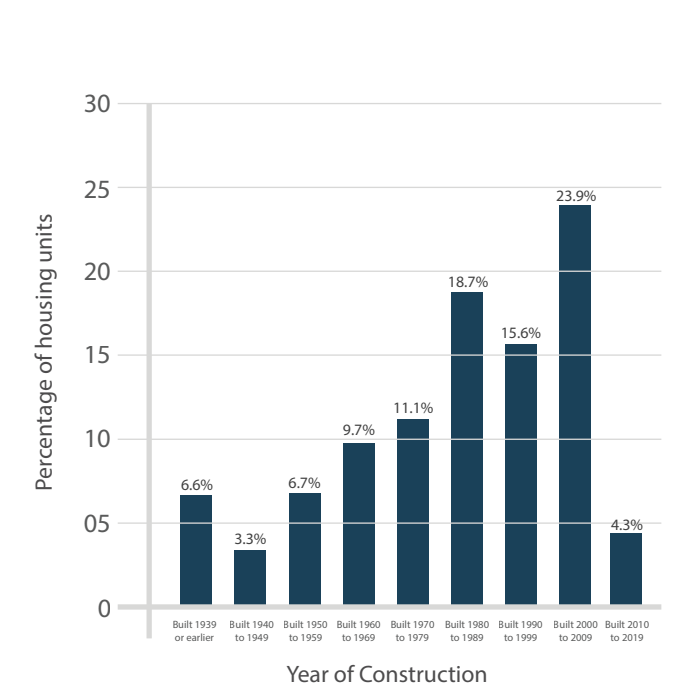


Source: PiedmontHeights_ACSHousingSummary_2017-2021

Housing by Age

Most housing units in Piedmont Heights are about 40-years old or younger. A wave of new housing development occurred in the neighborhood between 2000 and 2009, followed by a sharp decline in the next decade.

Housing units by year of construction



Source: PiedmontHeights_ACSHousingSummary_2017-2021

Existing Conditions

Transportation

Internally, the neighborhood contains a series of smaller roads with plenty of dead-ends and cul-de-sacs, making travel through the neighborhood impossible without interacting with the high-traffic arterials of Piedmont and Monroe. These two roads serve as key connections for cars entering and exiting both I-85 and the Buford Highway connector, which comprise the northernmost boundary of the neighborhood. Piedmont, furthermore, is a key thoroughfare connecting north and south of the Interstate-85 and Buford Spring connector, rather than dead-ending at the highways. Both roads experience the dual frustrations of speeding cars as well as traffic jams and long queues, depending on the time of day and proximity to rush hour.

Two MARTA bus routes traverse through Piedmont Heights: the 809 connecting King Memorial and Lindbergh Center train stations, and the 27 connecting Lenox Station to Arts Center Station. Both routes are primarily north/south connectors. Though there is not a MARTA train station within Piedmont Heights, the train tracks rise over the northwest corner of the neighborhood, giving riders a daily glimpse over the neighborhood.

Bike and Pedestrian facilities vary throughout the neighborhood. The newly developed BeltLine offers north-south connectivity, with plans for northern connectivity over the railroad tracks. There only bicycle lane is along Montgomery Ferry, though the painted lane is only along the internal section of the street. It does not connect eastward to Piedmont Avenue or westward through Monroe Drive. However, though there are sharrows painted on the western portion of Montgomery Ferry near the Monroe Drive intersection.



Existing Conditions











Future Land Use

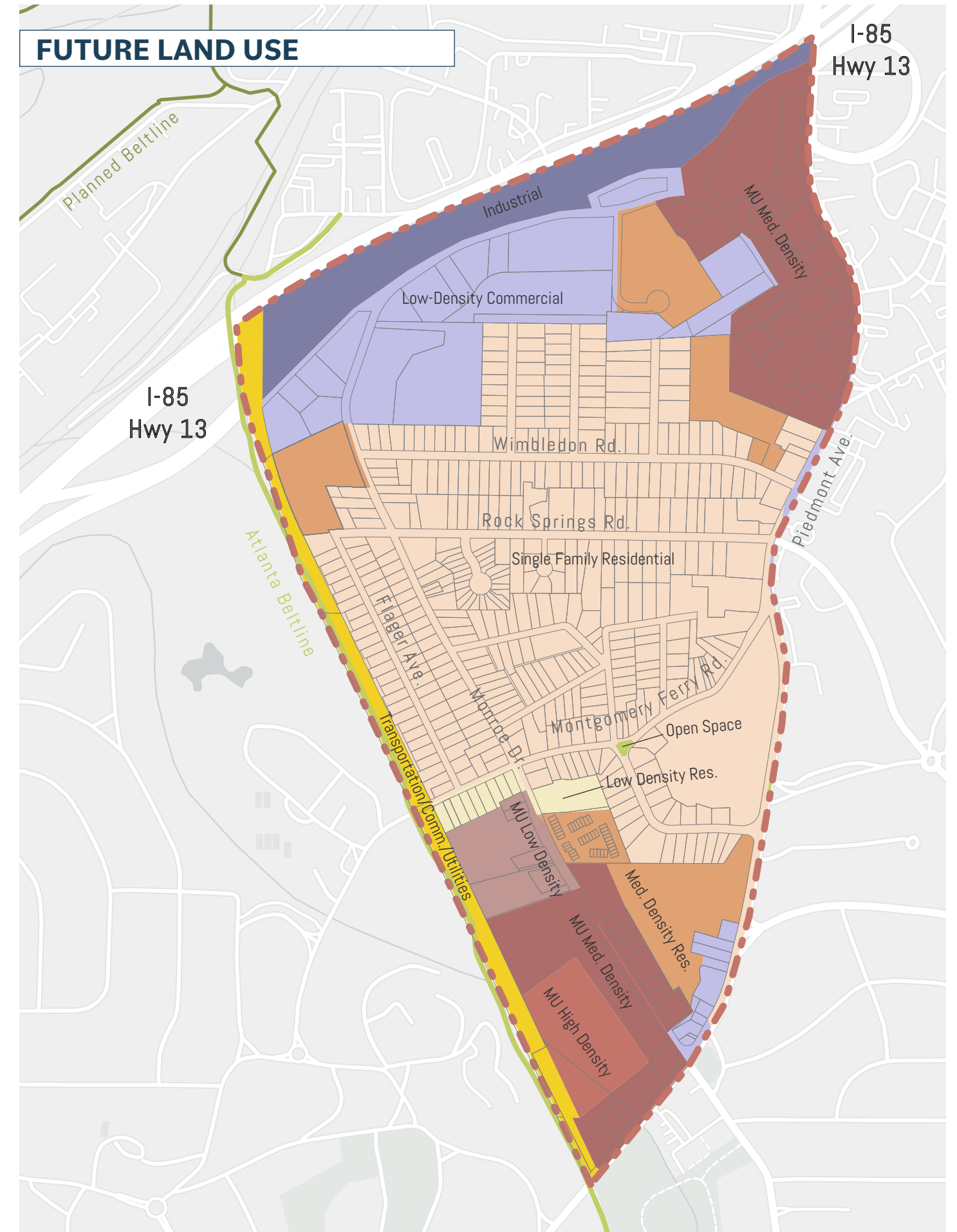
Neighborhood land use policy is implemented and regulated by the City of Atlanta through the Future Land Use Map and the Zoning Map.

The Piedmont Heights neighborhood includes the below Future Land Use classifications:

- Single Family Residential – This area includes the single-family heart of the neighborhood, found internally within the core of the neighborhood.
- Low Density Residential – A small pocket of this classification exists on Monroe Drive at the Montgomery Ferry intersection.
- Medium Density Residential – This classification is contained along the Monroe Drive, Piedmont Circle, and Piedmont Avenue corridors of the neighborhood
- Low Density Commercial – This classification is found on large portions of Monroe Drive on the north side of the neighborhood, and in smaller amounts along Piedmont Circle and Piedmont Avenue.
- Mixed Use Low Density, Medium Density, High Density – These classifications are located at the Ansley Mall shopping center at the southwest portion of the neighborhood along the Atlanta BeltLine, Monroe Drive, and Piedmont Avenue and along the northeast portion of the neighborhood along Piedmont Circle and Piedmont Road.

Future Land Use

 Single Family Residential	 Low-Density Commercial
 Low-Density Residential	 Mixed-Use Low-Density
 Open Space	 Mixed-Use Medium-Density
 Medium-Density Residential	 Mixed-Use High-Density
 Industrial	 Transportation/Communication/Utilities



Existing Conditions

Housing

Housing within the Piedmont Heights neighborhoods consists mostly of detached single-family homes. These homes have increased in value as has much of the area north of Midtown and in close proximity to the Atlanta BeltLine. Many of the homes are older from the 1920s to 1940s with many of these homes being renovated, expanded, or wholly or partially demolished over the last 30 years. The neighborhood has retained bungalow character even though many of the homes have been altered or demolished. A small number of townhome structures existing within the neighborhood, mostly located along Monroe Drive on the western portion of the neighborhood.

There is a significant presence of multi-family dwellings in the neighborhood located predominantly along the edges and corridors of Monroe Drive, Piedmont Circle, and Piedmont Avenue. These apartment properties are a combination of older and more affordable housing as well as new higher priced apartment developments. In this way the neighborhood is able to provide a mix of price points for living in the community.



Single-family homes along Flagler



Cables Multi-family apartments on Monroe Drive



Single-family homes along Rock Springs Road

Existing Conditions

Urban Design

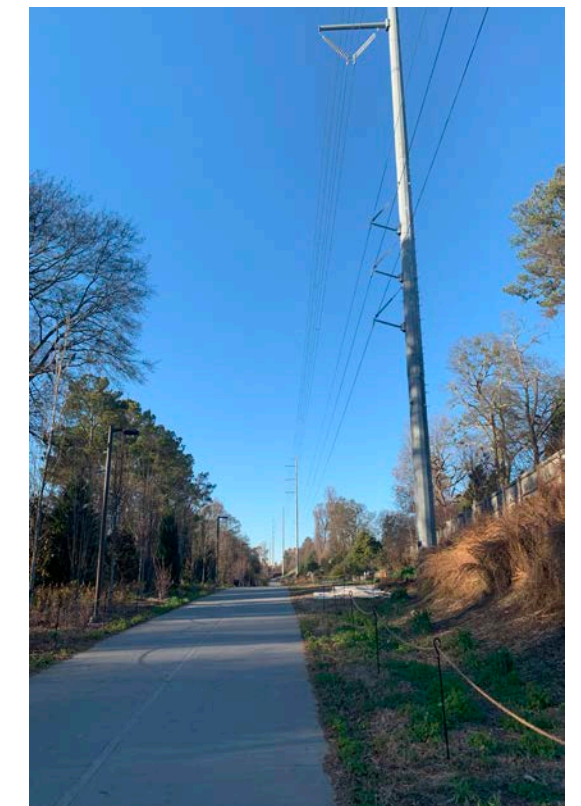
Piedmont Heights is a typical historic intown neighborhood with homes that were built predominantly in the 1920s to 1940s. Front porches and bungalow character still dominate the single-family heart of the neighborhood. Many homes have been renovated, added on to, or in some cases demolished over the last 30 years as the neighborhood has grown as an ideal intown location close to Midtown, Piedmont Park, and an abundance of nearby retail and restaurants.

The neighborhood contains sidewalks on most streets and has on-street parking and street trees and lush tree coverage. Houses are located close to the street, bringing the front porches and front doors of homes close to the street.

The arterial and collector thoroughfares that traverse the edges of the neighborhood are mostly low-density and suburban in nature, a reflection of the period of time from the 1960 to 1980s when much of these properties were developed. These roads are typically wide with fast moving vehicles when there is not traffic and with traffic congestion during peak hour morning and afternoon rush hours. As a result these thoroughfares are unappealing and unsafe for pedestrians and cyclists.

The largest single commercial property in the neighborhood is Ansley Mall. This property is consistent with the outdoor mall style of development from the 1950s to 1960s with large parking lots located at the front of the property and the outdoor mall located to the rear of the property. This property is well maintained and is a thriving and successful retail node for several neighborhoods in this part of the city.

The two largest developments that have begun and will continue to inform the urban design elements of this area are the opening of the BeltLine trail and the expansion of Piedmont Park to the Monroe Drive and Piedmont Avenue intersection. These initiatives will continue to attract a more urban development pattern to the area with an emphasis on safe and convenient bike and pedestrian infrastructure.



Existing Conditions

Parks and Greenspace

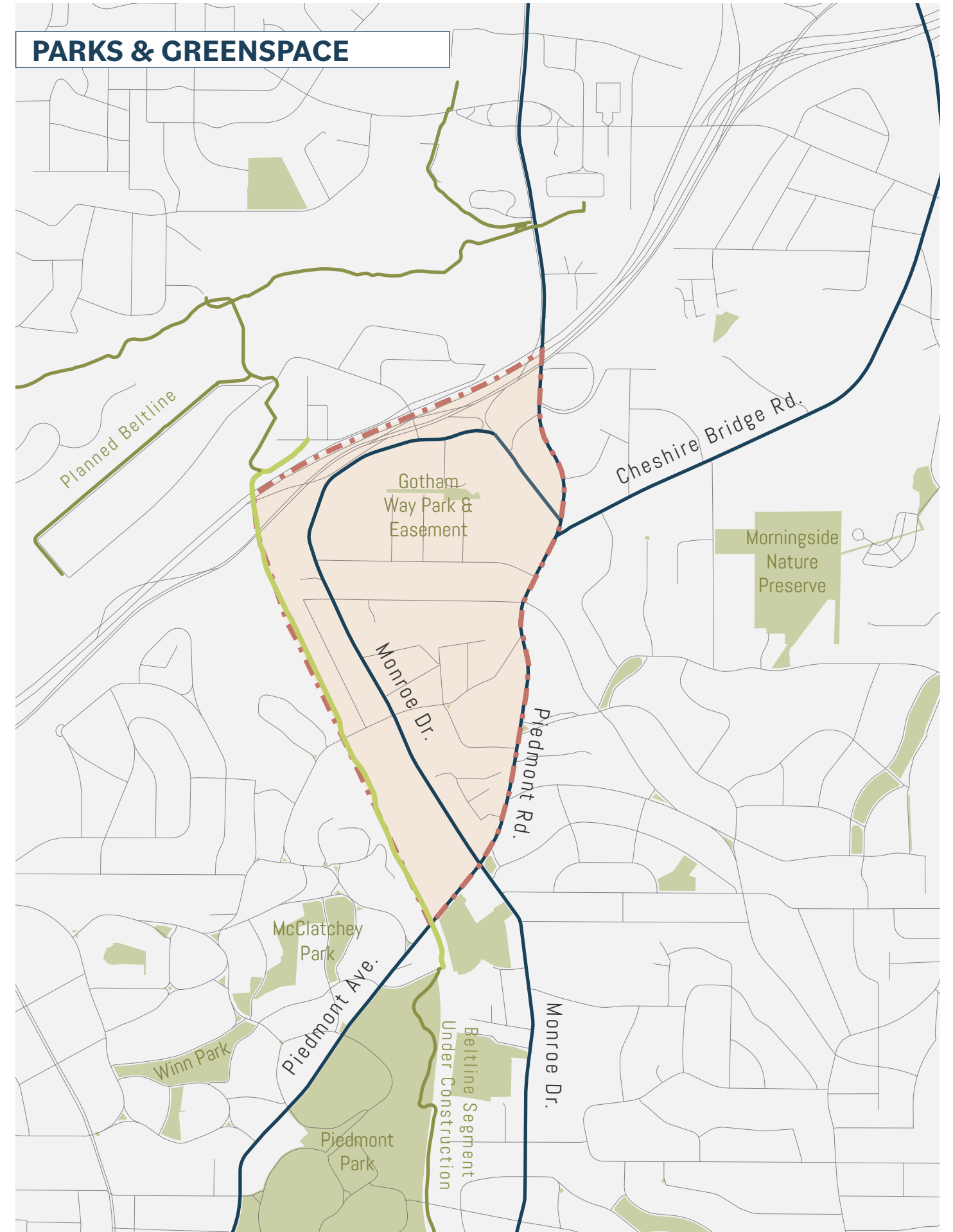
Within the Piedmont Heights neighborhood, there is a modest amount of publicly accessible greenspace. The only park space formally owned and operated by the Atlanta Department of Parks and Recreation is Piedmont Heights Park, a small traffic triangle with two trees and a modest amount of grass. Gotham Way Park, owned by the Piedmont Heights Civic Association, is a 2.3 acre park tucked at the dead-end of Gotham Way. Opened in 1961, the park includes a handful of recreation amenities – such as pavilion and playground – as well as a trail running through a narrow easement connecting to Lebanon Drive and Kilburn Drive.

Regional parks and recreational amenities are abundant in close proximity to the neighborhood. Piedmont Park is perhaps the most iconic park within Atlanta, and one of the largest at over 200 acres. The newly completed BeltLine segment gives the neighborhood direct access to all the amenities available in the park – including walking and biking trails, recreational sports fields, a 3 acre dog park, and more. Less than a mile to the east is an entrance to Morningside Nature Preserve, which offers hiking and walking trails through 30 acres of forest and along South Fork Peachtree creek.

The BeltLine is seeing significant progress along the segments near and adjacent to Piedmont Heights. The segment that runs along the neighborhood’s west border had a ribbon cutting to celebrate its opening in November of 2023. The segment directly south of the neighborhood is under construction. As of January 2024, this segment is slated to be fully completed by fall of 2024. The planned mainline and connection trails to the north of Piedmont Heights – which will connect the BeltLine to the Lindbergh MARTA station and PATH400 trail – received a \$25 million US DOT Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grant in June of 2023. With this key funding in place, BeltLine officials estimate construction will be able to begin by August 2025 with up to three years for the trail to be completed and opened to the public.

Parks and Recreation

- Public Parks and Greenspace
(note that Gotham Park is owned by PHCA, not ATL DPR)
- Beltline Trail (by construction phase)
- Piedmont Heights



Existing Conditions

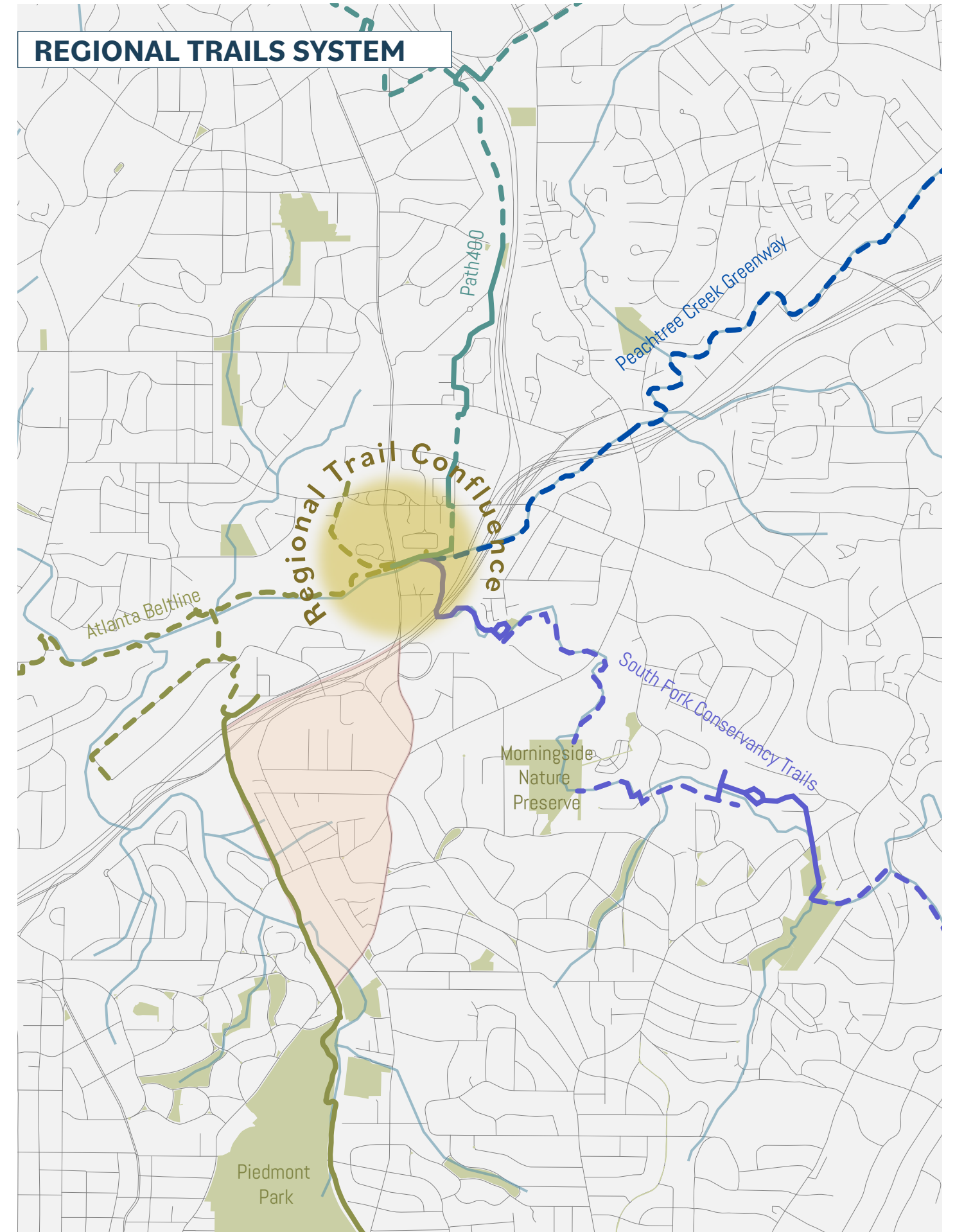
Regional Trails

The completion of the Northeast BeltLine – which is slated for completion by 2028 – will offer sweeping and significant connections for Piedmont Heights residents. The BeltLine itself will connect to the Lindbergh MARTA station, offering neighborhood residents additional opportunity for mobility throughout Atlanta. Three regional trail-building efforts – PATH 400, South Fork Conservancy Trails, and Peachtree Creek Greenway. When fully completed, these four trail systems will converse around Peachtree Creek underneath Piedmont Road – just a stone’s throw from the northernmost boundary of Piedmont Heights. This vision might not be realized for a number of years, however, each system has made significant strides towards progress in design, construction, and land acquisition. The map, shown in figure x, highlights planned trail alignments with dashed lines, and completed or in-progress trails with solid lines.

Regionally significant trails

Dashed lines: planned/under construction

Solid lines: Constructed and open trails



Existing Conditions






Hydrology

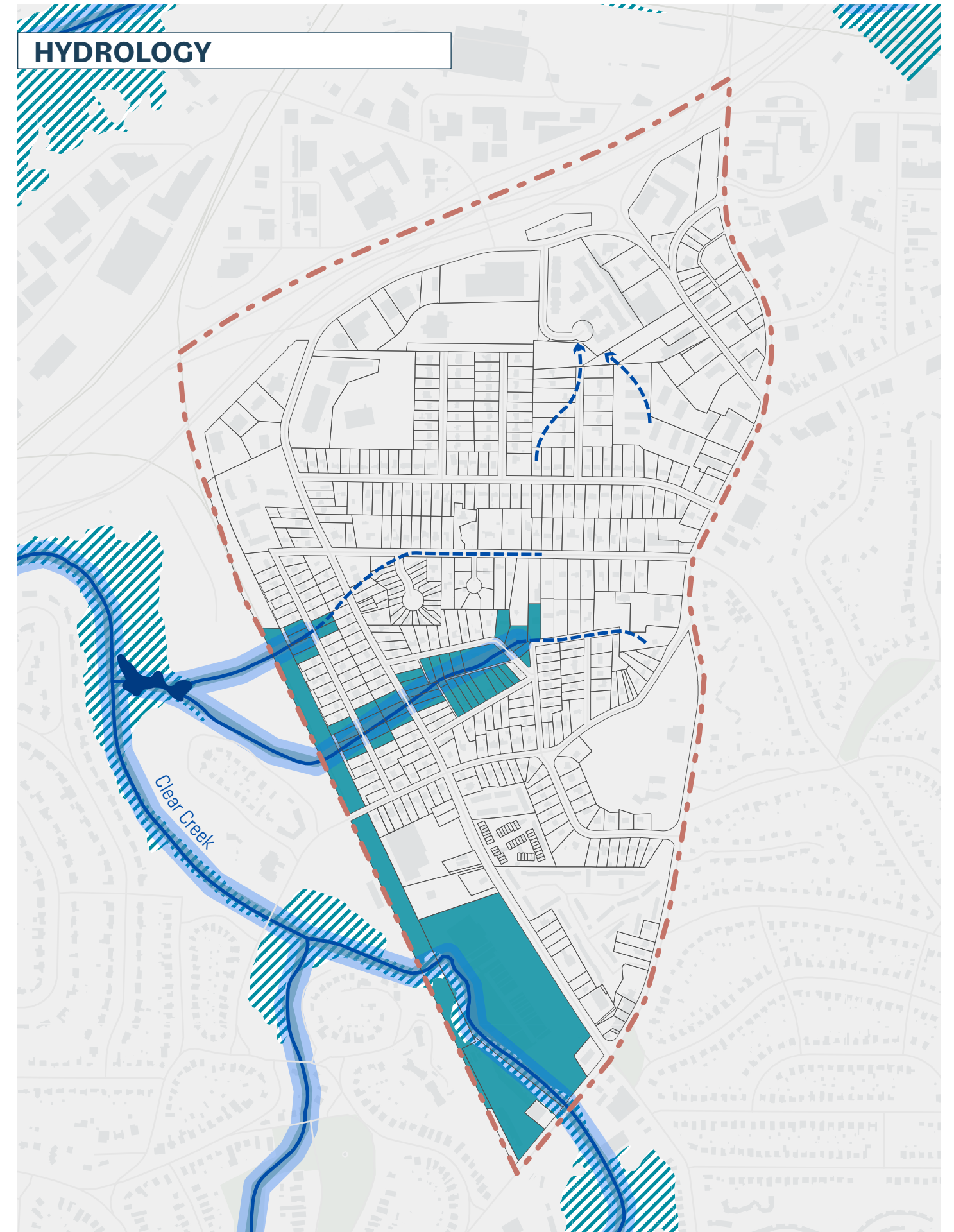
The Piedmont Heights neighborhood is located in the Peachtree Creek watershed. Peachtree Creek itself runs just north of the neighborhood, splitting into the North Fork and South Fork to the Northeast. Feeding into Peachtree Creek is Clear Creek, the only body of water that runs within the borders of Piedmont Heights. Clear Creek splinters off into a handful of smaller segments, one which dead-ends at Flagler and another which dives below Flagler, Monroe, and along Allen Road. The only visible segment of the creek is in the southeast of the neighborhood, when it runs under the BeltLine and between Ansley Mall and Ansley Square. Here, the creek is deep below grade and creates a FEMA-designated flood zone, highlighting the high likelihood of flooding in this area.

Piedmont Heights’s hydrology is mirrored in its topography. The deep cavity of Clear Creek behind Ansley Mall creates the lowest point of the neighborhood by elevation. Indeed, the splinters of the creek that run through the neighborhood are also significantly lower than adjacent properties. Two “peaks” of the neighborhood are apparent – one along the homes on Kilburn Drive, and one at the Morningside Baptist Church (currently used by Heritage Point School). Large parcel assemblages that have flattened gently sloping topography create distinct grade differences between neighboring properties. This is particularly true for the commercial properties along Piedmont Circle, and for the apartment complexes on the northern segment of Monroe Drive.

Stormwater management has become an issue of increasing importance in the neighborhood. In particular, the stream buried under Allen Road has caused flooding to the homes along Allen Road and Piedmont Way. There is an underground stormwater pipe that currently exists in some of this area that collects and moves stormwater but there is not a pipe for the entirety of these properties. The properties without the pipe experience frequent flooding issues. This issue has become increasingly potent with additional development - and increasing impervious surface - in and immediately around the neighborhood.

Hydrology

-  Rivers and creeks
-  FEMA Flood Zone
-  River and Creeks 100 foot buffer
-  Parcels with footprint within buffer area
-  Underground creeks and springs



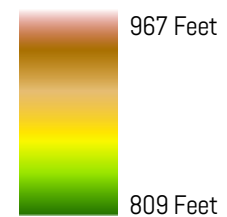
Existing Conditions

Topography

The topography of Piedmont Heights is characterized by a dominant ridgeline through the middle of the neighborhood, running northwest to southeast. Two large hills are present on this ridgeline – one northwest that is tucked into the end of Kilburn Drive, and one on the corner of Montgomery Ferry, owned by Morningside Baptist Church and currently used for the Heritage Preparatory school. This second hill is the highest point in the neighborhood, towering above cars rolling by on Piedmont Avenue.

Topography has shaped building and transportation pattern in Piedmont Heights. This is particularly true for large parcels leveled out for development, such as multifamily or commercial developments, with significant grade changes from one property to the next. This causes challenges for inter-parcel connection and mobility circulation. The topographic pattern particularly impedes north-to-south connections to Monroe Drive.

Elevation



Existing Conditions

Infrastructure and Facilities - Sidewalks

The following highlight typical sections of sidewalks in the Piedmont Heights neighborhood, as well as conditions and areas to focus improvements:

- 1** *Monroe and Armour:* This sidewalk abruptly ends on the northern side of Monroe near the roundabout with Armour Drive. This segment of sidewalk was recently constructed in 2021- though this is a fantastic addition, it forces pedestrians to cross at the unprotected crosswalk.
- 2** *Gables Apartments:* The sidewalk outside this building highlights an ideal pedestrian zone - roughly ten feet of sidewalk space, buffered from the street with an amenity zone including street trees. Public seating and trash cans round out the experience for pedestrian users of this space.
- 3** *Rock Springs Road:* Interior neighborhood street sidewalk quality is typically high. However, these streets only have sidewalks on one side, or are absent entirely. This is particularly an issue for east-west connector streets such as Rock Springs and Montgomery Ferry. Maintenance of these key east/west connections are critical.
- 4** *Monroe Drive:* The western sidewalk along Monroe Drive's commercial corridor is a sufficient 10 feet wide. However, this remains an uncomfortable pedestrian experience. There is no buffer between pedestrians and traffic aside from a modest curb. In the case of a car accident, sidewalk users are exposed to vehicles coming up on the sidewalk. In addition, there is no shade to protect pedestrians during the hot summer months. Much of the existing sidewalk suffers from cracks and holes.
- 5** *Piedmont Avenue:* The sidewalk along Piedmont Avenue is in need of repair. The curb has crumbled away in some parts, allowing drivers to cross into the pedestrian zone with no physical barriers to doing so. This is especially dangerous on roads like Piedmont with high vehicular speeds and a high volume of driveways connecting commercial properties to the street.

Sidewalk is on:

- Both sides of the street
- One side of the street
- No sidewalk present





RECOMMENDATIONS



Master Plan Recommendations

The recommendations of this Master Plan are the result of the various community engagement efforts utilized through this process. A Master Plan website, community forums, topical focus groups, and a master plan steering committee were utilized over the 6 month process to solicit input, gain valuable insight, and to guide the recommendations of this plan.

The Work That Lies Ahead

In reality, the final adoption of the Master Plan is just the beginning of the work. Adopted master plans are only proposals for work to be done in the future. Adopted plans do not become implemented plans without continued work by the neighborhood. Additional work will be needed to provide greater precision and detail needed for implementation and to work in coordination with the appropriate City of Atlanta staff and the City Council representative in order to bring the ideas of the plan to fruition.

Be Resourceful

It is important to note that virtually all Master Plan recommendations are dependent upon financial expenditures in order to bring them to life. The Piedmont Heights Civic Association is a non-profit community organization without the funds necessary to implement the vast majority of these Master Plan recommendations. As a result, the necessary funding must be obtained through other sources - mostly from the City of Atlanta.

As a result, it is essential for neighborhood leadership to work closely with the various City departments and City Council representatives to fully maximize the funding opportunities that may be available to implement the recommendations of the plan.

The Implementation chapter of this plan provides detailed cost estimates, funding sources, and schedules for implementation. But funding opportunities and sources are constantly changing and the neighborhood must remain in close communication with City leadership to know when new opportunities are available.

Depending on the availability of funding resources, the neighborhood will need to be resourceful and opportunistic and should adjust implementation priorities and schedules based on this.

Master Plan Implementation

The best way to do the hard work that lies ahead and to diligently work with the City on implementation is to establish a Piedmont Heights Master Plan Implementation Committee. This sub-group of the civic association will meet regularly to work on getting the Master Plan recommendations done.

This group will be guided by the Master Plan recommendations and implementation schedule and will coordinate with the relevant City staff members on moving plan projects forward. The group will work closely with the Piedmont Heights Civic Association board and the City Council representative to ensure that the overall leadership of the neighborhood is properly informed and aligned.

The specific Master Plan Implementation Recommendations are as follows:

- **(MP1)** Establish a Piedmont Heights Master Plan Implementation Steering Committee.
- **(MP2)** Identify the Master Plan recommendations that are proposed to be completed within the first 24 months and focus on those projects.

Transportation Recommendations (T)

Monroe Drive Redesign

Monroe Drive is a major transportation corridor in Atlanta that stretches from the northern end of Piedmont Heights to Ponce De Leon Avenue. Monroe and Boulevard make up one continuous street that crosses major east-west corridors, including North Avenue, Ponce De Leon Avenue, and Edgewood Avenue. Monroe not only weaves together some of the city's most prominent neighborhoods but also passes beside Piedmont Park and the BeltLine. With its significance heightened by its proximity to the BeltLine, Monroe Drive has received significant attention from the Atlanta Department of Transportation (ADOT).

ADOT's Monroe Complete Street Design project reimagines Monroe from Piedmont Heights all the way just south of Oakland Cemetery, and will be constructed piecemeal, among several phases. Parts of the design are in different phases of visioning, planning, or pre-construction, as of early 2024. While some of the designs are near finalization, there is still an opportunity to influence the proposal for the section of Monroe Drive alongside Piedmont Heights.

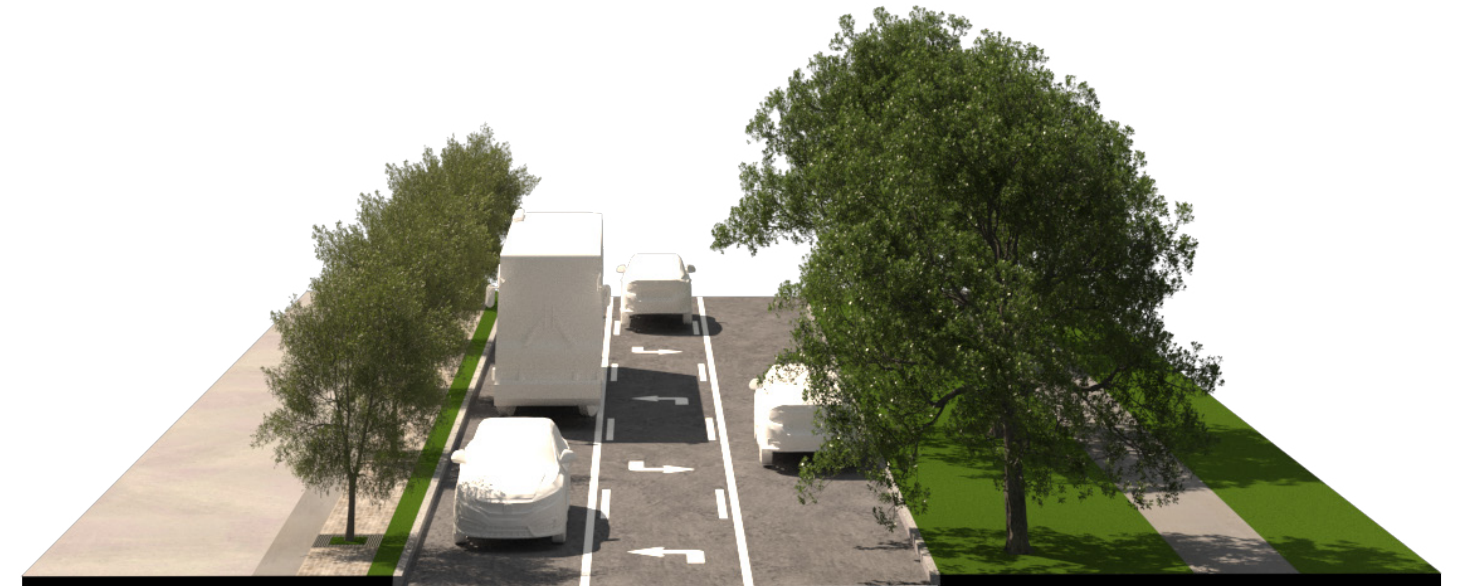
Monroe Drive in Piedmont Heights

Monroe Drive is pivotal to the Piedmont Heights neighborhood as the boundary between the residential interior of the neighborhood and the commercial properties, like Ansley Mall, southwest of the street. With the opening of the Atlanta BeltLine Northeast Trail Segment 2, safe crossing across Monroe Drive becomes doubly important to the residents of Piedmont Heights.

In light of the evolving character of the area due to the BeltLine, which may also bring about the redevelopment of nearby properties, it is important to consider how Monroe Drive can be improved to meet the needs of Piedmont Heights residents, visitors, and commercial properties.

The following visualizations illustrate a proposed redesign from the stretch of Monroe Drive from the main entrance to Ansley Mall to its intersection with Montgomery Ferry Dr.

- **(T1)** The proposal imagines a lane reduction from four to three lanes (with a turn-lane in the middle), which allows space for an expanded multi-use area and planting buffer on the western side of the street.



Section View of a Proposed Design for Monroe Drive, from Ansley Mall's main entrance to Montgomery Ferry

The design proposes two directional travel lanes with a middle turn lane. The space gained from this configuration allows for the expansion of the sidewalk on the western side into a 13-15' multi-use path and a 5-6' planting buffer. The planting buffer and multi-use path can flex with changes in street width along this stretch.



Plan View of Proposed Design for Monroe Drive, from Ansley Mall's main entrance to Montgomery Ferry

Transportation Recommendations (T)

- **(T1)** The redesign of Monroe Drive. proposes a lane reduction between the main entrance of Ansley Mall and the intersection of Monroe Drive. and Montgomery Ferry Rd. The roadway is reduced from four lanes to three lanes, with the central lane converted to a turn-lane. The space gained from the lane-reduction is repurposed to a multi-use path and planting strip. This treatment is consistent for the full length of the redesign, though the width of the planting strip will vary with the varying curb-to-curb width along the road. Monroe Drive. is not altered south of Ansley Mall’s main entrance, therefore this redesign will not affect queuing at the Monroe Drive. - Piedmont Ave. intersection.
- **(T2)** Along with other spot changes, like adding stop signs at the intersections of Monroe with Rock Springs Road and Wimbledon Road, the design will slow traffic, shorten crossing distances, and create a more hospitable environment for pedestrians.
- **(T2)** The northern endpoint of the redesign area is the intersection of Montgomery Ferry Rd. and Monroe Drive. This is the point where the three-lane reduction ends and the roadway north of the intersection remains as-is. However, stop signs should be added at the intersections of Rock Springs Rd. and Wimbledon Rd. with Monroe Drive. to promote safe traffic speeds, improve pedestrian safety, and still accommodate efficient traffic flow.



The proposed Monroe Drive. redesign starts at the main entrance of Ansley Mall. South of intersection with the entrance to the mall, the street is kept in the same configuration. North of the intersection, it is reduced to three lanes (one in each direction with a center turn lane).



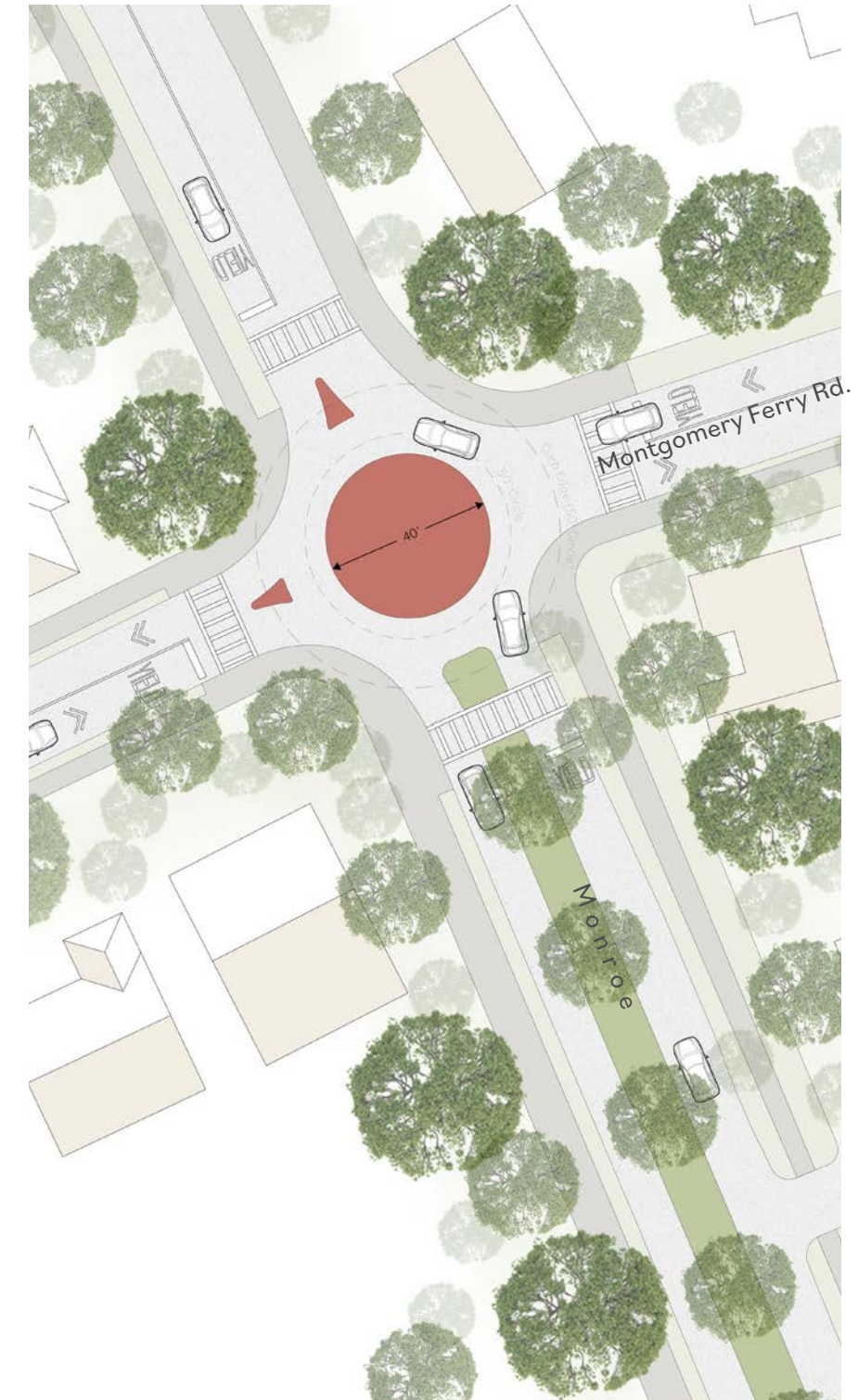
A mid-block crossing could help serve pedestrians crossing Monroe in this section between Ansley Mall’s main entrance and the Montgomery-Monroe intersection (existing opportunities for crossing). If properties north of Ansley Mall are redeveloped, it will create an opportunity to eliminate curb cuts and create a formal BeltLine access point.

Transportation Recommendations (T)

- **(T3)** Piedmont Heights identified the intersection with Montgomery Ferry Rd. and Monroe Drive. as problematic for pedestrian and bike crossing and for vehicular traffic flow. There are two alternative design options for the intersection that may alleviate these issues. The first (left) envisions a speed table at the intersection. A speed table is a raised platform used to slow down oncoming traffic. The speed table intersection design can be combined with a pedestrian scramble (a crossing opportunity for pedestrians to walk across the intersection while traffic is stopped in all directions). The second design option (right) visualizes a roundabout at the intersection. Implementing the roundabout will likely require acquisition of parts of some corner properties. A roundabout will accommodate traffic flow and eliminate the need for the northbound left-turn lane, which could be replaced by a median. Using a mountable roundabout circle will allow longer vehicles to utilize the roundabout.
- **(T4)** Implement a mid-block crossing with a Pedestrian Hybrid Beacon (PHB) or similar pedestrian safety device on Monroe Drive. between Ansley Mall's main entrance and the Montgomery-Monroe intersection to create additional, safe crossing opportunities from east of Monroe Drive. to the BeltLine.
- **(T4)** A proposed redevelopment plan for the commercial properties between Ansley Mall and Montgomery Ferry. The site currently houses a Kroger, PNC bank, Bank of America, and Jimmy Johns. The proposed redevelopment envisions a mixed-use that rehuses the grocery store as the anchor tenant. Residential includes both 5-story apartments and townhomes. A connection path between the BeltLine and Monroe Drive is featured on the southern edge of the redevelopment, with public greenspace and amenity space included. A new crosswalk over Monroe, which could potentially be a High Intensity Activated CrossWalk (HAWK), allows safe connection between the residential core of Piedmont Heights to the BeltLine.
- **(T5)** Create new permanent BeltLine connection in the north of the neighborhood in the case of property redevelopment, replacing the existing at-grade connection with current low-density commercial properties



A speed table at the intersection of Montgomery Ferry Rd. and Monroe Drive. A speed table would not require curb readjustment as significant as with implementing a roundabout.



A roundabout at the intersection of Montgomery Ferry Rd. and Monroe Drive. Implementing a roundabout will require acquisition of parts of private property. A 40' circle is depicted in red, while the dashed lines indicate the edge of a 50'-diameter circle and the resulting curb edge.

Transportation Recommendations (T)

Intersection Redesigns

Intersections are key points where street design must facilitate safe pedestrian and multimodal crossing, in addition to accommodating the flow of vehicular traffic. Too often, designs that prioritize car flow may sacrifice some level of pedestrian safety and comfort, which can be improved by passive and active solutions. Examples of active solutions are Pedestrian Hybrid Beacons (PHB) (e.g. HAWK signs), stop signs, and painted crosswalks, additions that actively signalize to drivers that they should slow down. Passive solutions are design choices that subconsciously slow down drivers, design choices like narrowing travel lanes, reducing curb radii, doing away with slip lanes, and adding street trees.

- **(T6)** Many different types of conditions can render an intersection less than ideal for pedestrian and multimodal safety. It may be that the intersection is a complicated convergence of streets, has a wide crossing distance, or features street designs that encourage speeding. Besides key intersections of minor streets with Monroe Drive., considered separately in this plan, there are at least four important internal intersections that, if redesigned, will encourage lower traffic speeds and improved pedestrian safety.

Tactical Urbanism and Long-Term Solutions

Tactical urbanism encompasses a retinue of temporary interventions in the urban environment that are easy and quick to implement. Tactical urbanist action can be taken by anyone and should be easy to undo, allowing citizen groups, neighborhoods, and cities to experiment before committing to permanent change.

- **(T7)** Sometimes tactical urbanism operates outside of the political authority, a group of citizens taking action on their own account, but the City of Atlanta has published a Tactical Urbanism Guide that outlines city-approved interventions. Most of the intersections indicated on the following page are redesigned in more than one way, presenting temporary and long-term solutions, or they also present two long-term solutions that are significantly different from each other. As appropriate, tactical urbanism interventions should be converted into permanent street redesigns.



Transportation Recommendations (T)

Montgomery Ferry & Pelham Road

Montgomery Ferry Rd. is a major east-west connector between Monroe Drive. and Piedmont Ave. Pelham Rd. is a cross street that leads from Allen Rd. across Montgomery Ferry. Pelham offers an alternative route to Piedmont Ave., but it is a quieter street relative to Montgomery Ferry. Pelham is a wide street with informal opportunities for street parking on either side.

The current intersection facilitates turning right onto Pelham and right from Pelham to Montgomery Ferry via a generous curb radius and a right-turn slip lane, respectively. The sidewalk on Montgomery Ferry does not continue down Pelham Rd. on the right-hand side (southbound), nor does it transition into the curb, instead ending abruptly. Both the excess space for the travel lane due to the wide turn onto Pelham and the slip-lane onto Montgomery encourage faster turn speeds. Since Pelham Rd. is not a major connector, these traffic flow measures are superfluous.

- **(T8)** A redesign of the intersection should reduce the turn radius onto Pelham by street markings or a permanent curb extension, or bulb-out. The markings or bulb-out could will create a narrower lane space at the point of intersection and can help define the street parking area farther down Pelham. The slip-lane should be closed with planters or bollards that could be kept on-site indefinitely.



Tactical Urbanist Option 1

Markings used to lower the right turn radius onto Pelham and better define the street parking area. Pelham is unmarked, so the added markings at the intersection could also help orient drivers to the thoroughfare. The slip-lane onto Montgomery is closed using semi-permanent planters or bollards.



Mixed Long-Term and Tactical Urbanist Option 2

Instead of markings used to reduce the curb radius, the curb is permanently extended into a bulb-out. The slip-lane is closed with planters or bollards.



Tactical Urbanist Option 3

Markings lower the turning radius but do not extend the to define the street parking area. The turn onto Pelham is even sharper, forcing drivers to proceed slowly if the markings are respected. The slip-lane onto Montgomery is closed using semi-permanent planters or bollards.

Transportation Recommendations (T)

Pelham Rd. & Piedmont Ave.

Pelham Rd. has consistent character throughout the entire street from Montgomery Ferry Rd. to Piedmont Ave. Width is relatively constant and the street is unmarked until just before intersecting with Piedmont Ave.

Piedmont Ave. is a major north-south thoroughfare similar to Monroe Drive., with more travel lanes and faster vehicular speeds. The current intersection with Pelham Rd. can be improved by addressing the wide right-turn radius from Piedmont onto Pelham (southbound), the long crossing distance across Pelham (partly a consequence of the large turn radius), and the slip-lane turning right from Pelham onto Piedmont Ave.

- **(T9)** Pelham Rd. is at times wide enough for four car widths. Though it is mostly unmarked, it operates as a two-lane road with street parking on both sides and a sidewalk on one. The generous width could allow for different lane configurations in the future, for example the removal of one of the parking lanes to add a left-turn only lane at the point of intersection with Piedmont Ave.



Tactical Urbanist Option

Planters and/or bollards are used to drastically lower the turn radius for right-hand turns onto Pelham and to close the slip-lane for right-hand turns onto Piedmont Ave.



Long-Term Option

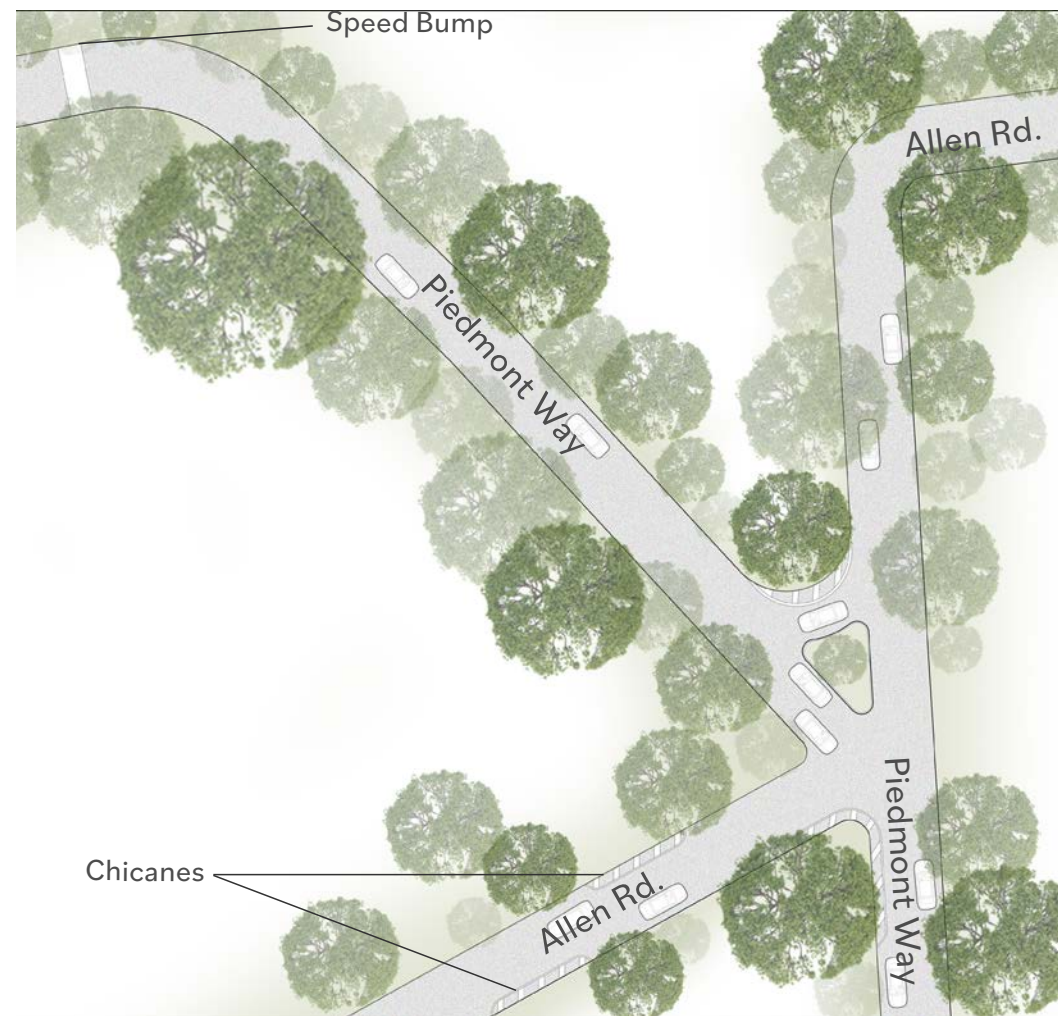
The curb on both sides of Pelham is extended but not as much as in Option 2. The space leaves room for a dedicated left-turn lane from Pelham to Piedmont Ave.

Transportation Recommendations (T)

Allen Rd. & Piedmont Way

Allen Rd. and Piedmont Way are minor neighborhood streets that can facilitate traffic from Monroe Drive. to Piedmont Ave. They intersect in a non-rectilinear way that leaves a large and awkward intersection space. The neighborhood has also noted speeding on Piedmont Way traveling southbound.

- **(T10)** A landscape island is introduced in the intersection space. A speed bump is added on Piedmont Way to slow drivers before the bend, and chicanes, either created using markings or markings and bollards, are added to Allen Rd. leading up to the intersection.



Montgomery Ferry Dr. & Piedmont Ave.

Montgomery Ferry Dr. provides access to Piedmont Ave., similar to the intersection of Pelham with Piedmont Ave. Access to Piedmont Ave. through Montgomery Ferry Dr., however, is a more trafficked option because Montgomery Ferry is a more robust and direct east-west thoroughfare. Its intersection with Piedmont Ave. also features a large curb radius and slip-lane to facilitate right turns, designs that prioritize vehicular flow while creating less safe pedestrian conditions. The redesigns proposed below relieve this conditions and propose an alternative driveway to the heritage school. The Atlanta Department of Transportation (ADOT) is in the planning phase of exploring redesign options for this intersection.

- **(T11)** The right-of-way is redesigned to extend the curb that creates a new landscaped space. The driveway to the Heritage School from Piedmont Ave. is closed, while the southern driveway becomes the main access point. A median is added on Montgomery Ferry and the intersection point is realigned to be nearly 90 deg. with Piedmont Ave. The dashed lines represent a pedestrian bridge intended by the Heritage School.





Transportation Recommendations (T)



Trails and Bike Vision

- 1 Bridge connection between BeltLine and Ansley Mall**
 This connection provides an at-grade link between the newly completed BeltLine trail and Ansley Mall, offering both bicyclists and pedestrians easy access to the mall. The bridge is currently under construction, with plans for completion by end of 2024.
- 2 North trail connection between BeltLine and Monroe**
 Prior to the paving of this section of the BeltLine, there was a pedestrian access point between the trail and the commercial properties positioned in the northwest corner of the neighborhood along Monroe. Currently, a gate separating the parking lot of these properties and the trail. In the short term, a pedestrian access point should be reinstated in coordination with the surrounding property owners **(T12)**. An alternative route would be to coordinate with Ansley Monroe Villas, which houses a private pathway to the BeltLine which connects south to Flagler Road. This, too, is currently locked from public use.

Longer term, this access point should be prioritized and formalized in the event of future redevelopment **(T5)**. See Key Concept 2 for further detail.

-  The mechanism to support safe pedestrian crossing over Monroe at a future BeltLine access point should be determined in tandem with this redevelopment. This could, for example, be a High-Intensity Activated crossWalk (HAWK), additional stop sign, or raised intersection, as deemed appropriate.
-  New stop signs on Monroe will provide dual benefit of traffic calming for speeding cars, as well as further enshrine pedestrian safety along north Monroe at these key neighborhood intersections **(T2)**.
- 3 Updated bike lane alignment along Pelham Road**
 The Pelham and Piedmont Avenue intersection update will provide safer east-west connection for Piedmont Heights and the neighboring Morningside **(T22)**.

Parks and Trails

 Park space (current and expanded)	 Trail Expansion
 Existing Trail	 Bicycle infrastructure expansion
 Existing Trail access point	



Transportation Recommendations (T)

General Transportation Recommendations

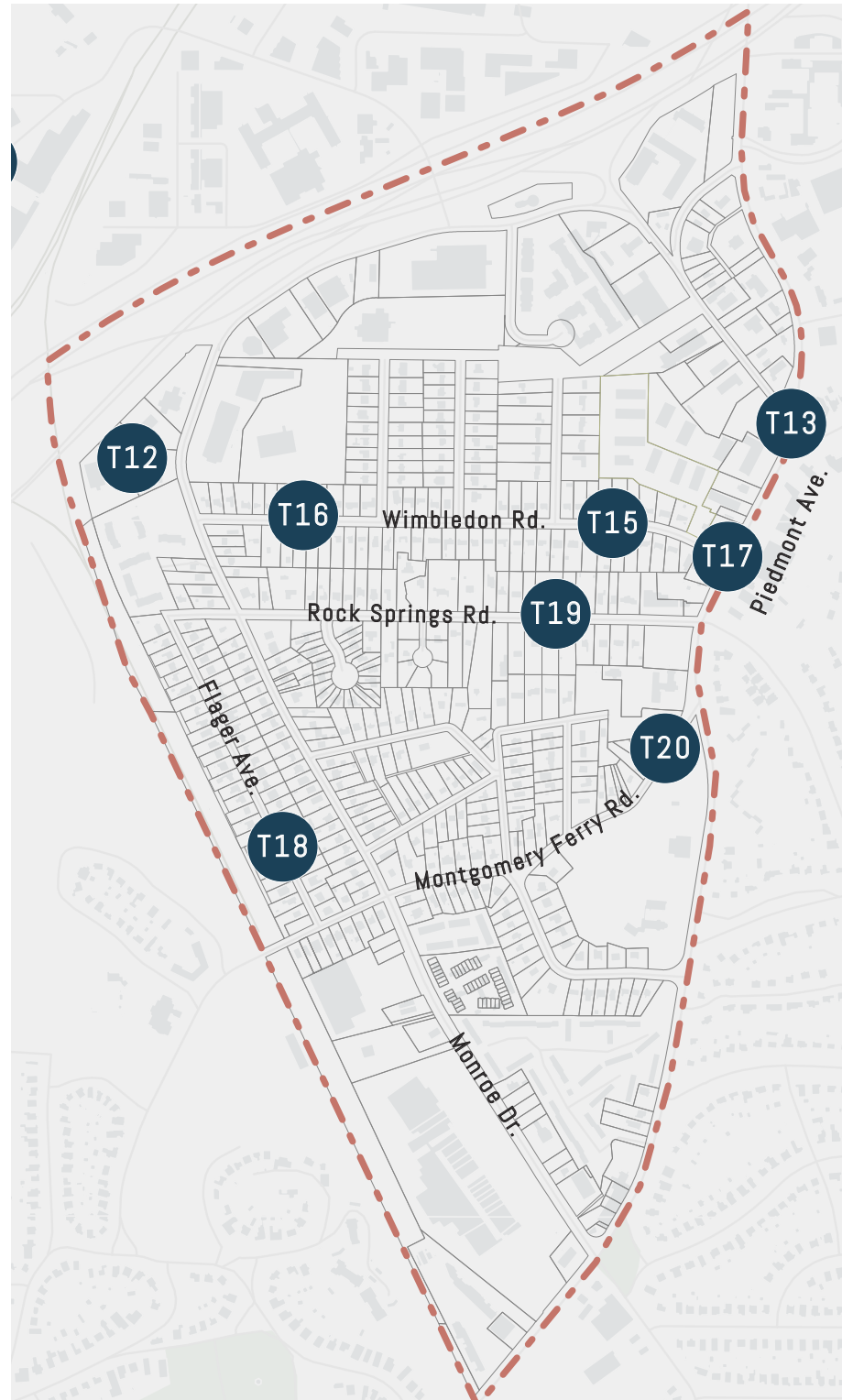
- **(T12)** Coordinate with property owners to allow public access of existing at-grade connection between the BeltLine and commercial properties along Monroe curve.
- **(T13)** Cheshire Bridge/Piedmont/Piedmont Circle Roundabout: Engage the Atlanta Department of Transportation and the Morningside Lenox Park neighborhood in a process to evaluate the viability of installing a roundabout at this critical intersection, to ensure safer user experience for all modes of travel.
- **(T14)** Coordinate with ADOT to initiate study on vehicular flow in Armour and Ottley, consider altering traffic to a 1 way loop between both roads to address truck traffic.
- **(T15)** Wimbledon Parking Issues: Peak hour on-street parking along Wimbledon close to businesses on Piedmont is frequently causing problems for residents along the street. Issues include blocked driveways, blocked mailboxes, blocked hydrants, and blocked trash receptacles. To address this issue, the following recommendations should be pursued:
 - Engage the businesses at the intersection to discuss the issue and to request for the businesses to communicate and inform their customers about this issue.
 - Engage adjoining property owners on both sides of Piedmont to identify other opportunities for designated parking areas in locations that have excess parking or parking areas that do not utilize their parking during evening dinner time hours.
 - Engage the Atlanta Department of Transportation to implement street striping along the street to better denote no parking areas in front of driveways and fire hydrants.
 - If the above steps do not resolve the issue, Wimbledon residents can discuss the feasibility of implementing resident permit parking along the street.
- **(T16)** Repaint and reinforce speed bumps on Wimbledon.
- **(T17)** Install a “don’t block the box” element at the Wimbledon and Piedmont intersection
- **(T18)** Discourage parking for BeltLine access on Flagler.
- **(T19)** Implement traffic calming measures on Montgomery Ferry, including (but not limited to) additional speed bumps.
- **(T20)** School Zone: Work with the Atlanta Department of Transportation to create a School Zone along Montgomery Ferry adjacent to the Heritage School to provide better tools to slow down vehicular traffic adjacent to this growing private school within the neighborhood.
- **(T21)** Repave roads, address broken pavement, storm drains, and sewer gates throughout the neighborhood, as appropriate.

Bike-Pedestrian Transportation Recommendations

- **(T22)** Redirect bicycle lane south along Pelham Rd to allow for safer east-west connection over Piedmont Ave. Coordinate with Morningside to ensure continuity of bicycle facilities.
- **(T23)** Prioritize pedestrian safety interventions at the following intersections: Monroe Drive and Montgomery Ferry, Monroe Drive and Rock Springs Rd, Monroe Rd and Wimbledon, and Piedmont Ave. intersection with Morningside by Windsor.
- **(T24)** Sidewalk improvements: Expand width of sidewalks and heighten curb on main arterial roads, particularly Monroe Drive, Piedmont Ave, and Piedmont Circle.
- **(T24a)** Create Review Committee to identify most critical areas for sidewalk maintenance. Establish funding opportunity for matching funds for private property owners, who are responsible for sidewalk maintenance.
- **(T25)** Sidewalk addition: Install sidewalks on both sides of main connector roads where currently lacking, particularly Rock Springs Road and Montgomery Ferry Road.
- **(T26)** Sidewalk repair: Repair broken sidewalks along Monroe Drive at designations (see map on next page).
- **(T27)** Plan trail connections to south fork conservancy, Peachtree Creek Greenway

Transportation Recommendations (T)

Transportation Improvements Maps



(Above) Areas identified for sidewalk repair, corresponding to recommendation (T26). Numbers do not signify priority.

(Far Left) Transportation improvements map throughout the Piedmont Heights neighborhood.

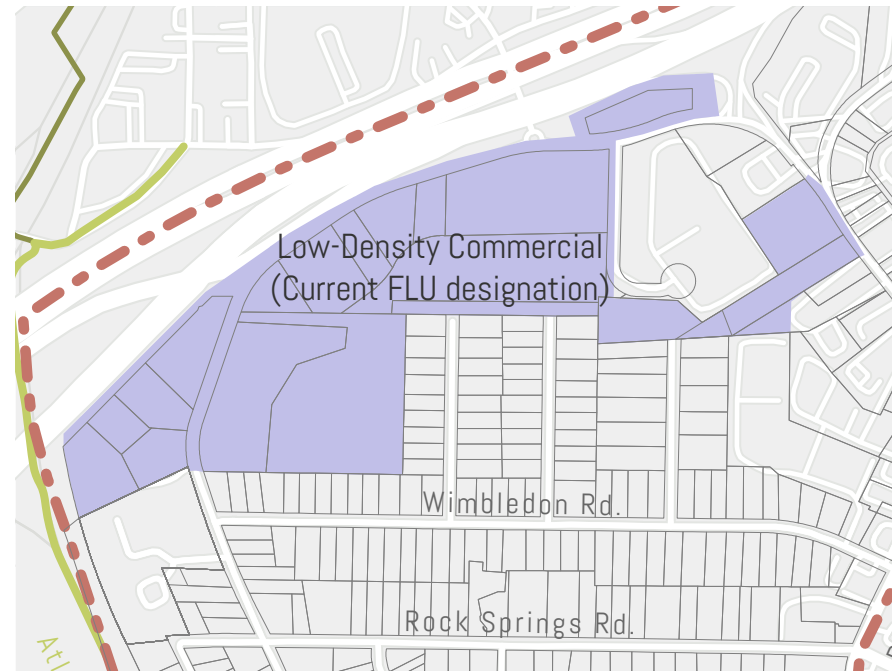
(Middle) Bike and pedestrian transportation improvements map.

Land Use Recommendations (LU)

Low-Density Mixed Use

There is a large presence of properties along commercial corridors along the edges of the neighborhood that are designated as Low Density Commercial on the City of Atlanta Future Land Use Map. These designations should be updated to support the Low Density Mixed Use designation for these edge corridors and thoroughfares.

- **(LU1)** Change northwestern Low Density Commercial designated properties to Low Density Mixed Use.



Monroe Drive Redevelopment

Two key redevelopment opportunities are present along the Monroe corridor in Piedmont Heights. Both are presently used as low density commercial space, and experience relatively little traffic (vehicular and otherwise). Historically, planning efforts in Piedmont Heights have focused attention to Ansley Mall and Ansley Square. However, these areas are well leased and highly active on a day to day basis. As such, the following redevelopment proposals focus attention further north on Monroe Drive.

Bank Properties and Kroger Assembly

A proposed redevelopment plan for the commercial properties between Ansley Mall and Montgomery Ferry. The site currently houses a Kroger, PNC bank, Bank of America, and Jimmy Johns. The proposed redevelopment envisions a mixed-use that rehous the grocery store as the anchor tenant. Residential includes both 5-story apartments and townhomes. A connection path between the BeltLine and Monroe Drive is featured on the southern edge of the redevelopment, with public greenspace and amenity space included. Recommendations for these parcels are as follows:

- **(LU2)** Support a zoning change from C1 to MRC2 for increased residential and commercial density for the bank and Kroger parcels north of Ansley Mall, in exchange for these properties providing a public bike and pedestrian connection to the BeltLine. This development should integrate lower heights adjacent to the R zoned parcels to the north of the property.



Redevelopment proposal for bank properties and Kroger, directly north of Ansley Mall

Land Use Recommendations (LU)

Monroe Drive Redevelopment & Streetscape Redesign



A view facing North on Monroe at the Ansley Mall intersection. The rendering shows the path connection between the BeltLine and Monroe, which then aligns with a new crosswalk over Monroe and to the multi-use path along Monroe as a result of the Monroe Road Diet (see Big Idea 1 for more information)

Land Use Recommendations (LU)

NW Monroe Low-Density Commercial Assembly

A proposed redevelopment plan for the commercial properties at the northwestern edge of the Piedmont Heights Neighborhood, sandwiched between Monroe Drive and I-85/Buford Highway Expressway. Currently there are a handful of businesses who occupy 5 low-density commercial buildings in 5 parcels, with a plethora of parking lots surrounding each building. The proposed redevelopment envisions a residential development with a unique footprint to fit the parcel shape and the highway frontage. A connection path between the BeltLine and Monroe Drive is featured on the southern edge of the development, with protected pedestrian crossing across Monroe Drive.

- **(LU3)** Support a zoning change from I1 to MRC2 for the properties located at the Monroe Drive “curve” adjacent to the BeltLine and the Buford Highway connector, in exchange for these properties providing a public bike and pedestrian connection to the BeltLine.

General Land Use Recommendations

- **(LU4)** Along the BeltLine, Piedmont Ave, and Piedmont Cir, encourage the development of small-scale neighborhood-serving commercial amenities and uses that can function as “third spaces” and community hubs (walkable coffee shops, restaurants, bodegas, etc.).
- **(LU5)** Along the BeltLine, Piedmont Ave, and Piedmont Cir, encourage existing and/or new businesses to orient their facades and primary pedestrian entrances along the BeltLine trail or along Piedmont Ave/Piedmont Cir.
- **(LU6)** Engage in the city comprehensive development plan update and zoning code update processes in 2024-2025 to advocate for the implementation of the pertinent recommendations of this master plan.
- **(LU7)** Work with the City of Atlanta to translate current/proposed land use designations and zoning districts into the appropriate new land use and zoning categories provided for in the new comprehensive development plan update and zoning code.
- **(LU8)** Allow for duplexes and other missing middle housing types of 2-9 units where appropriate. Consider if newly created zoning tools for enabling a greater number of accessory dwellings for single-family dwellings could be supported in Piedmont Heights.
- **(LU9)** Support citywide initiatives to advance affordable housing solutions, which will help alleviate the risk of residents becoming housing-insecure (e.g. strong participation in CDP update, alignment with the affordable housing goals of HouseATL, etc.)



Redevelopment proposal for commercial office spaces tucked into the northwestern corner of the neighborhood

Land Use Recommendations (LU)

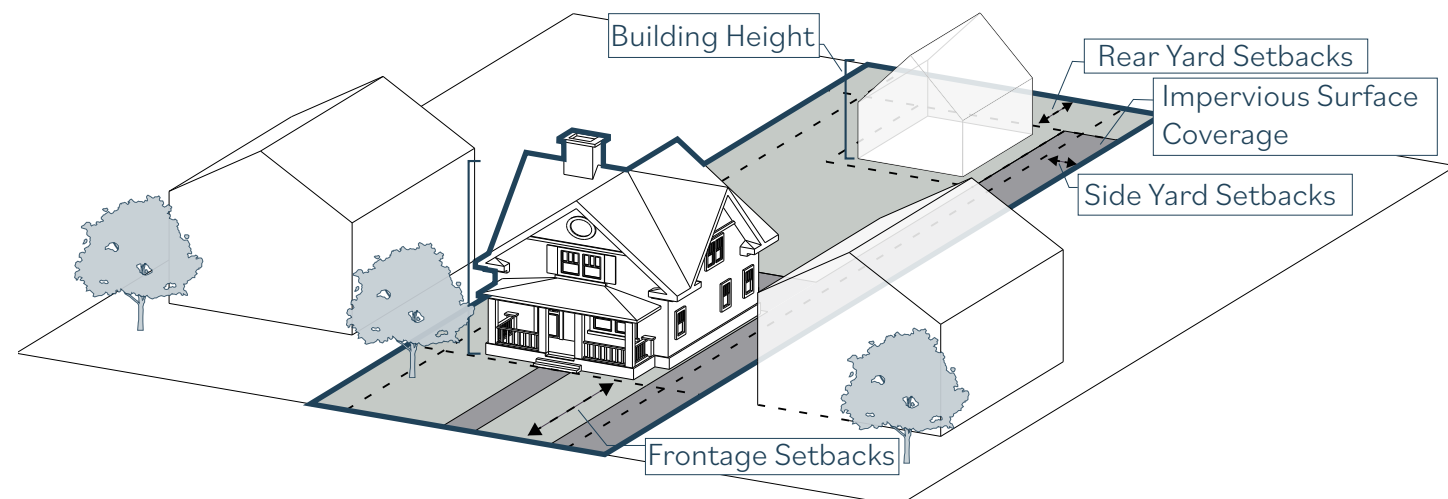
Accessory Dwelling Units

Piedmont Heights, being an intown neighborhood, already has a degree of housing diversity – from single-family homes, to multiplexes, to large townhome and apartment developments. As such, ADU’s are a small – and legal – part of this overall fabric. Currently, detached accessory dwelling units (ADU’s) are legal to build on properties zoned R4 and R4A throughout the city of Atlanta. They can be built “by-right”, meaning no zoning variance is required.

The Piedmont Heights master planing process indicated that many were supportive of enabling additional accessory dwelling opportunities for single-family houses, as was also reflected in City of Atlanta master plan. The condition to this is that increasing gentle density does not impact the single-family character of the neighborhood, such as retaining current setbacks, lot coverage, and building heights.

The neighborhood currently has 384 parcels zoned R4, excluding outliers such as church property, BeltLine alignment parcels, and Gotham Park parcels. The mean area of these 384 parcels is 11,364 square feet, or .26 acres. An “average” parcel in the neighborhood, thus, is diagrammed below:

Current R4 zoning allowance: 2 total units



An axonometric sketch of a typical Piedmont Heights parcel zoned R4, and a single, detached Accessory Dwelling Unit (ADU) added to the rear yard. This sketch is to scale and adheres to all regulations that permits ADU construction by-right in City of Atlanta.

Potential for additional housing: 3 total units

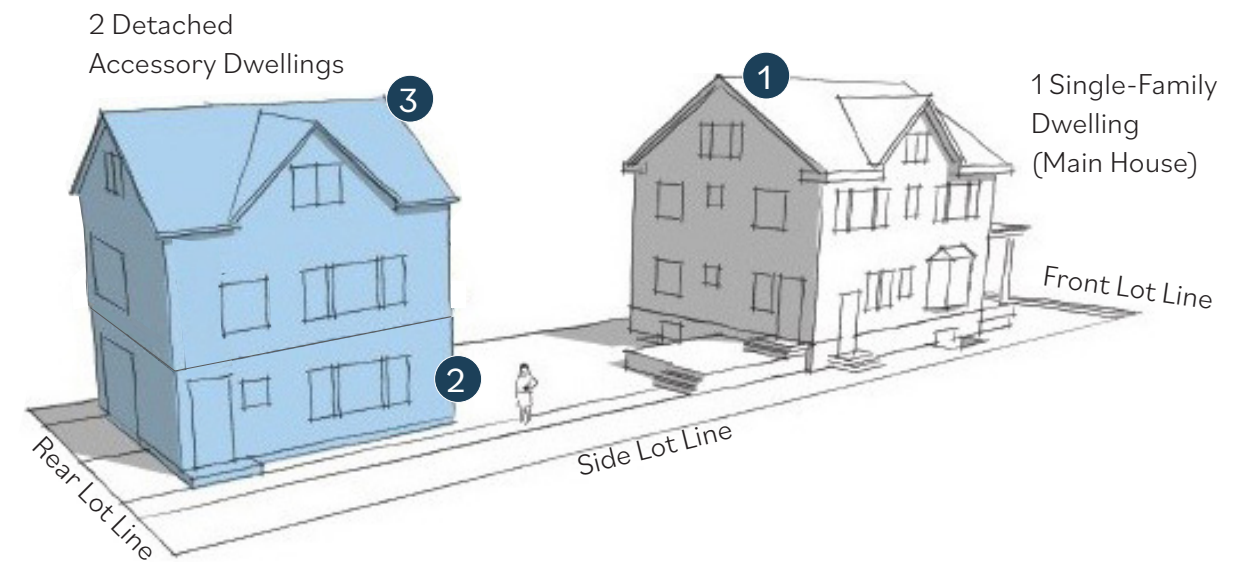


Illustration of increased density with 3 total units: 1 Principal Dwelling (Main House) + 2 Detached Accessory Dwellings

Potential for additional housing: 4 total units

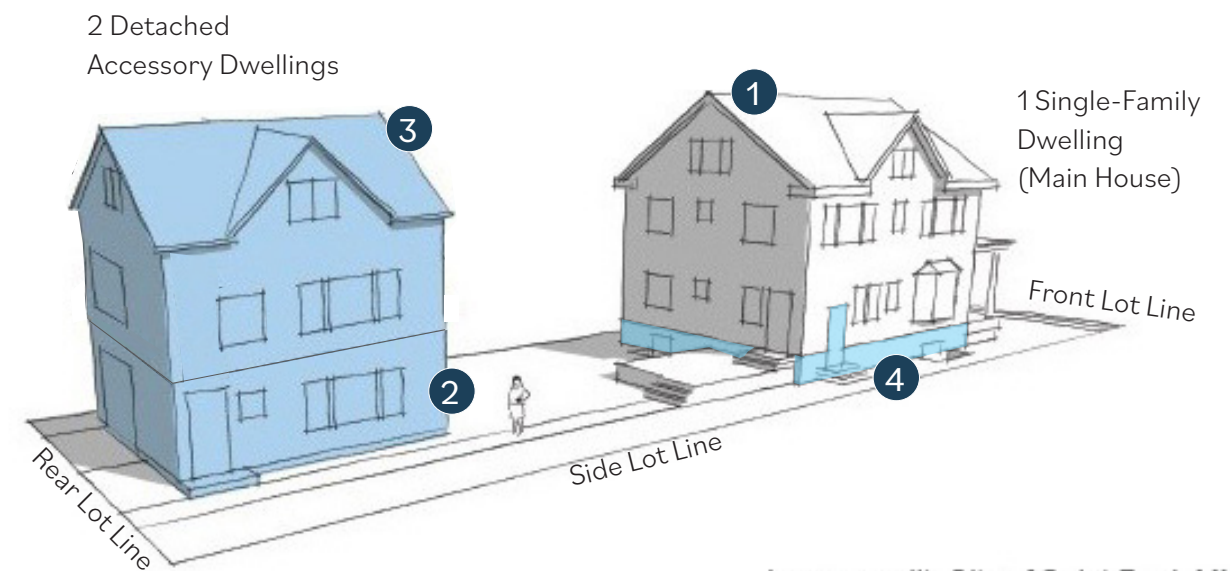


Illustration of increased density with 4 total units: 1 Principal Dwelling (Main House) + 2 Detached Accessory Dwellings + 1 Accessory Dwelling within the Principal dwelling

Open Space Recommendations(OS)

Gotham Park Area

The history of Gotham Park is tied into the history of Piedmont Heights itself. This park space is owned and managed by the Piedmont Heights Civic Association, not the City of Atlanta. As such, there are unique opportunities to improve the park space, as well as challenges that must be overcome with this responsibility.

Short-Term: Address immediate concerns of residents, particularly those who live immediately adjacent to the park space and easement buffer. Main concerns include improving active maintenance of park space, and comfort of using the park space.

- **(OS1)** Encourage active oversight of the park space by a combination of engaged neighbors and PHCA leadership, primarily concerning trash pickup and regular maintenance of the park space.
- **(OS1A)** Consider a community benefit agreement with Monroe Place Apartments to negotiate park access and mutual maintenance plan for Gotham Park.
- **(OS2)** Increase lighting in the park, which is currently lacking.
- **(OS3)** Replace the aging, barbed wire fencing along the northern edge of the park, particularly the fencing separating the park from Monroe Place Apartments which is most visible in the main section of the park. The barbed wire fence runs along the entire Gotham Park easement and the WXIA/WATL/NBC broadcasting building.
- **(OS4)** Review the 2008 Gotham Way Park Plan, either updating as necessary or formalizing its adoption within the leadership of the PHCA. Implement the plan if found to be appropriate in current context.

Long-Term: As the neighborhood continues to go through changes, keep goals of bicycle and pedestrian connectivity top of mind in coordinating with potential redevelopment proposals. Strategic connection to adjacent neighborhoods and areas - such as Armour-Ottley to the north, Morningside to the East, and the BeltLine to the West - should be prioritized in particular.

- **(OS5)** Coordinate with developers as property surrounding the existing park space redevelops - particularly low-density commercial properties - to ensure that any major development changes support greater connectivity within and through the neighborhood. Organize planning activities around park expansion and accessibility in order to ensure public safety and quality of life with any changes to the space. Utilize greenspace planning as a way to achieve additional community goals of bike and pedestrian connectivity, safer streets, neighborhood identity, housing variety, and overall quality of life.

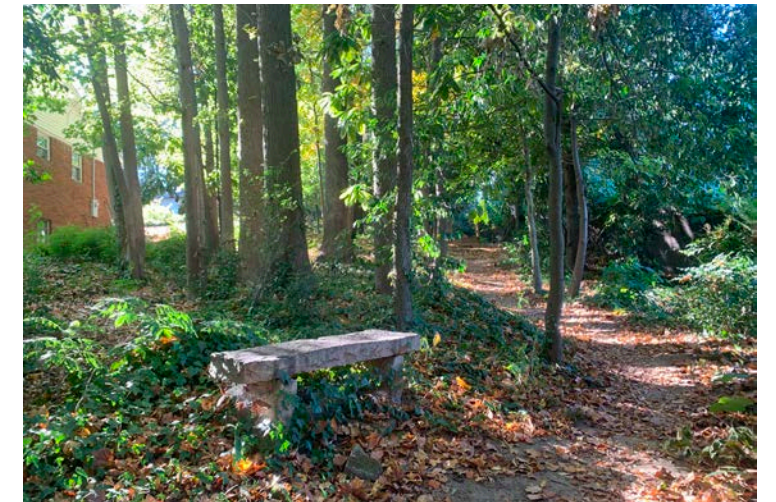
Clear Creek Area

- **(OS5)** Explore restoration of Clear Creek behind Ansley Mall and Ansley Square, connecting into Ansley Golf Club

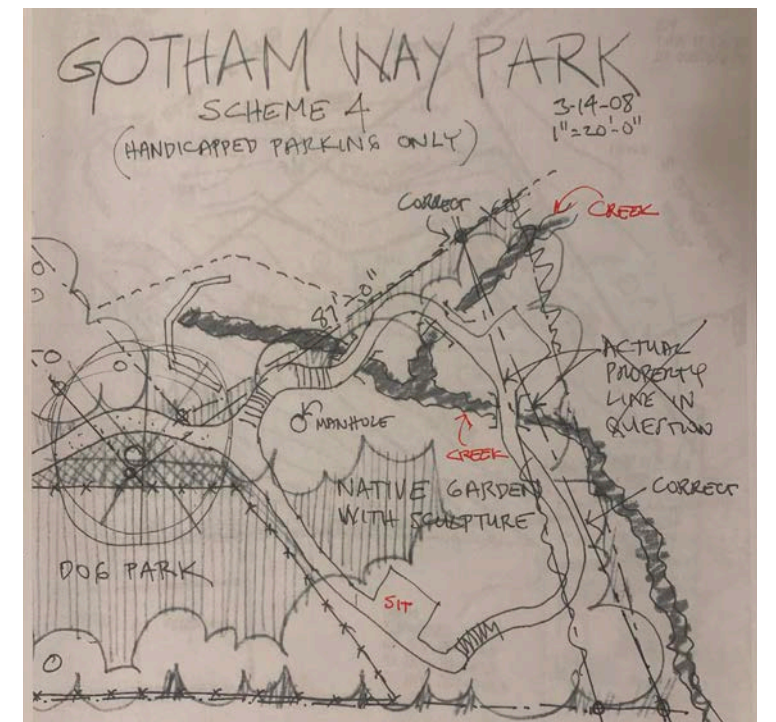
Current view of Gotham Street Park, including pavilion and open greenspace. Not pictured are the children's playground and steps connecting the main park space with the easement to the west.



View of the easement connecting Gotham Street Park westward, at the edge of Kilburn Drive and Lebanon Drive. A footpath stretches throughout the length of this property, with access points at each street.



A page from the 2008 Gotham Way Park Plan, per neighborhood resident Bill Seay

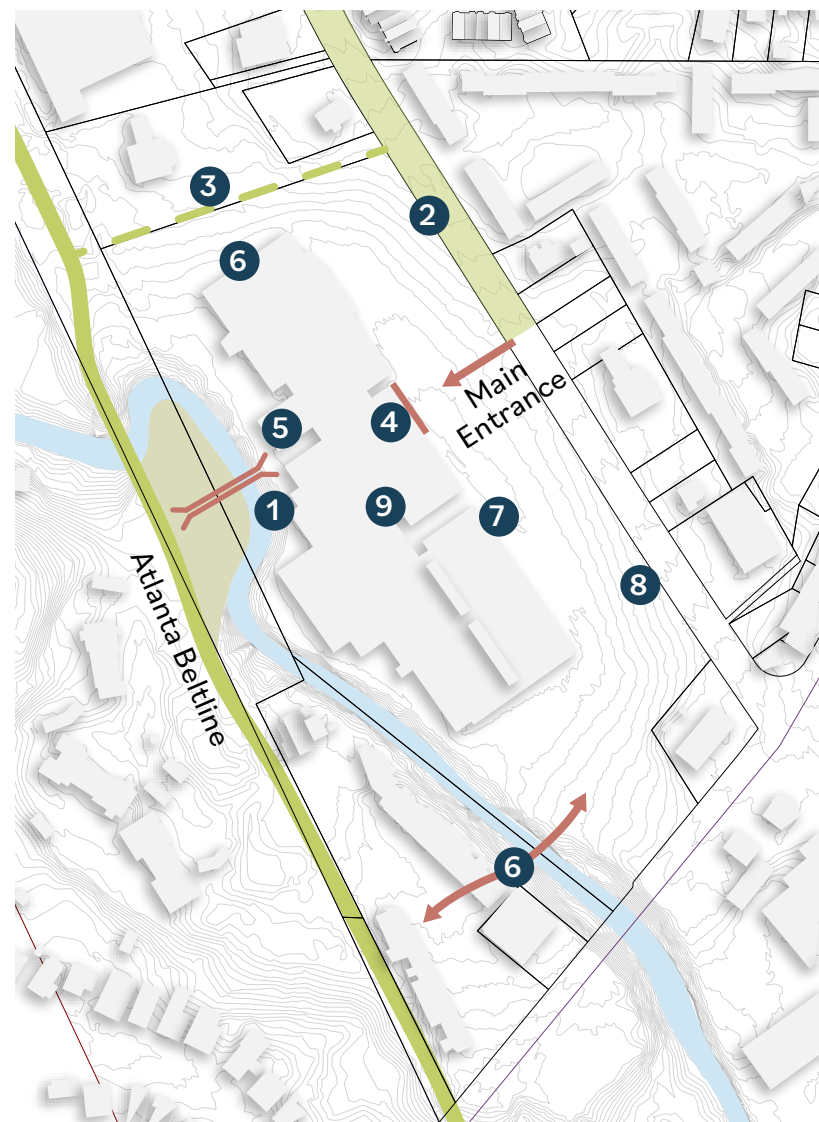


Urban Design Recommendations(UD)

Ansley Mall Activations

Plenty of plans have addressed the long term redevelopment prospects of Ansley Mall. The open-air mall has enjoyed stable success in recent years. As such, it is unlikely to redevelop in the short term. However, recent changes around the mall - primarily the BeltLine trail's completion and connection bridge to the mall - highlight opportunity for the mall to move in step with its surroundings on a more immediate, shorter term basis.

- **(UD1)** This concept proposes improvements to Ansley Mall that can enhance the property in the short term - particularly for bicycle and pedestrian connectivity, urban design, and public amenity experience.



Ansley Mall Proposed Short- and Medium-Term improvements

1 Pedestrian Bridge from Ansley Mall to BeltLine

Under construction.

2 Monroe Drive Complete Street Redesign

See Key Concept 1

3 Multi-Use trail connection

See Key Concept 2

4 Increase Sidewalk Width, Create Entrance Mini-Plaza, High Visibility Markings



Widen the sidewalk area directly across the main entrance to the mall in the middle of the site. Enhance design features to create a gateway at this point that will align with an entryway onto the BeltLine via the pedestrian bridge.

5 Mural Opportunities

Blank walls that are highly visible from the BeltLine are ideal locations for signature murals.

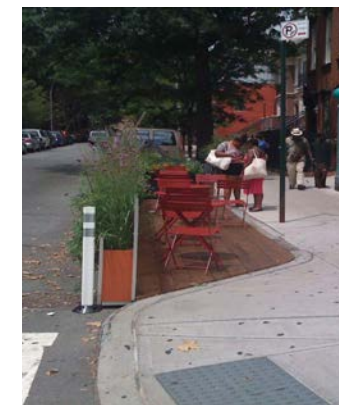


6 Shared Parking Potential

Complement of evening activity (Ansley Square) and predominantly daytime activity (Ansley Mall) is conducive to shared parking arrangement.

7 Occasional Bump-outs/ Loading Area Interruptions

Create points where the sidewalk in front of Ansley Mall pulls into the loading area to encourage slower driving, shorter crossing distance, and provide more opportunities for landscaping.

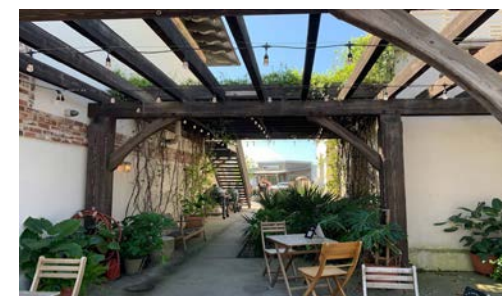


8 Parking Lot Landscaping

Add landscaping vegetation as opportunity allows, especially if pedestrian/sidewalk space is increased on Monroe.

9 Outdoor Rooms

Continue to create interesting spaces in the open interior of the property that will draw visitors into the heart of the mall.



Urban Design Recommendations(UD)

Neighborhood Markers

Establishing a stronger neighborhood identity is essential for the Piedmont Heights neighborhood to further promote a shared sense of pride and purpose and to strengthen a broader awareness of the community. The following recommendations serve to showcase the neighborhood’s rich history and unique identity.

- **(UD2)** Neighborhood markers should be designed and installed at the key street intersections along the edges of the neighborhood. The map to the left shows proposed locations for these markers. See the following for examples of Atlanta neighborhood markers:



Neighborhood Flags

- **(UD3)** The neighborhood should work to create a neighborhood lag and banner that can be used by residents and businesses to represent neighborhood pride. The following photos are examples of Atlanta neighborhood lags and banners:



Examples of neighborhood flags from neighborhoods in Atlanta.

(Above) Proposed locations of neighborhood markers at key Piedmont Heights entrances. (Right) Examples of neighborhood markers.

Urban Design Recommendations(UD)

General Urban Design Recommendations

- **(UD4)** Continue to promote and expand public art in and around the neighborhood.
- **(UD4a)** Support creation of murals on existing buildings now fronting the BeltLine, including Ansley Mall, Ansley Square, Kroger.
- **(UD5)** Protection of SOB property to ensure no more conversion of historic urban fabric to car-oriented design (i.e. drive thrus), as prohibited in BeltLine overlay district.
- **(UD6)** Create a marker to formalize entrance to Gotham Way Park Easement and greenspace entrance, on both Kilburn Drive and Lebanon Drive.
- **(UD7)** Install pedestrian lighting along major interior streets (Pelham Rd., Montgomery Ferry Rd., Rock Springs Rd.).
- **(UD8)** Organize street tree planting opportunities for residential and commercial property owners, primarily those within close proximity to local businesses and main corridors (Monroe, Piedmont, and Piedmont Circle).
- **(UD9)** Work with Heritage School to design the proposed overhead pedestrian crossing as a Piedmont Heights gateway opportunity into and out of the neighborhood.



Example of a well-designed pedestrian bridge at White Provisions in Atlanta, GA

QUALITY OF LIFE RECOMMENDATIONS (QL) Stormwater

The redevelopment of the historic Rock Springs Presbyterian Church on Piedmont Road in 2018 led to the discharge of substantial volumes of untreated stormwater onto nearby Allen Road. Modest modifications captured some flows near the original construction site and (may have) directed other amounts to an expanded system of underground stormwater pipes. These changes appear to have reduced surface volumes to some degree, but repeated flows from rain events continue to fuel ongoing hopes for additional improvements. Downstream on Allen Road, the stream enters an underground culvert and is piped under (or near or between) single-family homes on Monroe and then Flagler Drive, before entering Clear Creek on the Ansley Golf Course. Challenges and opportunities are as follows:

- The absence of significant trees will allow efficient reshaping of the existing vertical stream-bank and offers excellent sunlight that will allow the use of a very diverse variety of native plant material that will flourish around streams.
- The toe of the stream is quite accessible and can readily be modified and stabilized.
- There is room to regrade the banks without damaging existing plantings, which are not numerous. (Some can be reused.)
- A widened channel will allow the re-establishment of some stream meanders, which will help with energy dissipation.
- Allen Road offers several points of good access for heavy equipment.
- A variety of healthy and pleasing outcomes are readily attainable: a more stable stream with a secure toe and banks that will resist widening anchored by a variety of native grasses, shrubs, and trees that will provide a healthy riparian corridor and excellent habitat for birds and macroinvertebrates, and small fish and mammals.
- While the participation of as many owners as possible would be efficient and return the best return on investment, the excellent access should accommodate any who do not wish to participate.
- The relatively gentle grading and pleasant atmosphere would make it an excellent learning opportunity and training site in the installation of geotextiles and riparian plantings.
- With some straightforward planning, it could comfortably accommodate many organized volunteers of varying physical abilities.

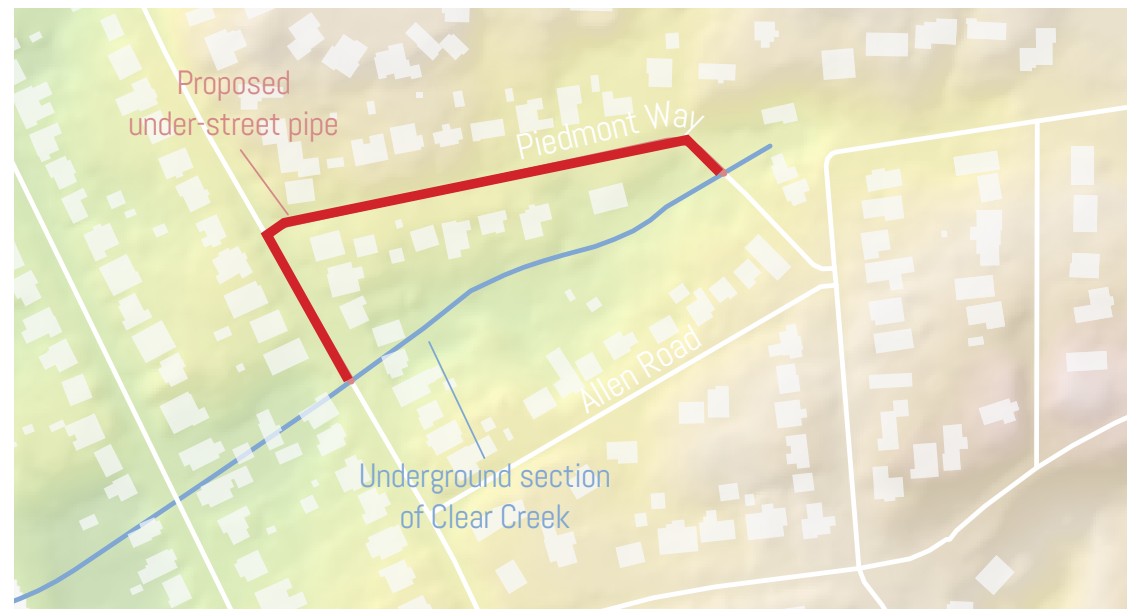
Recommendations are as follows:

- **(QL1)** The most efficient approach is to capture, arrest, or absorb flows. Coordinate with the Watershed Department to supply professional expertise to support design and permitting efforts and to furnish the needed earthmoving equipment and operators, assets it has on hand.

(QL) Stormwater (cont.)

To further address stormwater issues in the Allen Road and Piedmont Way area of the neighborhood, the following additional steps should be pursued with the Watershed Department:

- **(QL2)** Install a stormwater vault beneath the street at the Allen Road curve. This system has been used in the city in neighborhoods such as Summerhill and have proven to be successful in retaining stormwater in areas prone to flooding.
- **(QL3)** Install a new stormwater line beneath the street along Piedmont Way, connecting the existing stormwater lines from Piedmont Way to Monroe Drive.



Location of proposed stormwater pipe installation between Allen Road and Piedmont Way



Summerhill Pavers

(QL) Community Improvement District

A community Improvement District (CID) is a self-imposed tax district, where revenue collected from commercial businesses is reinvested directly into the local district. Funds collected from a CID can be used on a variety of public infrastructure, benefiting both businesses and residents alike. Examples include:

1. Construction and maintenance of city streets
2. Parks and recreational areas and facilities
3. Stormwater and sewage systems
4. Development, storage, treatment, purification and distribution of water
5. Public transportation
6. Parking facilities

In addition to directly reinvesting tax revenue, CID's can leverage privately raised dollars to compete for grants and additional funding opportunities.

Only commercial properties are eligible to create a CID. This excludes mixed-use residential with commercial space on the first floor. With input from the Piedmont Heights Business Alliance (PHBA), the project team conducted a preliminary analysis of commercial properties in close proximity to Piedmont Heights. This included properties within the formal neighborhood boundary, as well as businesses in Armor-Ottley and along Cheshire Bridge Road.

Findings

A total of **237** properties met sufficient criteria to be included in a Piedmont Heights/Armor-Ottley/Cheshire Bridge CID, with criteria as follows:

- Correct commercial land use code, per CID requirements
- Total assessed value greater than 0 (removes publicly owned properties, schools, churches, etc).

These properties have a combined value of **\$188,528,740** in total assessed value. This value is not divided evenly amongst the properties, with a handful comprising the majority of potential tax revenue. In addition, this exercise was tailored specifically to Piedmont Heights; as such, this analysis could be conducted with a larger boundary. Lastly, CID's are a type of Business Improvement District (BID). Both entities are similar in operation and structure. However, BID's include all property owners in a geography- including residential. PHBA can explore a BID as well.

- **(QL4)** The Piedmont Heights Business Alliance should investigate the creation of a CID, including both businesses in the neighborhood as well as immediately adjacent areas. This could expand further out, linking up with businesses in Lindbergh to the north and the full Cheshire Bridge commercial corridor to the east. There is no currently active CID or BID within immediate proximity to Piedmont Heights: the closest is the Midtown CID to the southwest, and further away is Buckhead CID to the north.



Eligible properties to be included in a hypothetical CID, tailored to Piedmont Heights and nearby adjacent businesses. CID boundaries could be expanded outward along Cheshire Bridge Road Piedmont Avenue, or Monroe Drive, depending on preferences of involved property owners and associated businesses.

(QL) General Recommendations

- **(QL5)** Designate or create a new public space for community gatherings, such as a new greenspace as part of a larger mixed use development or a community house (small civic building).
- **(QL6)** Support of Local Businesses. Engage the Atlanta ULI (Urban Land Institute) chapter to provide free consulting to study the economic potential of a larger CID or BID district in conjunction with the Armour Ottley, Lindbergh, and Cheshire Bridge commercial areas. (Include Morningside Lenox Park in this process)
- **(QL7)** Work with local business owners and the City of Atlanta to advocate for increased trash pickup frequency on commercial corridors, primarily Piedmont Ave. and Monroe Drive.
- **(QL8)** Plan regular community events (festivals, fairs, celebrations, etc.) that boost neighborhood identity and offer activities for people of different life stages.
- **(QL9)** Smart Cities digital board. Work with the Atlanta Department of Transportation and any other relevant city agencies to enable the Piedmont Heights Civic Association and Business Alliance to coordinate information and messaging on the Monroe digital board near the Piedmont intersection.

CULTURAL/HISTORIC RECOMMENDATIONS

(CH) General Recommendations

- **(CH1)** Coordinate with the Atlanta Department of Historic Preservation to explore memorializations and public art, particularly for marginalized communities, in recent Piedmont Heights history.
- **(CH2)** Collaborate with the BeltLine to feature historic items from excavation and construction process in or around BeltLine adjacent public spaces.



Piedmont WAY NE

Montgomery Ferry DR NE

SPEED LIMIT 25

This section of the plan outlines the pertinent details that will provide guidance to implement the overall plan. Responsible entities are highlighted, budgets estimated and projected time lines are provided. The result is a broad set of resources that can guide the community towards bringing the plan to life.

Some of the methods and processes for implementation are easy and able to be achieved quickly - within the next year or two. Other mechanisms and schedules will be more challenging and will necessitate the involvement of many agencies or partners and multiple funding streams over several years. And still other aspects of implementation can take 10 or more years to achieve, owing to the need for the initial recommendations of the plan to be implemented within the community in order to then be utilized as a foundation.

Funding sources are always limited but private funding sources could be available through a Conservancy or non-profit, which would enable funding of certain projects to occur faster than normal. The neighborhood should always pursue large-scale bonding opportunities that the City of Atlanta puts together.

The time frames assigned to each of the recommendations in the tables of this section are identified as follows:

- Short-term - 0-2 years
- Mid-term - 2-10 years
- Ongoing

IMPLEMENTATION STRATEGY



Master Plan		Time Frame	Responsible Party
MP1	Establish a Piedmont Heights Master Plan Implementation Steering Committee.	Short-term	PHCA
MP2	Identify the Master Plan recommendations that are proposed to be completed within the first 24 months and focus on those projects.	Short-term	PHCA
Transportation		Time Frame	Responsible Party
T1	Install a wide shared-use path along Monroe Drive, in between the Ansley Mall main entrance and the Montgomery-Monroe Drive intersection, as part of the alternative Monroe Street Diet redesign.	Short-term	ADOT
T2	Install stop signs at the following intersections: <ul style="list-style-type: none"> Monroe Drive and Rock Springs Road Monroe Drive and Wimbledon Road 	Short-term	ADOT
T3	Assess options for Monroe and Montgomery Ferry Drive intersection improvements, including: <ul style="list-style-type: none"> Realigned intersection with raised speed table and pedestrian crosswalk Roundabout redesign 	Short-term	ADOT
T4	Implement a mid-block crossing with a Pedestrian Hybrid Beacon (PHB) or similar pedestrian safety device on Monroe Drive. between Ansley Mall's main entrance and the Montgomery-Monroe intersection to create additional, safe crossing opportunities from east of Monroe Drive. to the BeltLine.	Short-term	ADOT
T5	Create new permanent BeltLine connection in the north of the neighborhood in the case of property redevelopment, replacing the existing at-grade connection with current low-density commercial properties	Long-term	ABI, Private Development
T6	Implement tactical urbanism intersection improvements at the following intersections: <ul style="list-style-type: none"> Montgomery Ferry and Pelham Piedmont and Pelham Piedmont Way and Allen Drive Montgomery Ferry and Piedmont 	Short-term	ADOT
T7	Convert short-term tactical urbanism interventions at the intersections in T6 to permanent street redesigns.	Long-term	ADOT
T8	Redesign the Pelham/Montgomery Ferry intersection to reduce the turn radius onto Pelham by street markings or a permanent curb extension, or bulb-out.	Short-term	ADOT
T9	Redesign the Pelham/Piedmont intersection to allow for different lane configurations in the future, such as the removal of one of the parking lanes to add a left-turn only lane at the point of intersection with Piedmont Ave.	Long-term	ADOT
T10	Redesign the Allen/Piedmont Way intersection to introduce a landscape island , a speed bump, and chicanes.	Long-term	ADOT

Transportation (cont.)		Time Frame	Responsible Party
T11	Redesign the Montgomery Ferry/Piedmont intersection to extend the curb that creates a new landscaped space. The driveway to the Heritage School from Piedmont Ave. is closed, while the southern driveway becomes the main access point. A median is added on Montgomery Ferry and the intersection point is realigned to be nearly 90 deg. with Piedmont Ave. This redesign further contemplates a Heritage School pedestrian bridge over Montgomery Ferry (Long-term).	Short-term	ADOT
T12	Coordinate with property owners to allow public access of existing at-grade connection between the BeltLine and commercial properties along Monroe Drive curve.	Short-term	ABI
T13	Cheshire Bridge/Piedmont/Piedmont Circle Roundabout: Engage the Atlanta Department of Transportation and the Morningside Lenox Park neighborhood in a process to evaluate the viability of installing a roundabout at this critical intersection, to ensure safer user experience for all modes of travel.	Long-term	ADOT
T14	Coordinate with ADOT to initiate study on improving vehicular flow into and out of Armour and Ottley.	Short-term	ADOT
T15	Wimbledon Parking <ul style="list-style-type: none"> Engage the businesses at the intersection to discuss the issue and to request for the businesses to communicate and inform their customers about this issue. Engage adjoining property owners on both sides of Piedmont to identify other opportunities for designated parking areas in locations that have excess parking or parking areas that do not utilize their parking during evening dinner time hours. Engage the Atlanta Department of Transportation to implement street striping along the street to better denote no parking areas in front of driveways and fire hydrants. If the above steps do not resolve the issue, Wimbledon residents can discuss the feasibility of implementing resident permit parking along the street. 	Short-term	ADOT, PHBA
T16	Repaint and reinforce speed bumps on Wimbledon.	Short-term	ADOT
T17	Install a "don't block the box" element at the Wimbledon and Piedmont intersection.	Long-term	ADOT

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ADOT - Atlanta Department of Transportation
AWM - Atlanta Watershed Management
DCP - Atlanta Department of City Planning

PHBA - Piedmont Heights Business Association
PHCA - Piedmont Heights Civic Association
SWS - Atlanta Solid Waste Services
ULI - Urban Land Institute

Transportation (cont.)		Time Frame	Responsible Party
T18	Discourage parking for BeltLine access on Flagler and work with Atlanta BeltLine Inc on future strategies to address future visitor parking demand in the area.	Short-term	ADOT, ABI
T19	Implement traffic calming measures on Montgomery Ferry, including (but not limited to) additional speed bumps.	Long-term	ADOT
T20	School Zone: Work with the Atlanta Department of Transportation to create a School Zone along Montgomery Ferry adjacent to the Heritage School to provide better tools to slow down vehicular traffic adjacent to this growing private school within the neighborhood.	Short-term	ADOT
T21	Repave roads, address broken pavement, storm drains, and sewer gates throughout the neighborhood, as appropriate.	Ongoing	ADOT
T22	Redirect bicycle lane south along Pelham road to allow for safer east-west connection over Piedmont Avenue. Coordinate with Morningside to ensure continuity of bicycle facilities.	Long-term	ADOT
T23	Prioritize pedestrian safety interventions at the following intersections: Monroe and Montgomery Ferry, Monroe and Rock Springs Rd, Monroe and Wimbledon, Piedmont Ave. intersection with Sprouts.	Long-term	ADOT
T24	Sidewalk improvements: Expand width of sidewalks and heighten curb on main arterial roads, particularly Monroe, Piedmont, and Piedmont Circle.	Long-term	ADOT
T24a	Create Review Committee to identify most critical areas for sidewalk maintenance. Establish funding opportunity for matching funds for private property owners, who are responsible for sidewalk maintenance.	Short-term	PHCA
T25	Sidewalk addition: Install sidewalks on both sides of main connector roads where currently lacking, particularly Rock Springs Road and Montgomery Ferry Road.	Long-term	ADOT
T26	Sidewalk repair: Repair broken sidewalks along Monroe Drive at designations.	Short-term	ADOT
T27	Plan trail connections to south fork conservancy, Peachtree Creek Greenway.	Short-term	ADOT
Land Use		Time Frame	Responsible Party
LU1	Change all Low Density Commercial designated properties to Low Density Mixed Use	Short-term	DCP
LU2	Support a zoning change from C1 to MRC2 for increased residential and commercial density for the bank and Kroger parcels north of Ansley Mall.	Short-term	DCP
LU3	Support a zoning change from I1 to MRC2 for the properties located at the Monroe Drive "curve" adjacent to the BeltLine and the Buford Highway connector, in exchange for these properties providing a public bike and pedestrian connection to the BeltLine.	Short-term	DCP

Land Use (cont.)		Time Frame	Responsible Party
LU4	Along the BeltLine, Piedmont Ave, and Piedmont Cir, encourage the development of small-scale neighborhood-serving commercial amenities and uses that can function as "third spaces" and community hubs (walkable coffee shops, restaurants, bodegas, etc.).	Ongoing	PHBA, ABI, DCP
LU5	Along the BeltLine, Piedmont Ave, and Piedmont Cir, encourage existing and/or new businesses to orient their facades and primary pedestrian entrances along the BeltLine trail or along Piedmont Ave/Piedmont Cir.	Ongoing	PHBA, ABI, DCP
LU6	Engage in the city comprehensive development plan update and zoning code update processes in 2024-2025 to advocate for the implementation of the pertinent recommendations of this master plan.	Short-term	DCP
LU7	Work with the City of Atlanta to translate current/proposed land use designations and zoning districts into the appropriate new land use and zoning categories provided for in the new comprehensive development plan update and zoning code.	Short-term	DCP
LU8	Allow for duplexes and other missing middle housing types of 2-9 units where appropriate. Consider if newly created zoning tools for enabling a greater number of accessory dwellings for single-family dwellings could be supported in Piedmont Heights.	Long-term	DCP
LU9	Support citywide initiatives to advance affordable housing solutions, which will help alleviate the risk of residents becoming housing-insecure (e.g. strong participation in CDP update, alignment with the affordable housing goals of HouseATL, etc.).	Ongoing	DCP
Open Space		Time Frame	Responsible Party
OS1	Increased maintenance of Gotham Park (regular trash pickup, landscaping, etc).	Short-term	PHCA
OS1a	Consider a community benefit agreement with Monroe Place Apartments to negotiate park access and mutual maintenance plan for Gotham Park	Short-term	PHCA
OS2	Improve lighting at Gotham Park	Long-term	PHCA
OS3	Replace fence at Gotham Park with a sturdier option, such as a metal fence with high visibility, and that includes a gate with code-entry. Negotiate access terms with Monroe Place Apartments for shared-use.	Long-term	PHCA

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Open Space (cont.)		Time Frame	Responsible Party
OS4	Review Gotham Way Park Plan, either updating as necessary or formalizing its adoption within the leadership of the PHCA.	Short-term	PHCA
OS5	Convene a study committee to explore park expansion as surrounding area redevelops, with focus on improving bike/ped connectivity for the neighborhood. Consider expanding Gotham Park itself, as well as expanding public access to the park.	Short-term	PHCA
OS6	Explore restoration of Clear Creek behind Ansley Mall and Ansley Square, connecting into Ansley Golf Club	Short-term	ABI
Urban Design		Time Frame	Responsible Party
UD1	Implement short-term urban design improvements at Ansley Mall	Short-term	ABI, Selig
UD2	Design and install neighborhood markers to strengthen community identity, especially at key gateways: <ul style="list-style-type: none"> Montgomery Ferry/Piedmont Montgomery Ferry/Monroe Monroe/Armour Drive Piedmont/Piedmont Circle, Monroe/Piedmont 	Long-term	DCP, PHCA
UD3	Design and create a neighborhood flag and banner that can be used by residents and businesses to represent neighborhood pride	Short-term	PHCA
UD4	Continue to promote and expand public art in and around the neighborhood	Short-term	PHCA, PHBA
UD4a	Support creation of murals on existing buildings now fronting the BeltLine, including Ansley Mall, Ansley Square, Kroger	Short-term	ABI
UD5	Protection of SOB property to ensure no more conversion of historic urban fabric to car-oriented design (i.e. drive thrus), as prohibited in BeltLine overlay district.	Ongoing	DCP
UD6	Create a marker to formalize entrance to Gotham Way Park Easement and greenspace entrance, on both Kilburn Drive and Lebanon Drive	Short-term	PHCA
UD7	Install pedestrian lighting along major interior streets (Pelham Rd., Montgomery Ferry Rd., Rock Springs Rd.)	Long-term	ADOT
UD8	Organize street tree planting opportunities for residential and commercial property owners, primarily those within close proximity to local businesses and main corridors (Monroe, Piedmont, and Piedmont Circle).	Long-term	ADOT
UD9	Work with Heritage School to design the proposed overhead pedestrian crossing as a Piedmont Heights gateway and signage opportunity.	Long-term	PHCA, ADOT, Heritage

Quality of Life		Time Frame	Responsible Party
QL1	Coordinate with Watershed Department to supply professional expertise to support design and permitting efforts and to furnish the needed earthmoving equipment and operators to install new absorption treatments.	Short-term	AWM
QL2	Install a stormwater vault beneath the street at the Allen Road curve.	Long-term	AWM
QL3	Install a new stormwater line beneath the street along Piedmont Way.	Long-term	AWM
QL4	Consider creating a CID that includes Piedmont Heights and adjacent businesses.	Long-term	PHBA
QL5	Designate or create a new public space for community gatherings, such as a new greenspace as part of a larger mixed use development or a community house (small civic building).	Ongoing	Commercial real estate development groups
QL6	Support of Local Businesses. Engage the Atlanta ULI (Urban Land Institute) chapter to provide free consulting to study the economic potential of a larger CID or BID district in conjunction with the Armour Ottley, Lindbergh, and Cheshire Bridge commercial areas. (Include Morningside Lenox Park in this process).	Short-term	PHBA, ULI
QL7	Work with local business owners and the City of Atlanta to advocate for increased trash pickup frequency on commercial corridors, primarily Piedmont Ave. and Monroe Drive.	Short-term	PHBA, SWS
QL8	Plan regular community events (festivals, fairs, celebrations, etc.) that boost neighborhood identity and offer activities for people of different life stages.	Short-term	PHCA, PHBA
QL9	Smart Cities digital board. Work with the Atlanta Department of Transportation and any other relevant city agencies to enable the Piedmont Heights Civic Association and Business Alliance to coordinate information and messaging on the Monroe digital board near the Piedmont intersection.	Short-term	ADOT
Cultural/Historic		Time Frame	Responsible Party
CH1	Coordinate with the Atlanta Urban Design Commission to explore memorializations and public art, particularly for marginalized communities, in recent Piedmont Heights history.	Long-term	DCP
CH2	Collaborate with the BeltLine to feature historic items from excavation and construction process in or around BeltLine adjacent public spaces.	Short-term	ABI

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