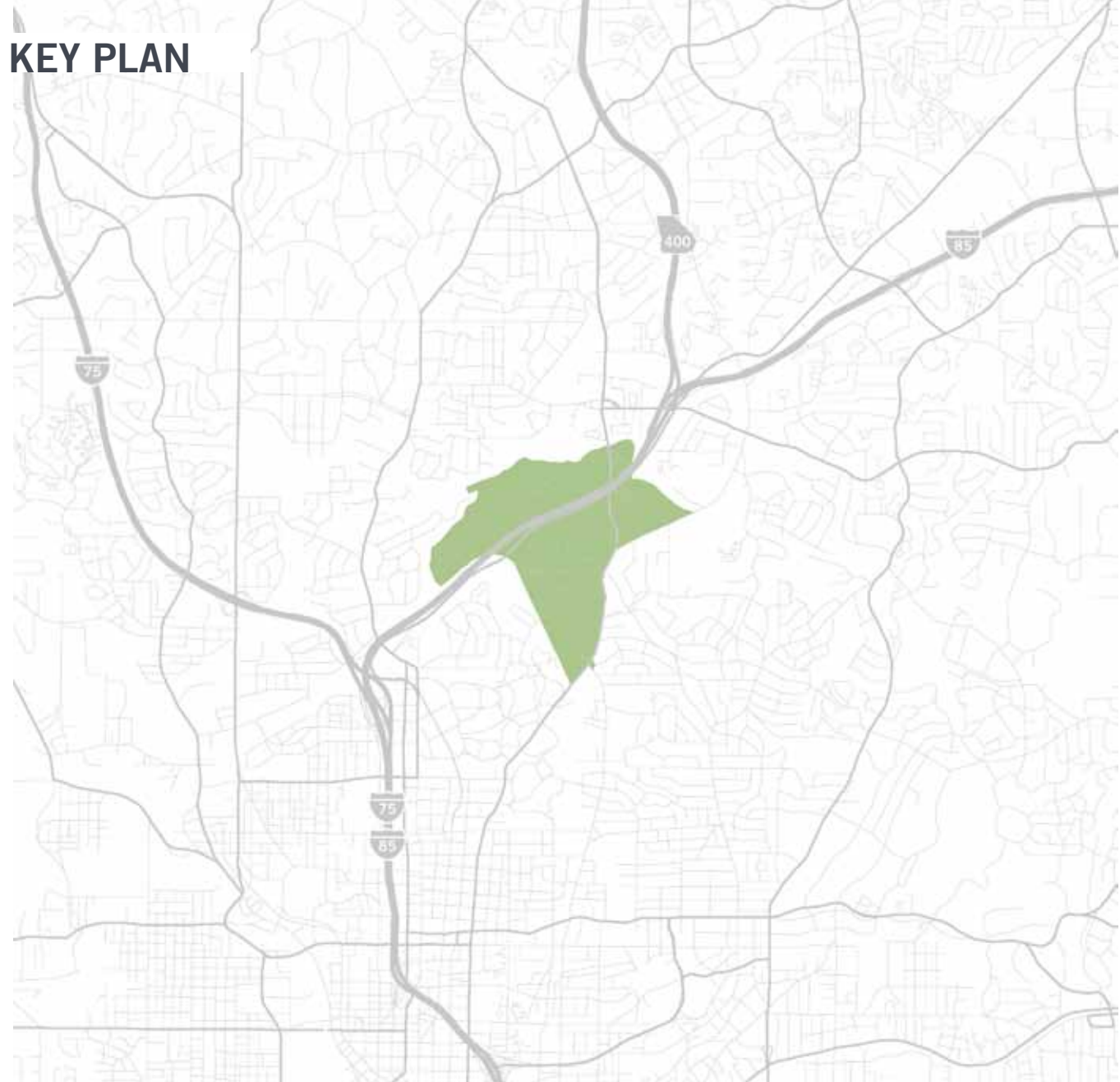


# greater piedmont heights master framework plan



LEGEND	
	STUDY AREA
	PLAZAS & HARDSCAPES
	STREETS
	WATER FEATURES
	PROPOSED BUILDINGS
	POTENTIAL BRIDGES
	PROPOSED PARKING DECK
	POTENTIAL TUNNELS
	EXISTING BUILDINGS
	PIEDMONT HEIGHTS NEIGHBORHOOD BOUNDARY
	PARKS & GREENSPACE (INSIDE OF STUDY AREA)
	PARKS & GREENSPACE (OUTSIDE OF STUDY AREA)
	SIDEWALKS



PERKINS  
+ WILL

ROSSER

peter drey architect



**PIEDMONT HEIGHTS MASTER FRAMEWORK PLAN**  
**09/14/12**

The final **Stakeholders Presentation** of the **Greater Piedmont Heights Master Framework Plan** took place on Thursday, **September 13, 2012** at 6:00 p.m. in the Loudermilk annex at Rock Spring Presbyterian Church, located at the corner of Piedmont Road and Rock Springs Road.

**Stakeholders** in this plan are not just Piedmont Heights residents, businesses and institutions but, equally important, all those in abutting neighborhoods, the Cheshire Bridge Road corridor, the Armour/Ottley industrial area and the Sweetwater Design District.

The seeds for this plan were sown in the spring of 2006 when **Livable Communities Coalition** held a workshop for Piedmont Heights to address the impact of the proposed **Atlanta BeltLine** which would run along its western border. Later that year the **Georgia Conservancy** organized **Blueprints Piedmont Heights** and produced a **Long Term Vision** for the neighborhood which subsequently greatly influenced **BeltLine Plans** for the community and the surrounding area.

Today there are two **BeltLine Plans** overlapping in Piedmont Heights (with multiple transit and trail routes), a **Connect Atlanta** plan, studies for a **MARTA/multi-modal station**, a **Clifton Corridor transit line**, new **GA-400/I-85 Ramps**, concepts to alter **Monroe Drive/I-85**, trails along **Peachtree Creek** and its **South Fork** and multiple proposed **private developments**, all of which radically impact, for good and bad, **Piedmont Heights and surrounding communities**.

So, why another plan? They say, “**A picture is worth a thousand words**,” but Piedmont Heights is faced with a “**thousand pictures**” and **uncoordinated scenarios**. We need only “**one picture**” but one which will unify the best concepts of all the others into a single workable plan.

In December, 2011 the **Piedmont Heights Civic Association** hired three noted planners to develop this plan for Piedmont Heights and its environs: **David Green** with Perkins+Will, **Peter Drey** with Peter Drey Associates and **John Wyle** with Rosser International, assisted by **Ryan Gravel** (“father” of the BeltLine) and **Heather Alhadeff** (former Director of Transportation for the City of Atlanta). The finished plan focuses on **infrastructure** and **connectivity**. A network of streets, trails and green spaces will encourage responsible development and appropriate transit, vehicular and pedestrian movements for a fully integrated and connected community.

What credibility will the plan have? The power of any plan resides in the voices and efforts of the people who support it, which power **can absolutely influence the future**. A very dramatic example is the new **14th Street Bridge** in Midtown. **GDOT** initially designed a plain vanilla 8-lane bridge. **Midtown Alliance**, along with the **Home Park Community Improvement Association**, hired **Peter Drey** to design a new bridge. Peter eliminated two traffic lanes, added a landscaped median, decorative screens and lighting, – and they **convinced GDOT to build it!**

As for **implementation** of the plan the Piedmont Heights perimeter and cross streets, as well as commercial properties in Piedmont Heights, lie in the **BeltLine Tax Allocation District** which means that funds to improve these framework component are “built-in” the BeltLine project. New streets and intersections would be built by the **private sector** as redevelopment occurs.

## **PIEDMONT HEIGHTS MASTER FRAMEWORK PLAN OBJECTIVES**

1. Unify the many plans by others in and around Piedmont Heights into a single implementable Master Framework Plan leveraging community assets, respecting the interests of all persons and following the Hannover Principles.\*
2. Modify Buford Highway, Monroe Drive and Piedmont Road for more appropriate interface with abutting neighborhoods and to divert through traffic away from residential areas.
3. Transform the open space under I-85 and along the Peachtree Creek waterway into cultural and environmental assets.
4. Alter internal streets and intersections for safety and walkability, to minimize vehicle/pedestrian conflicts and to encourage appropriate new development.
5. Create a plan for additional green space and a pedestrian network connecting the neighborhood to the BeltLine, nearby trails, parks, creeks and open spaces.
6. Integrate existing and proposed public transit systems ensuring minimum disruption and optimum access.

\*The Hannover Principles (Design for Sustainability) can be viewed at [www.mcdonough.com/principles.pdf](http://www.mcdonough.com/principles.pdf).