



2024
**PIEDMONT
HEIGHTS
MASTERPLAN**

DRAFT

ACKNOWLEDGEMENTS

Gratitude to:

Piedmont Heights Master Plan Steering Committee:

Bill Compton, Piedmont Heights Civic Association (PHCA) President
Susan Kanellos, PHCA Vice President
Meg Anderson, PHCA Communications Chair
Shawn Brown, PHCA Transportation Chair
Bill Seay, PHCA
Petro Kacur, Piedmont Heights Resident
Sachi Nakato Takahara, Piedmont Heights Business Alliance
Jennifer Ohme, Piedmont Heights Business Alliance
Hunter Lainhart, Selig Enterprises
James Hill, PHCA
Matt Skinner, Heritage School
Christian Hempell, Heritage School
Craig Wasilewsky, Perennial Properties
John Cheek, PHCA

Additional gratitude to:

City of Atlanta Department of City Planning
City of Atlanta Department of Watershed Management
City of Atlanta Department of Transportation

Project Team

Aaron Fortner, Canvas Planning Group

Luben Raytchev, Georgia Conservancy
Michaela Master, Georgia Conservancy
Sanjana Roy, Georgia Conservancy



TABLE OF CONTENTS

Introduction	7
Existing Conditions	19
Recommendations	47
Implementation Strategy	83



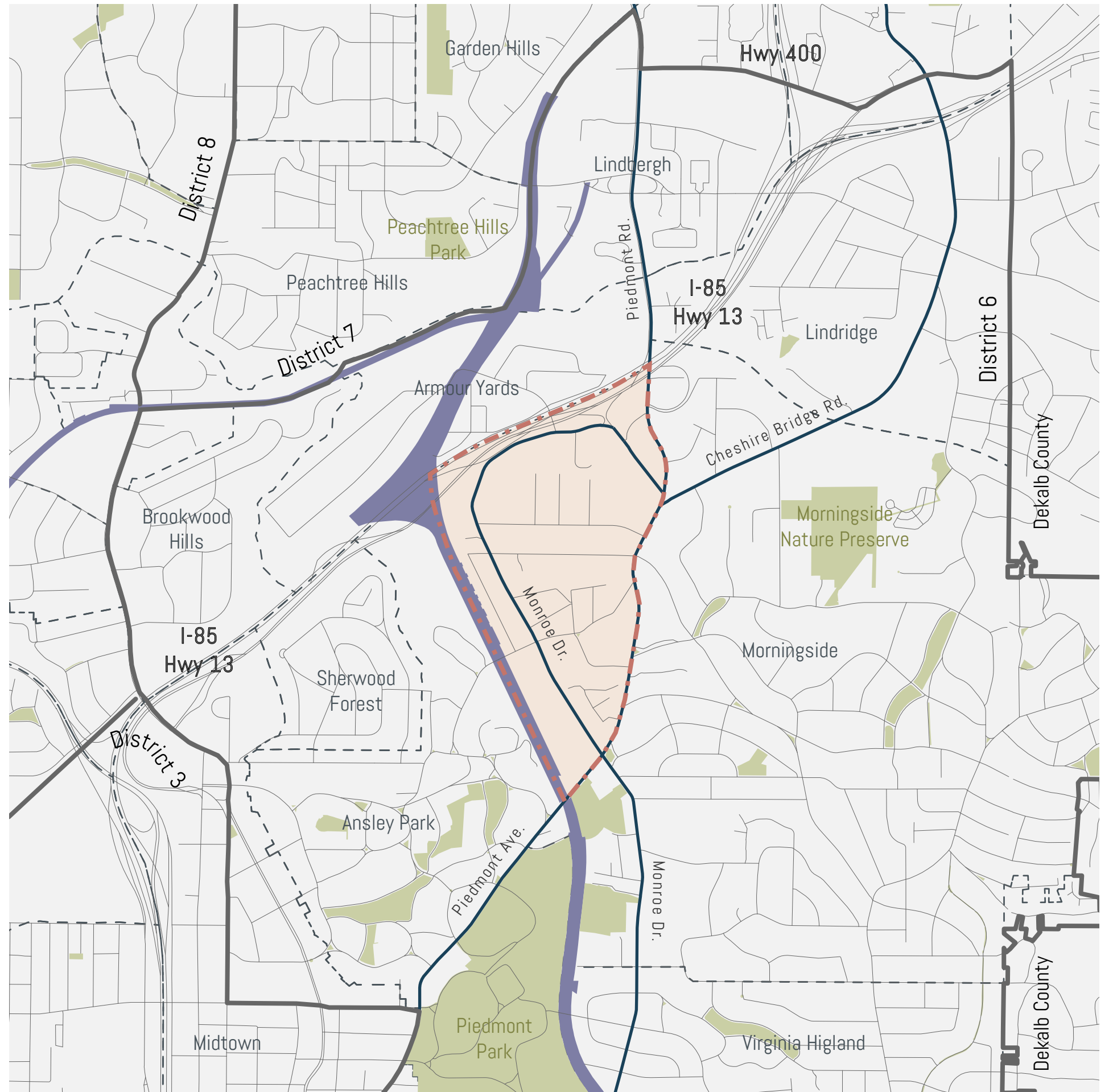
INTRODUCTION

I 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 offramps 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.

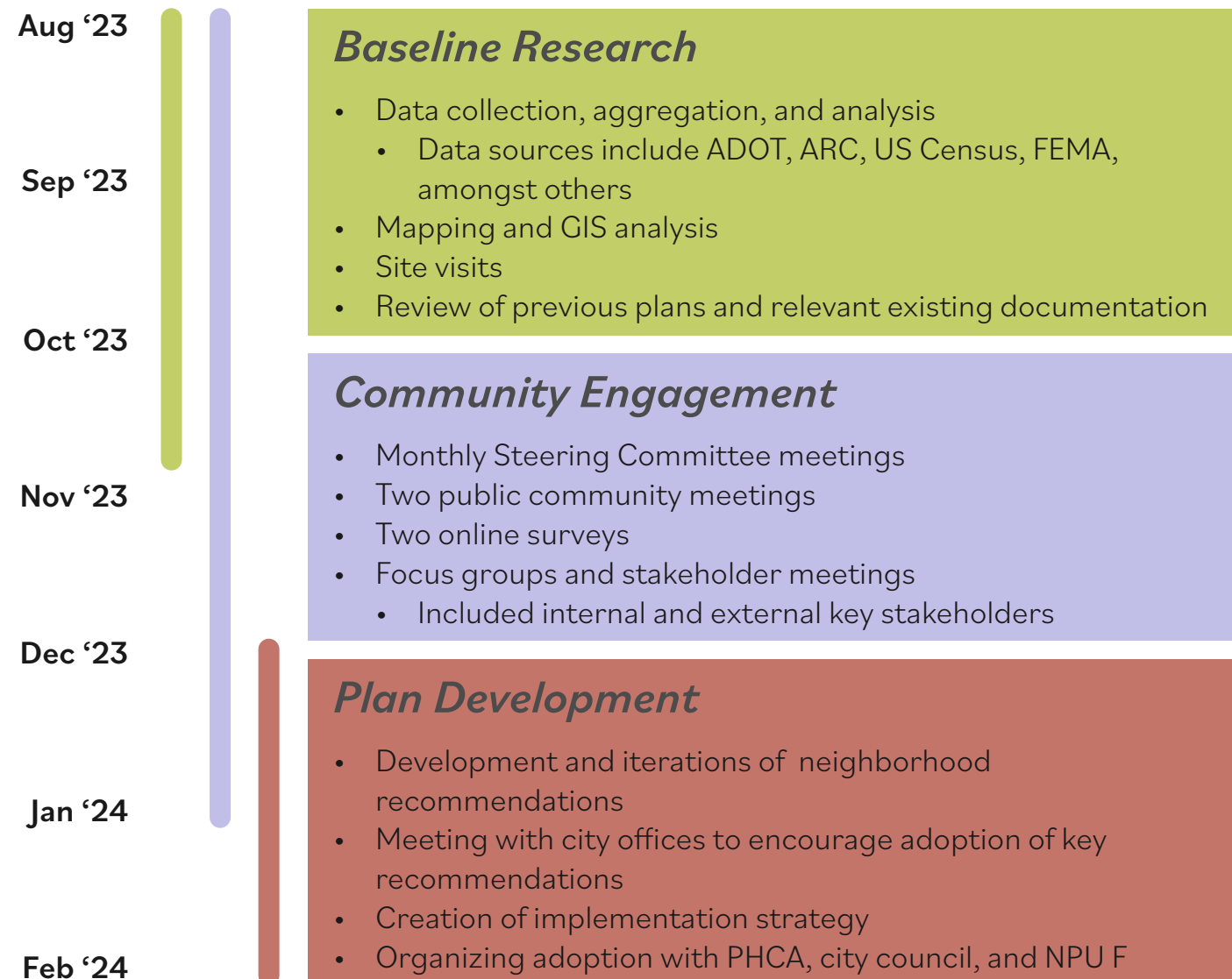
The history of the neighborhood is rich. Long-term neighborhood residents refer to the neighborhood as Atlanta 1st neighborhood. Now, as the urban core of Atlanta develops and densifies, Piedmont Heights is faced with both opportunities - and challenges - amidst a changing city landscape.



I 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 cross-roads 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



Community Meeting #2

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.

I 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

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

Steering Committee Schedule

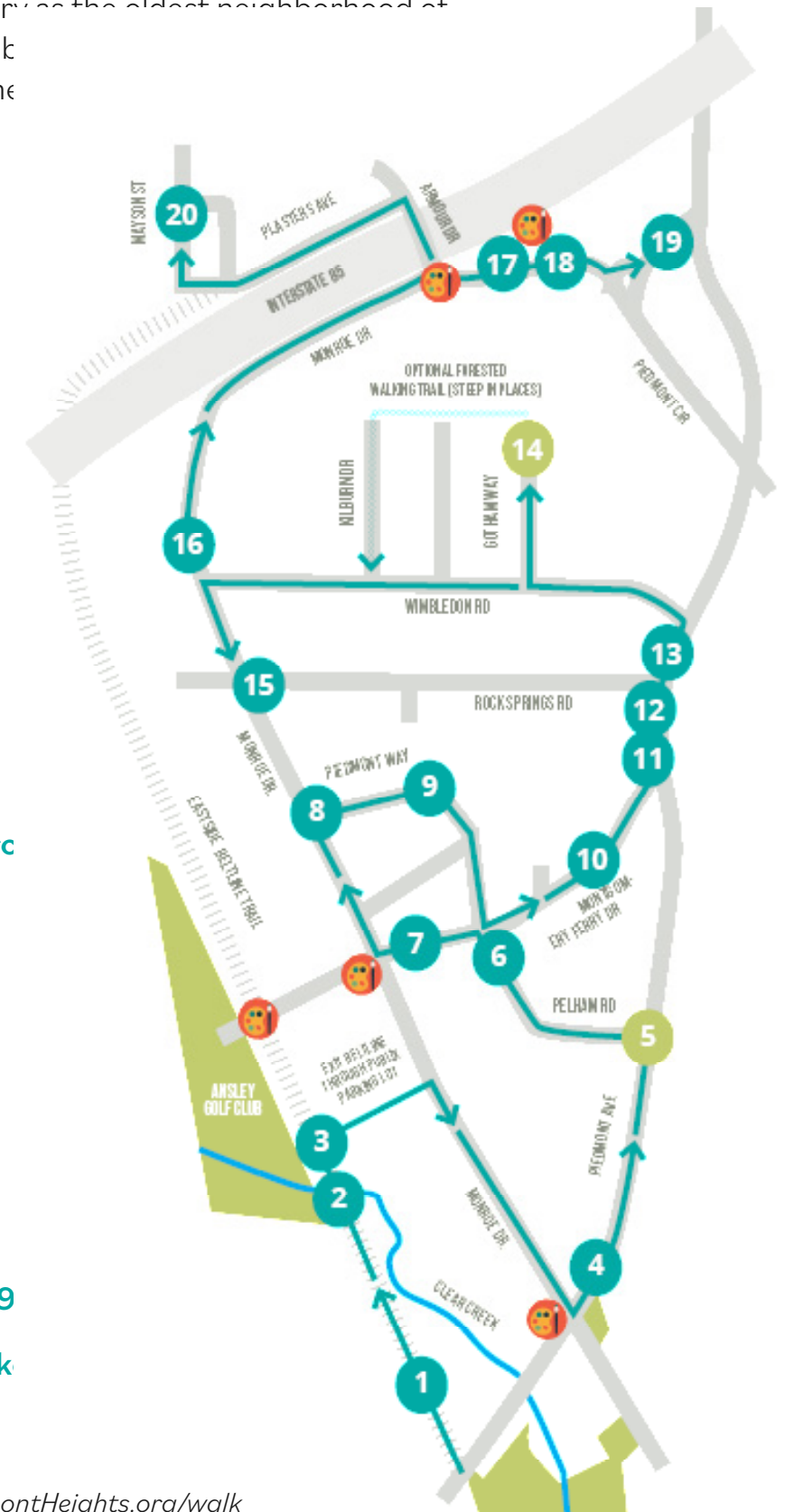
The Master Plan Steering Committee met in the evenings on the following dates:

- 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 the City of Atlanta, identifies cultural resources and landmarks in the

- 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 Mark
- 20 Mayson Chapel Baptist Church



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

I 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.

I Introduction

Past Planning Efforts

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.

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 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.

2007

2011

2017

2019

2022

2023

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-Ottley as part of the Piedmont Heights neighborhood.

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.

BeltLine Subarea 6 Master Plan 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.



EXISTING CONDITIONS

I 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.

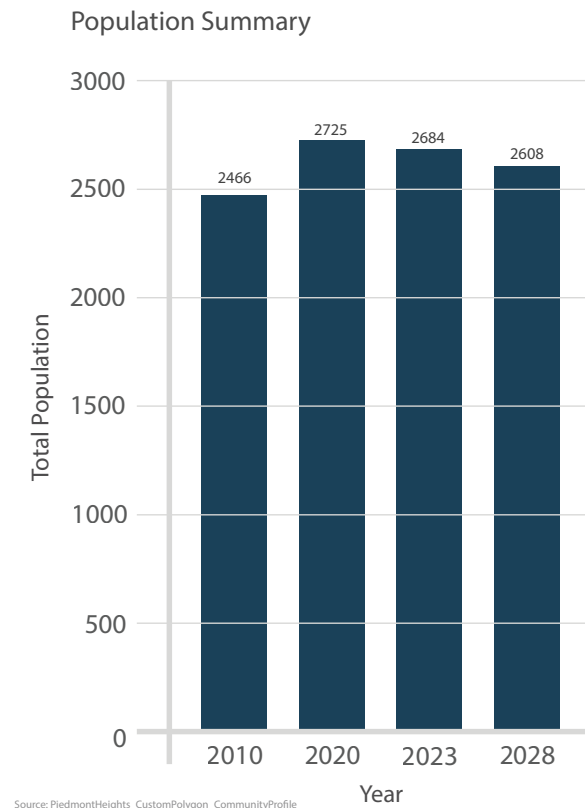
The data expounds on topics such as general demographics, housing structures, and housing tenure, under the following subtopics:

- 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.

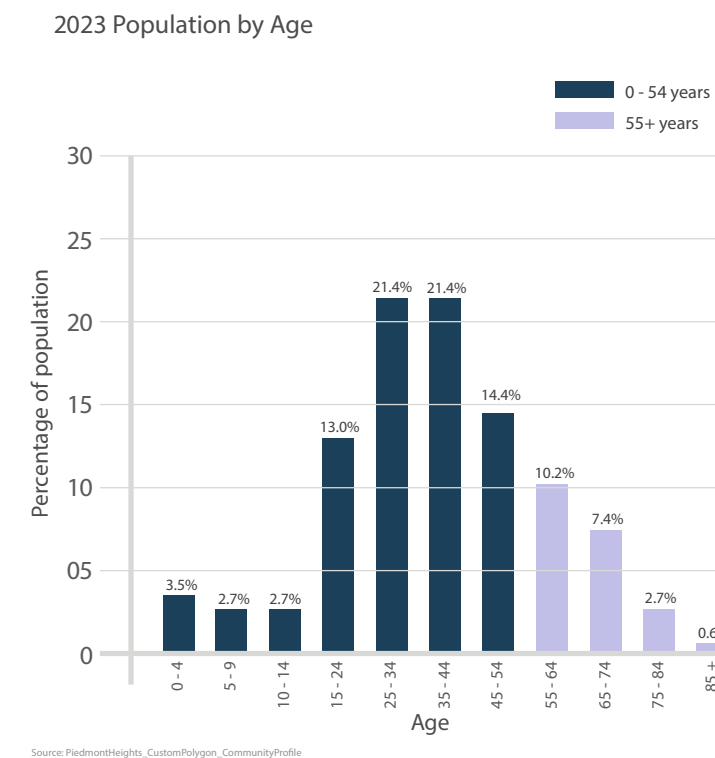
Population

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



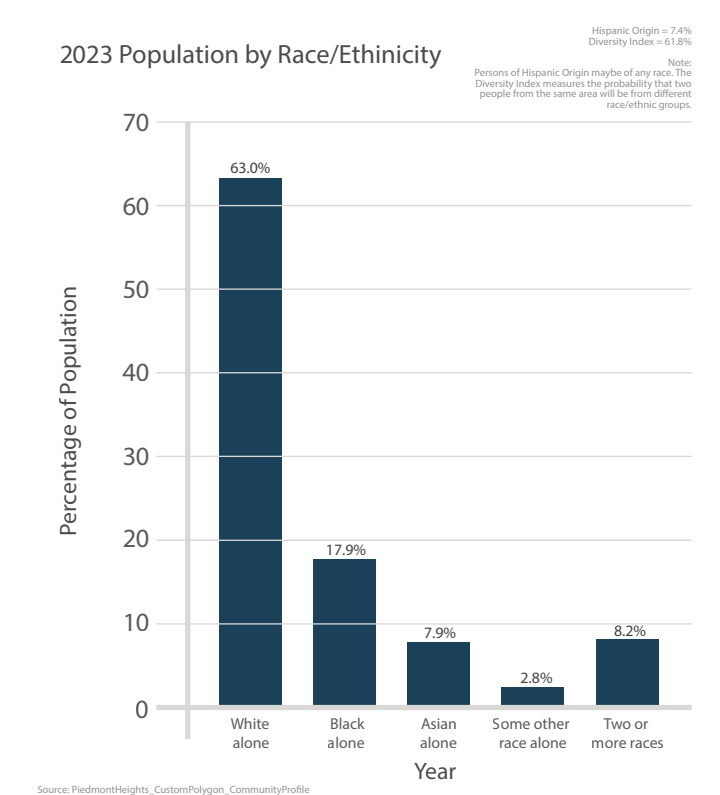
Population by Age

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.

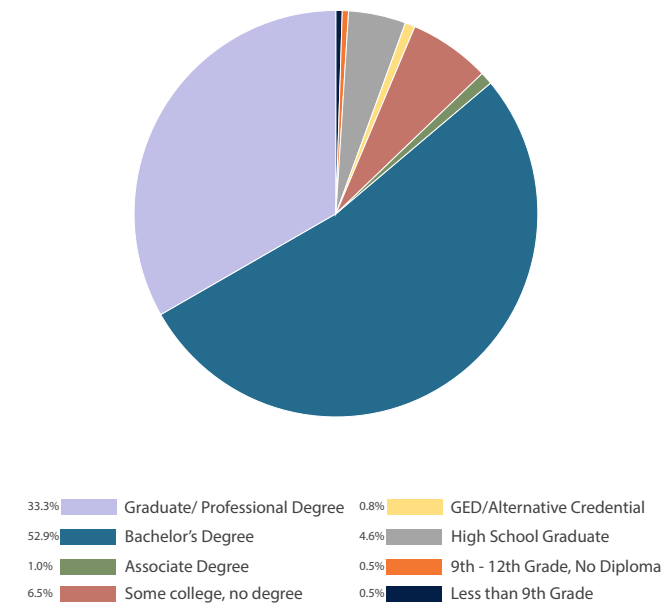


I Community Summary

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.

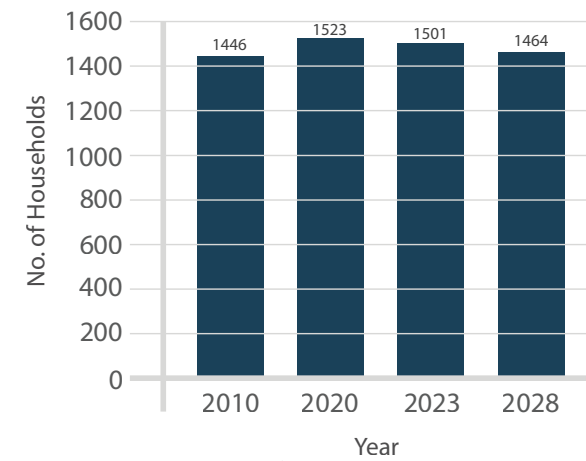
2023 Population 25+ by Educational Attainment



Households

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

Households Summary

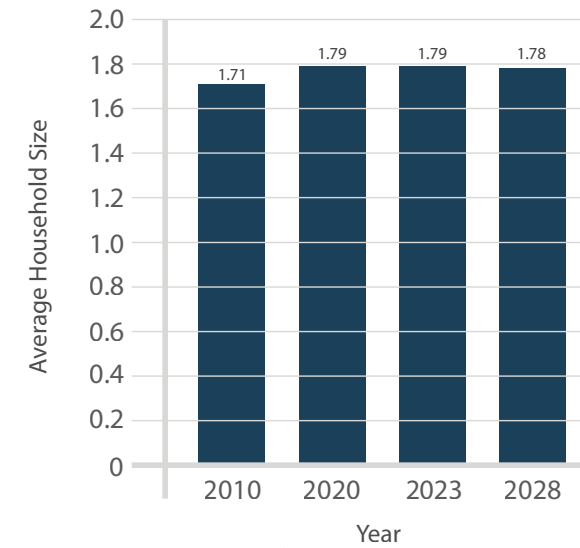


Source: PiedmontHeights_CustomPolygon_CommunityProfile

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

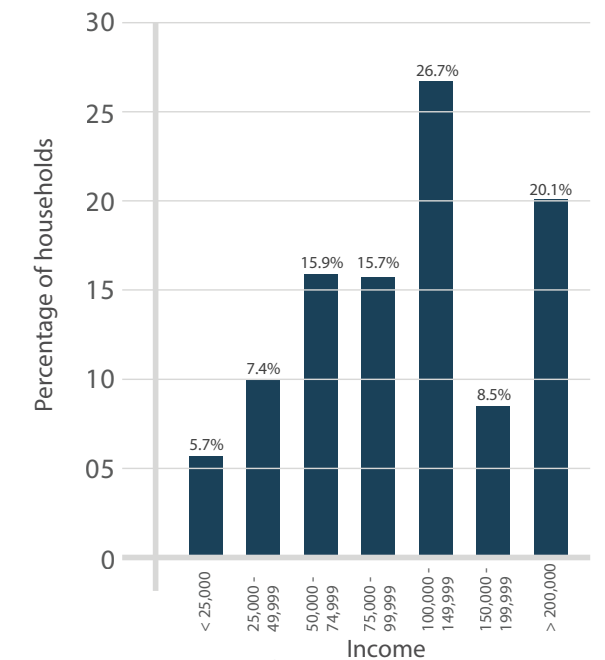


Source: PiedmontHeights_CustomPolygon_CommunityProfile

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



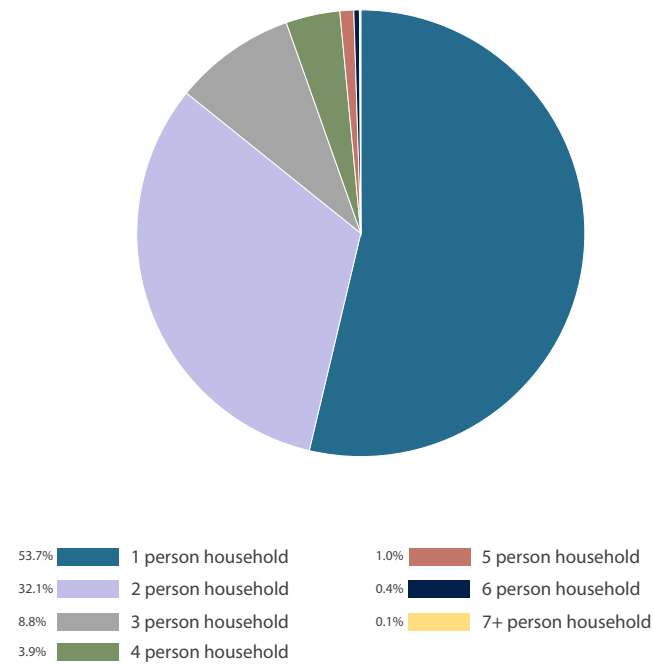
Source: PiedmontHeights_CustomPolygon_CommunityProfile

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

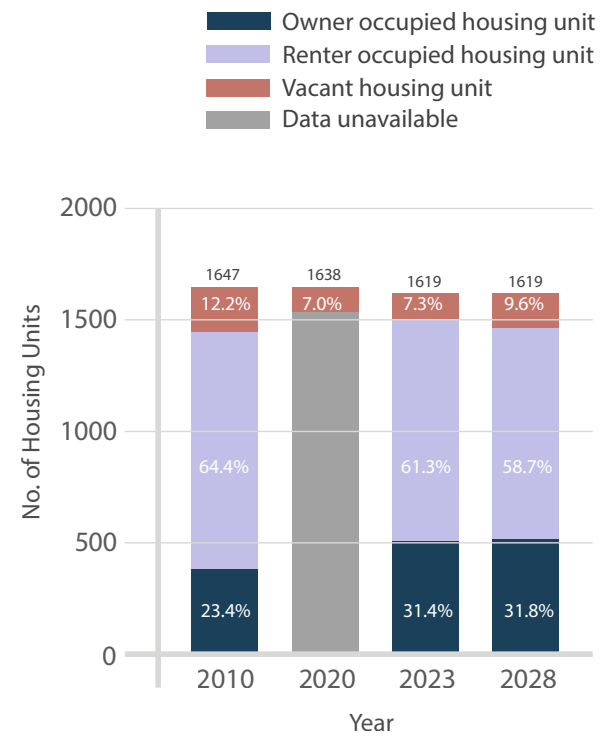


Source: PiedmontHeights_CustomPolygon_CommunityProfile

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

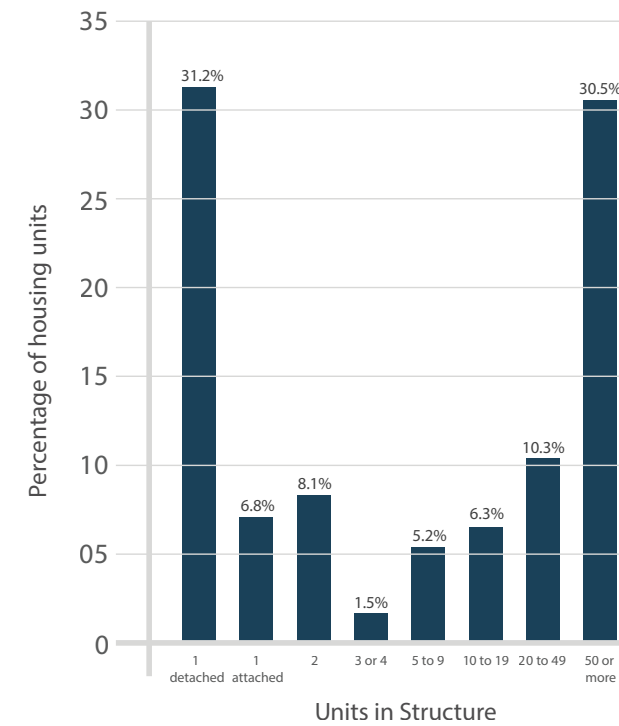


Source: PiedmontHeights_CustomPolygon_CommunityProfile

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

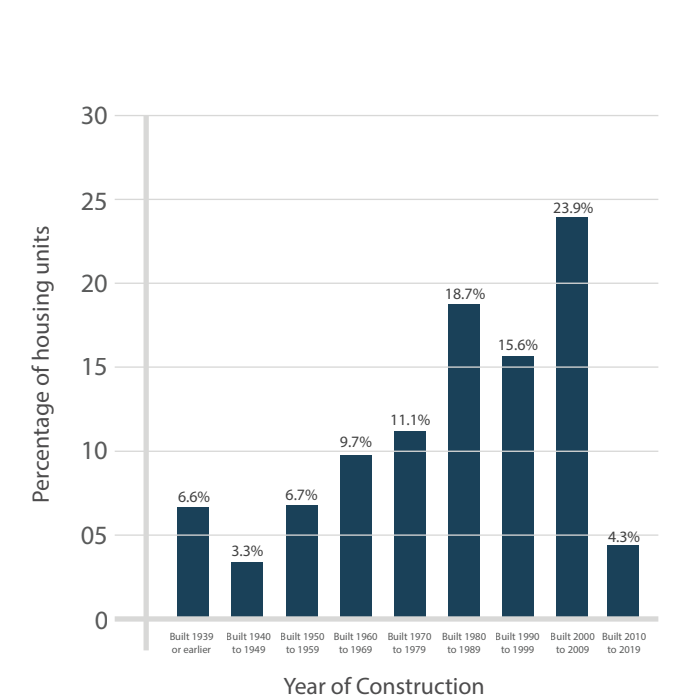


Source: PiedmontHeights_ACSHousingSummary_2017-2021

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

I 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.












I Existing Conditions

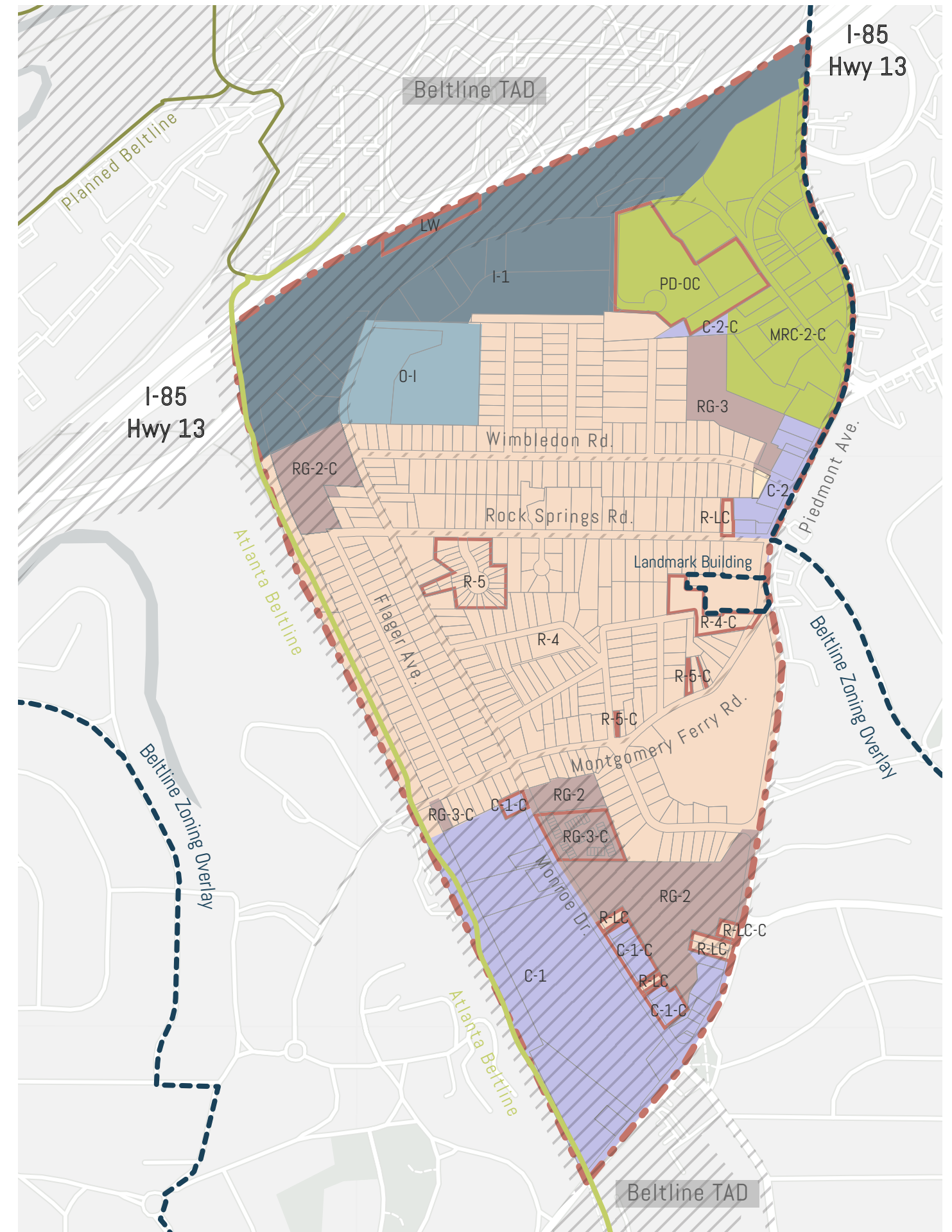
Zoning

The Piedmont Heights neighborhood is made up of the following zoning designations:

- R4 – The core of the neighborhood is zoned R4 allowing single-family uses with accessory dwellings.
- R5 – A small single-family development within the neighborhood off of Rock Springs Road is zoned R5, enabling smaller lots and more dense development. There are additionally a small number of lots along Montgomery Ferry Drive that are zoned R5 zoning within the neighborhood.
- RG and MR zoning – These areas of the neighborhood are located along the major thoroughfares of Piedmont Circle, Monroe Drive, and Piedmont Avenue and include mostly older-stock apartment buildings and properties.
- C and MRC zoning – These areas of the neighborhood include the Ansley Mall shopping center and the Piedmont Circle and Piedmont Road areas. Many of these sites are large parcels or assemblage opportunities with existing low density and older commercial strip retail uses.
- O-I and RLC zoning – A small number of parcels along Monroe Drive and Piedmont Avenue are zoned O-I and RLC which allow small sized office or retail uses in structures that are typically older homes.
- I-1 zoning – The majority of parcels on the northern edge of the neighborhood along Monroe Drive and I85 are zoned as I-1 zoning. I-1 zoning allows for light industrial uses as well as light retail and residential uses only within buildings more than 50 years old.
- BeltLine Zoning Overlay – The entirety of the neighborhood is within the BeltLine Zoning Overlay district. This district does not apply to any R zoned properties. For all other properties, the overlay applied additional urban design standards, sidewalk and streetscape standards, parking maximums, and affordable housing requirements for developments that provide multifamily rental units.

Zoning & Tax Allocation Districts

 Residential (R) Districts	 Mixed Residential Commercial and Planned Development (MRC & PD) Districts
 Residential General (RG) Districts	 Beltline TAD
 Office-Institutional (O-I) District	 Zoning Overlays (Beltline & Landmark Building)
 Industrial & Live-Work (I & LW) Districts	 Atlanta Beltline
 Commercial (C) Districts	



I Existing Conditions

Future Land Use

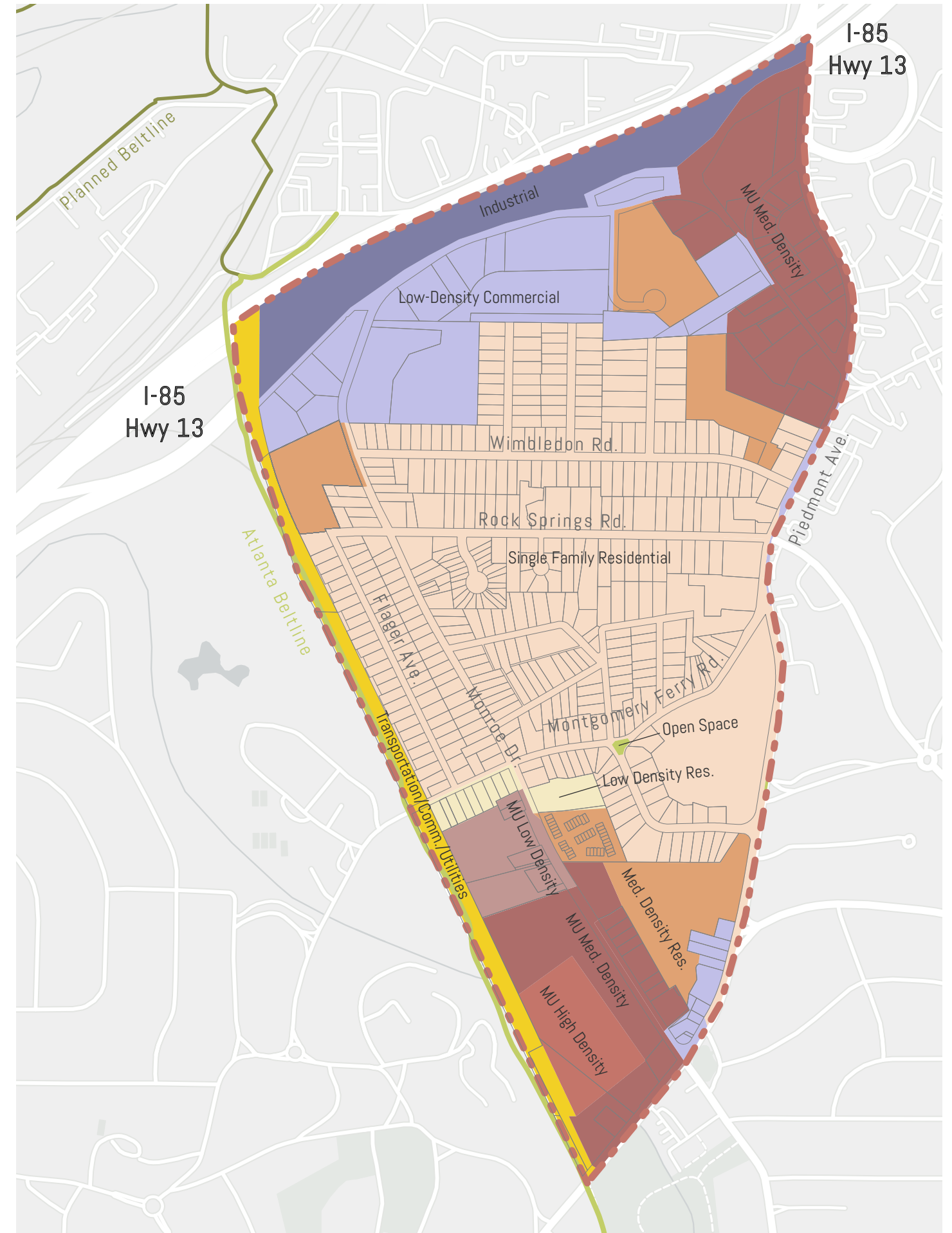
Neighborhood land use policy is implemented and regulated by the City of Atlanta through the Future Land Use Map and the Zoning Map.

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 Residential
- Open Space
- Medium-Density Residential
- Industrial
- Low-Density Commercial
- Mixed-Use Low-Density
- Mixed-Use Medium-Density
- Mixed-Use High-Density
- 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



Gables Multi-family apartments on Monroe Drive



Single-family homes along Rock Springs Road

I 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

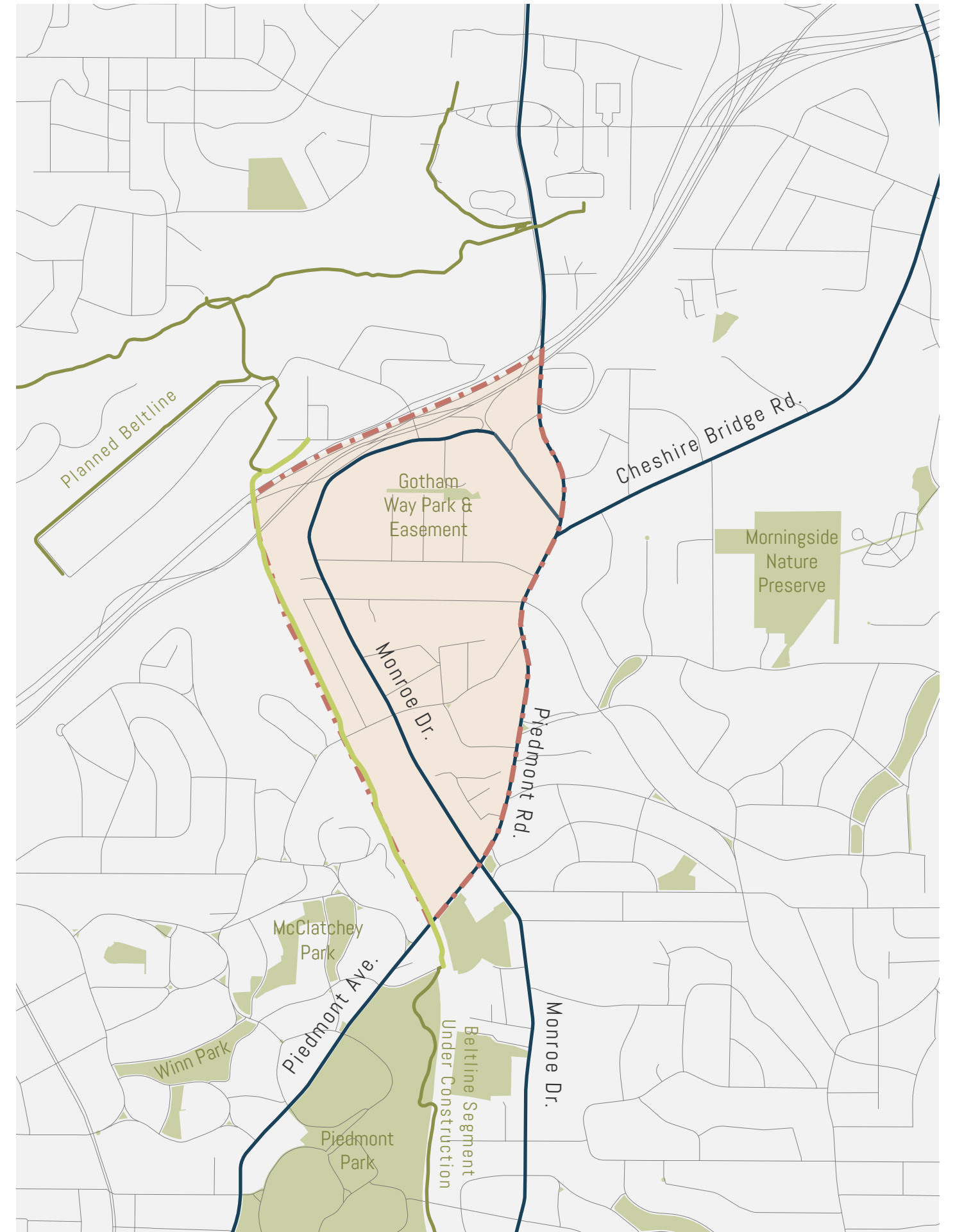
Within the Piedmont Heights neighborhood, there is a modest amount of publicly accessible greenspace. The only park space formally owned and operated by the Atlanta Department of Parks and Recreation is Piedmont Heights Park, a small traffic triangle with two trees and a modest amount of grass. Gotham 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

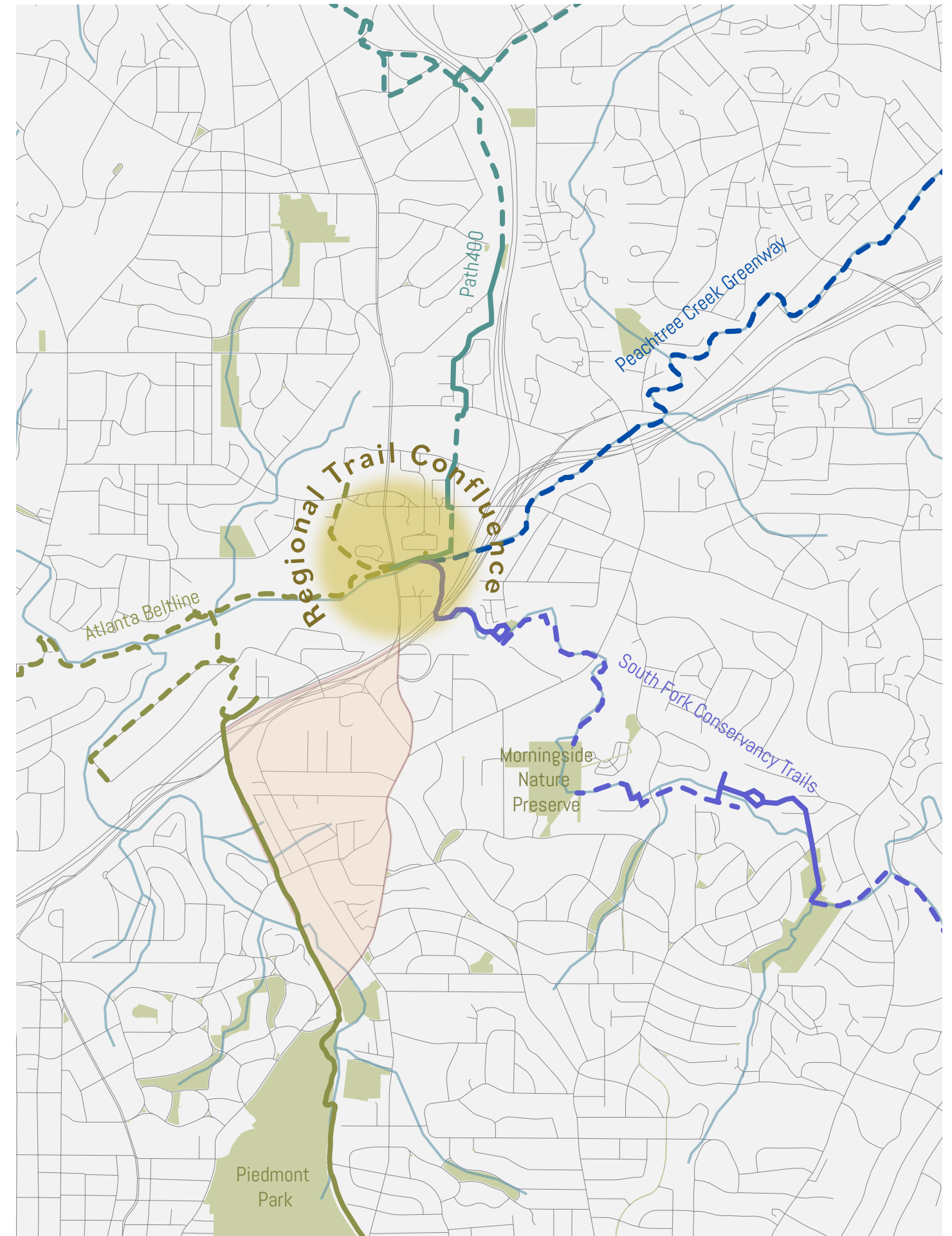
-  Public Parks and Greenspace
(note that Gotham Park is owned by PHCA, not ATL DPR)
-  Beltline Trail (by construction phase)
-  Piedmont Heights



| 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 – PARTH 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

I Existing Conditions






Hydrology

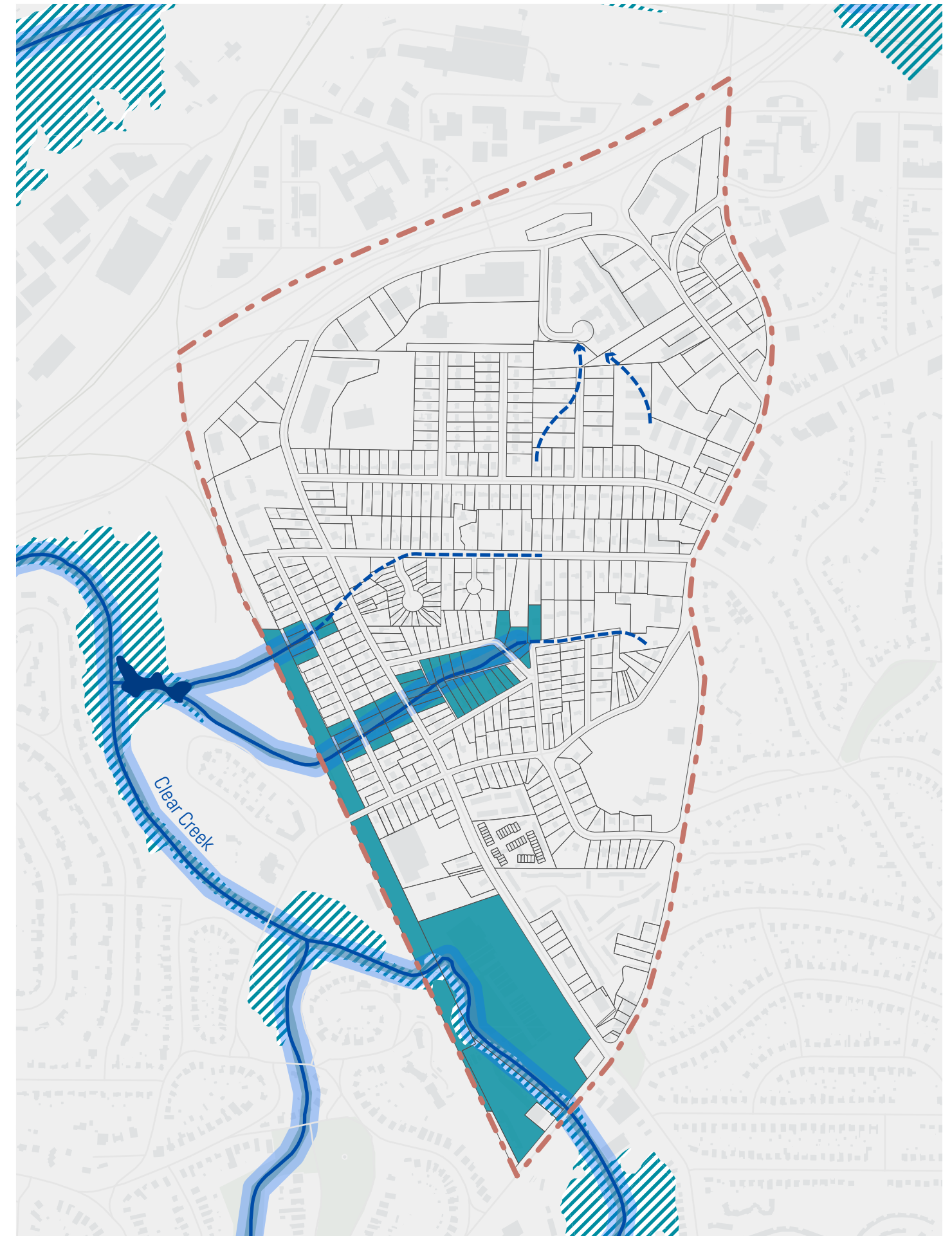
The Piedmont Heights neighborhood is located in the Peachtree Creek watershed. Peachtree Creek itself runs just north of the neighborhood, splitting into the North Fork and South Fork to the Northeast. Feeding into Peachtree Creek is Clear Creek, the only body of water that runs within the borders of 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 burried 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 properies. The properies without the pipe experience frequent looding 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



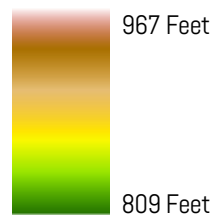
I Existing Conditions

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 Morning-side 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 multi-family 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



I 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:

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.




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 for round out the experience for pedestrian users of this space.

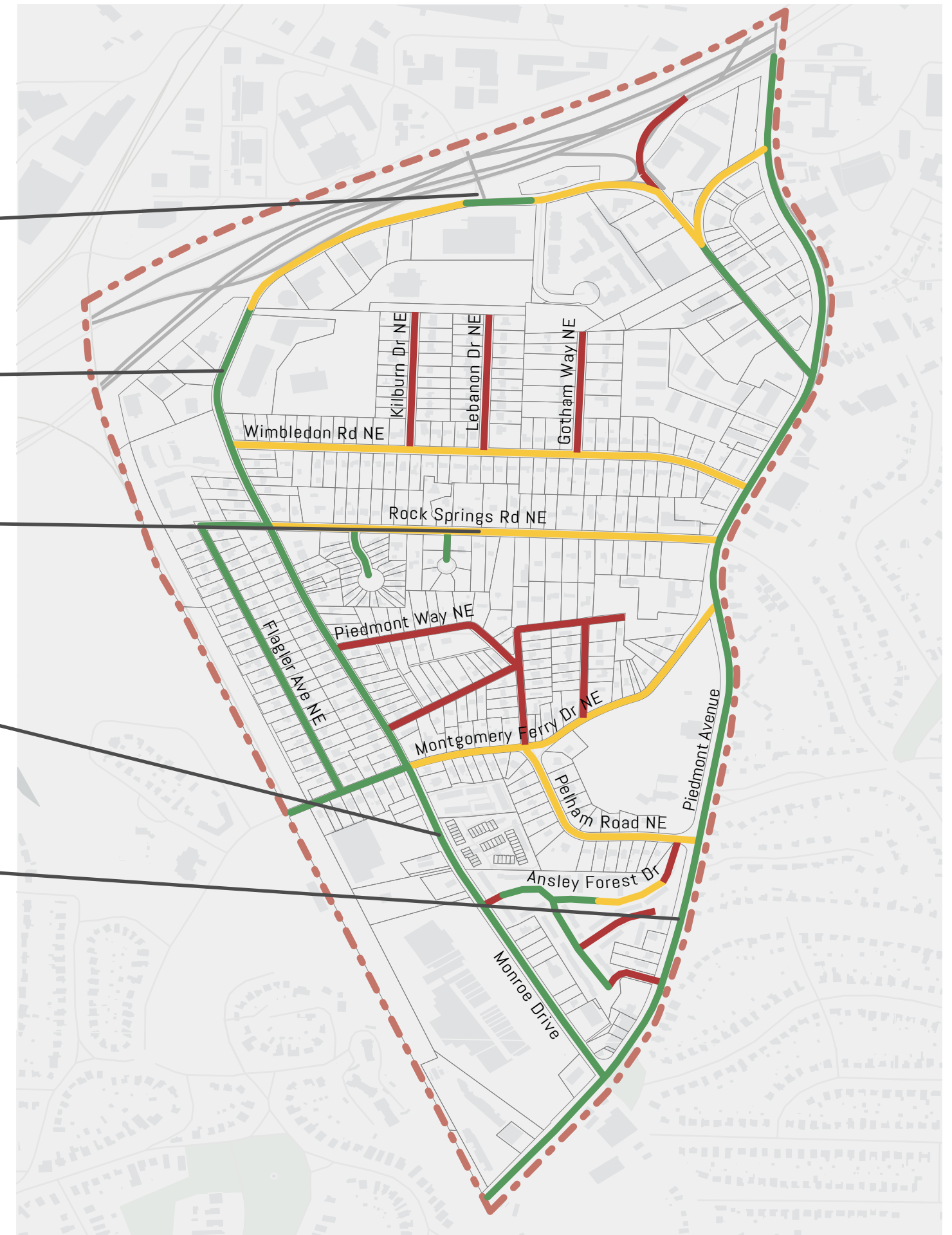
Rock Springs Road: Interior neighborhood street sidewalk quality is typically high. However, these streets only have sidewalks on one side, or are absent entirely. This is particularly an issue for east-west connector streets such as Rock Springs and Montgomery Ferry.

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.

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

I Key Concept 1: 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 Ave. Monroe Dr. and Boulevard make up one continuous street that crosses Atlanta's major east-west corridors, including North Avenue, Ponce De Leon Ave., Edgewood Ave., and many others, and acts as a north-south connection that 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 Dr. has received significant attention from the Atlanta Department of Transportation (ADOT).

ADOT's Monroe Complex Street Design 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. While some of the designs near finalization, there is still an opportunity to influence the proposal for the section of Monroe Dr. alongside Piedmont Heights.

Monroe Dr. in Piedmont Heights

Monroe Dr. 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 Dr. 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 Dr. can be improved to meet the needs of Piedmont Heights residents, visitors, and commercial properties.

Monroe Dr. Redesign (Ansley Mall to Montgomery Ferry Dr.)

The following visualizations illustrate a proposed redesign from the stretch of Monroe Dr. from the main entrance to Ansley Mall to its intersection with Montgomery Ferry Dr. The proposal imagines a lane reduction from four to three lanes (with a turn-lane in the middle), which allows space for an expanded multiuse area and planting buffer on the western side of the street **(T1)**. Along with other spot changes, like adding stop signs at the intersections of Monroe with Rock Springs Road and Wimbledon Road **(T2)**, the design will slow traffic, shorten crossing distances, and create a more hospitable environment for pedestrians.



Section View of a Proposed Design for Monroe Dr. 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' multiuse path and a 5-6' planting buffer. The planting buffer and multiuse path can flex with changes in street width along this stretch.



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

I Key Concept 1: Monroe Drive Redesign

Monroe Drive at Ansley Mall

The redesign of Monroe Dr. proposes a lane reduction between the main entrance of Ansley Mall and the intersection of Monroe Dr. 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 **(T1)**. 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 Dr. is not altered south of Ansley Mall's main entrance, therefore this redesign will not affect queuing at the Monroe Dr. - Piedmont Ave. intersection.

Low-density commercial properties north of Ansley Mall may be redeveloped in the future. If a redevelopment opportunity arises, Piedmont Heights should advocate for a mixed-use development on the site. A mixed-use development will retain commercial activity on-site, and could facilitate additional commercial opportunity, while also adding BeltLine-adjacent residential property. Anchor tenants may be invited to return to the site in new commercial envelopes post-development. Redevelopment of these properties will also afford the chance to reduce and consolidate curb cuts to Monroe Dr., improving the pedestrian and multimodal experience and enhancing safety **(LU5)**.



caption 1



caption 2

I Key Concept 1: Monroe Drive Redesign

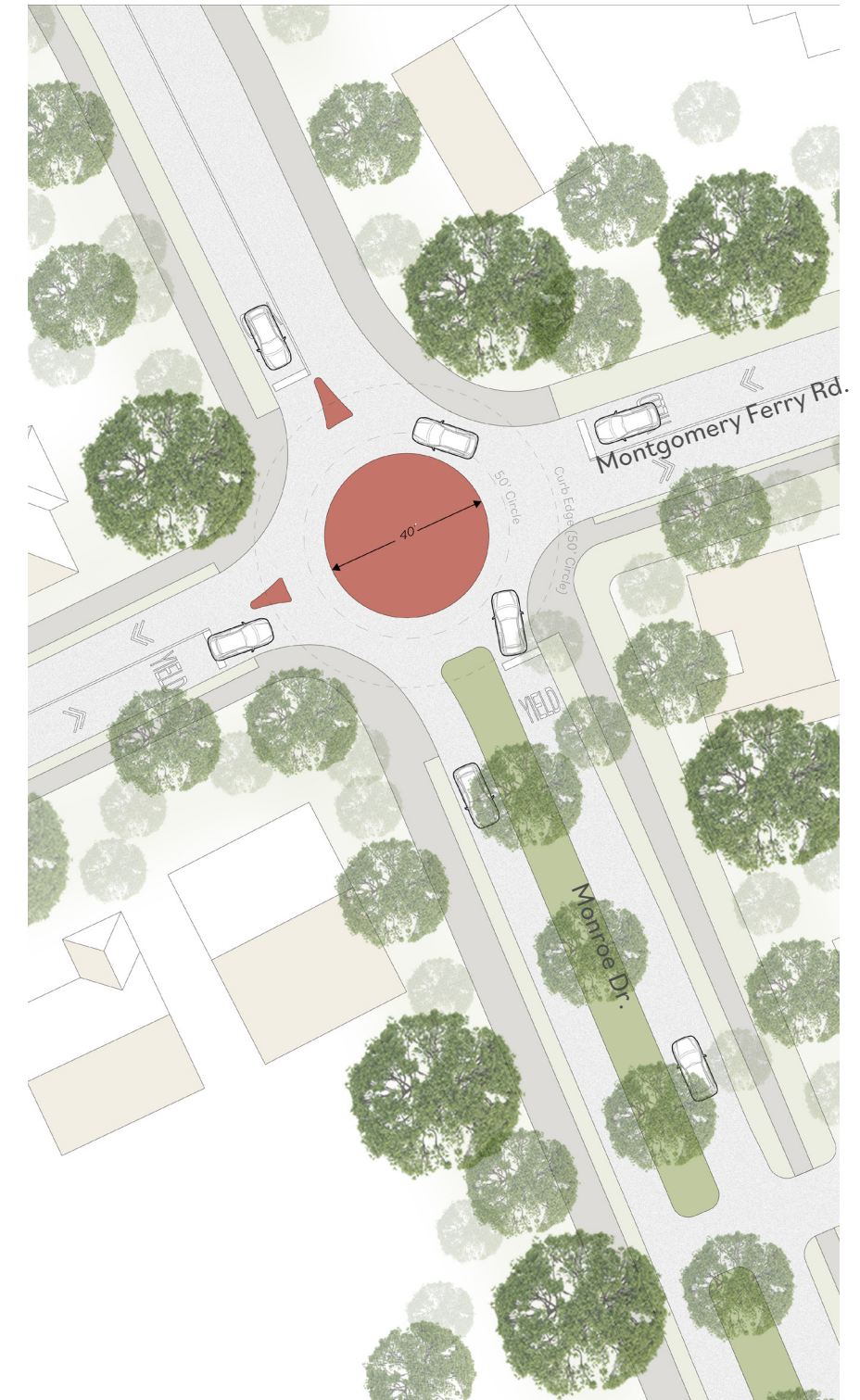
Monroe Drive and Montgomery Ferry Road

The northern endpoint of the redesign area is the intersection of Montgomery Ferry Rd. and Monroe Dr. 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 Dr. to promote safe traffic speeds, improve pedestrian safety, and still accommodate efficient traffic flow **(T2)**.

Piedmont Heights identified the intersection with Montgomery Ferry Rd. and Monroe Dr. 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 **(T3)**. 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 north-bound left-turn lane, which could be replaced by a median. Using a mountable roundabout circle will allow longer vehicles to utilize the roundabout.



A speed table at the intersection of Montgomery Ferry Rd. and Monroe Dr. 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 Dr. 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.

Key Concept 2: Monroe Dr. 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.

Two key action items are needed to unlock the full potential of these properties:

- LU1:** Support a Land Use and Zoning change for increased residential density 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.
- LU2:** Support Land Use changes of properties with Low Density Commercial designations to Low Density Mixed Use designations

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 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 **(T4)**.



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

| Key Concept 2: Monroe Drive Redevelopment

Northwest Monroe 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 **(T5)**.



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

I Key Concept 2: Monroe Dr. Redevelopment



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)

I Key Concept 3: 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.

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 Dr., 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 **(T6)**.

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.

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 **(T7)**.



I Key Concept 3: Intersection

Montgomery Ferry & Pelham Road

Montgomery Ferry Rd. is a major east-west connector between Monroe Dr. 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.

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.

| Key concept 3: Intersection Redesigns

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 Dr., 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.

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 1

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 2

The curb from both sides of Pelham is extended to create a pinch-point at the intersection that will encourage slower turning speeds.



Long-Term Option 3

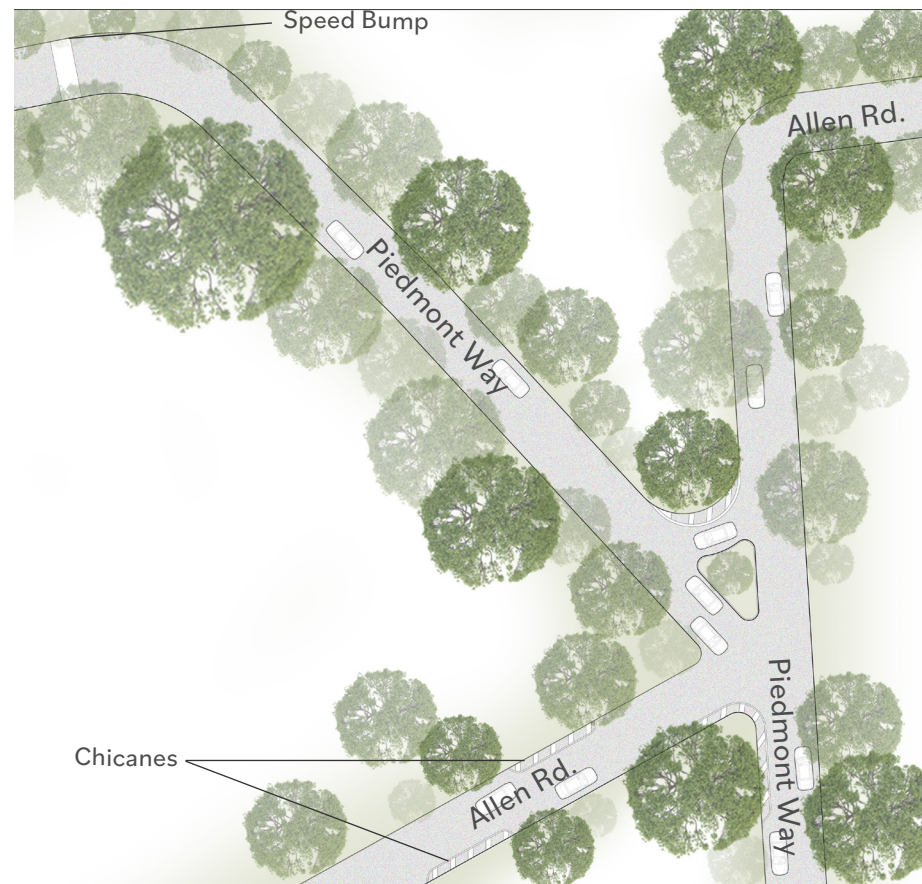
The curb on both sides of Pelham is extended but not as much as in Option 2. The space leaves room for a dedicated left-turn lane from Pelham to Piedmont Ave.

I Key Concept 3: Intersection Redesigns

Allen Rd. & Piedmont Way, Montgomery Ferry Dr. & Piedmont Ave.

Allen Rd. & Piedmont Way

Allen Rd. and Piedmont Way are minor neighborhood streets that can facilitate traffic from Monroe Dr. 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.



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 Drive & 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.




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.


I Key Concept 4: 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 **(T8)**. 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.

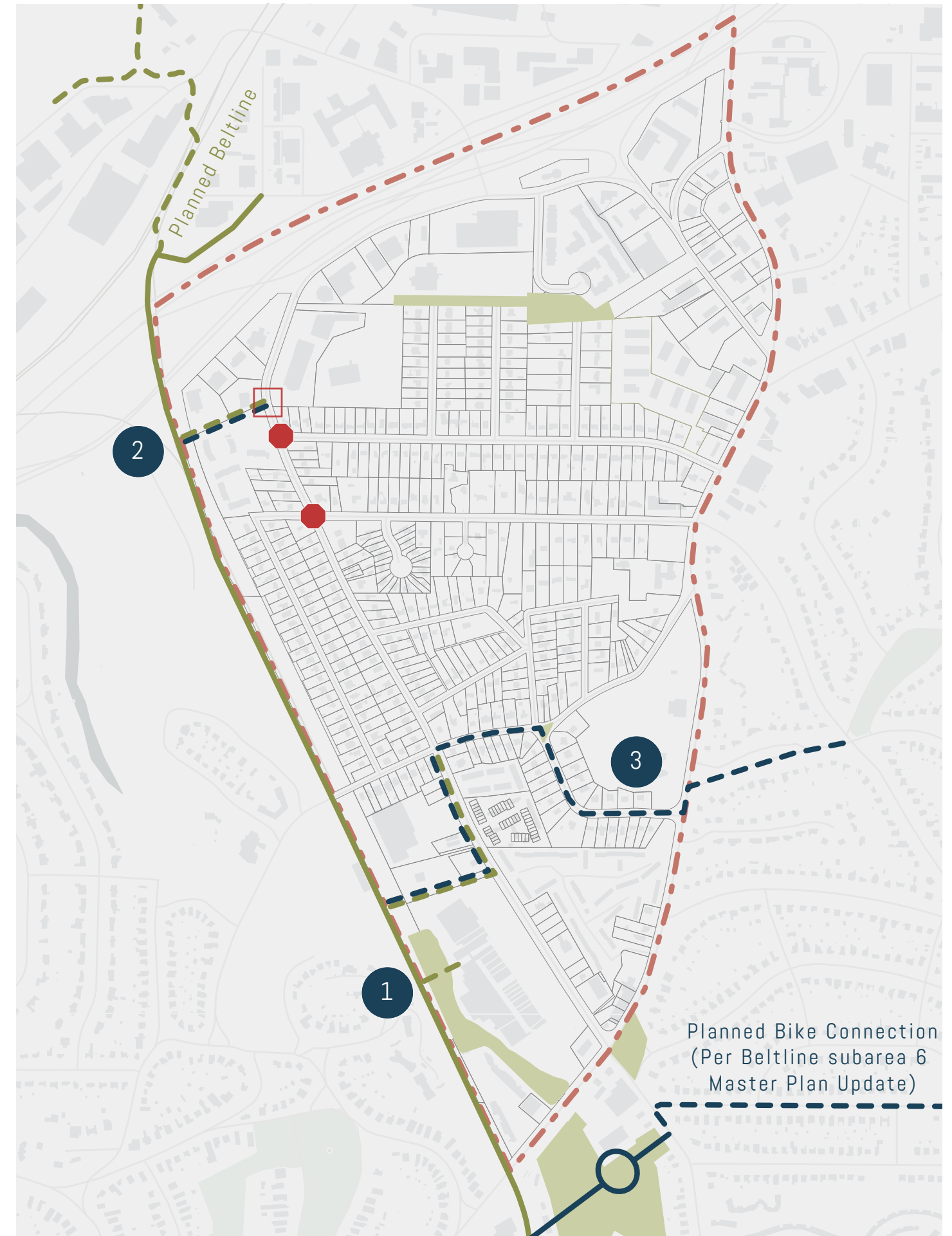
Longer term, this access point should be prioritized and formalized in the event of future redevelopment **(T5)**. See Key Concept 2 for further detail.

 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 **(B/P1)**.

- Parks and Trails**
-  Park space (current and expanded)
 -  Existing Trail
 -  Trail Expansion
 -  Bicycle infrastructure expansion



I Key Concept 5: Parks and Greenspace

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

Short term action plan:

Address immediate concerns of residents, particularly those who live immediately adjacent to the parkspace and easement buffer. Main concerns include improving active maintenance of parkspace, and comfort of using the parkspace.

- Encourage active oversight of the parkspace by a combination of engaged neighbors and PHCA leadership, primarily concerning trash pickup and regular maintenance of the parkspace **(G1)**.
 - Consider a community benefit agreement with Monroe Place Apartments to negotiate park access and mutual maintenance plan for Gotham Park **(G1A)**.
- Increase lighting in the park, which is currently lacking **(G2)**.
- Replace the aging, barbed 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 **(G3)**.
- 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 **(G4)**.

Long Term improvement plan:

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.

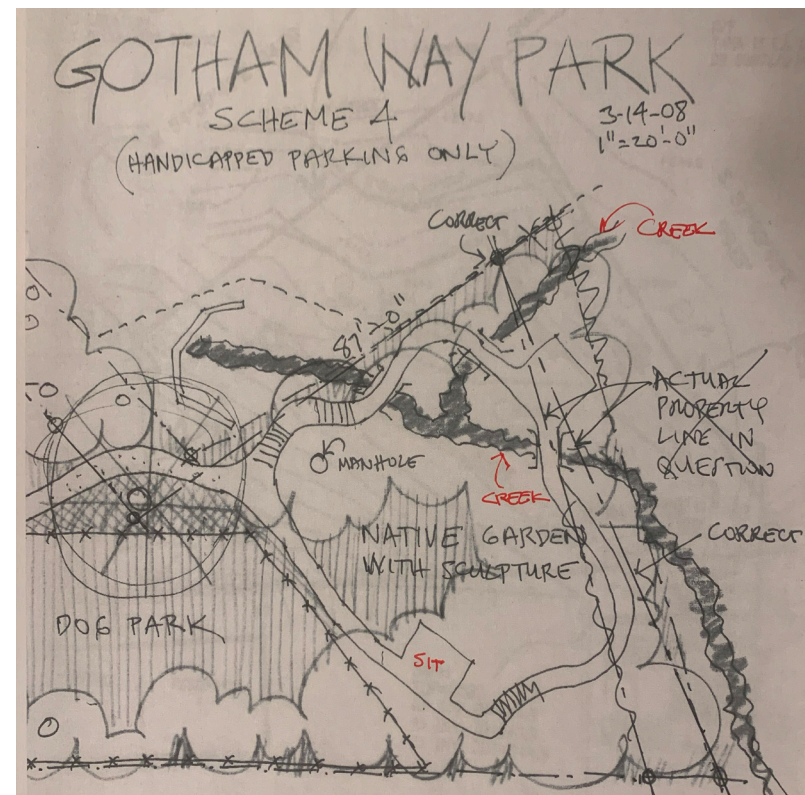
- Coordinate with developers as property surrounding the existing parkspace redevelops - particularly low-density commercial properties - to ensure that any major development changes support greater connectivity within and through the neighborhood **(G5)**.
- Organize planning activities around park 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.



Current view of Gotham Street Park, including pavilion and open greenspace. Not pictured are the children's playground and steps connecting the main parkspace 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

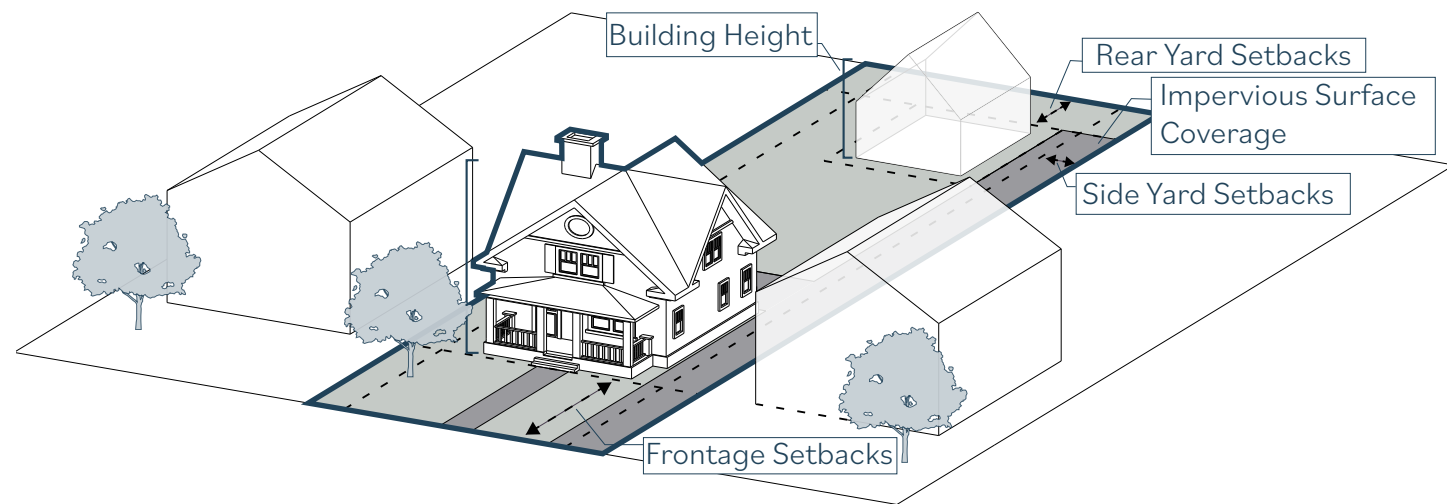
I Key Concept 6: Land Use and Zoning

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.

Recommendations for this area include engaging in the city Comprehensive Plan update and Zoning Code update to consider if new tools for enabling a greater number of accessory dwellings for single-family dwellings could be supported **(LU3)**. 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 following exercise provides a glimpse into how gentle density might look in Piedmont 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 diagramed 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

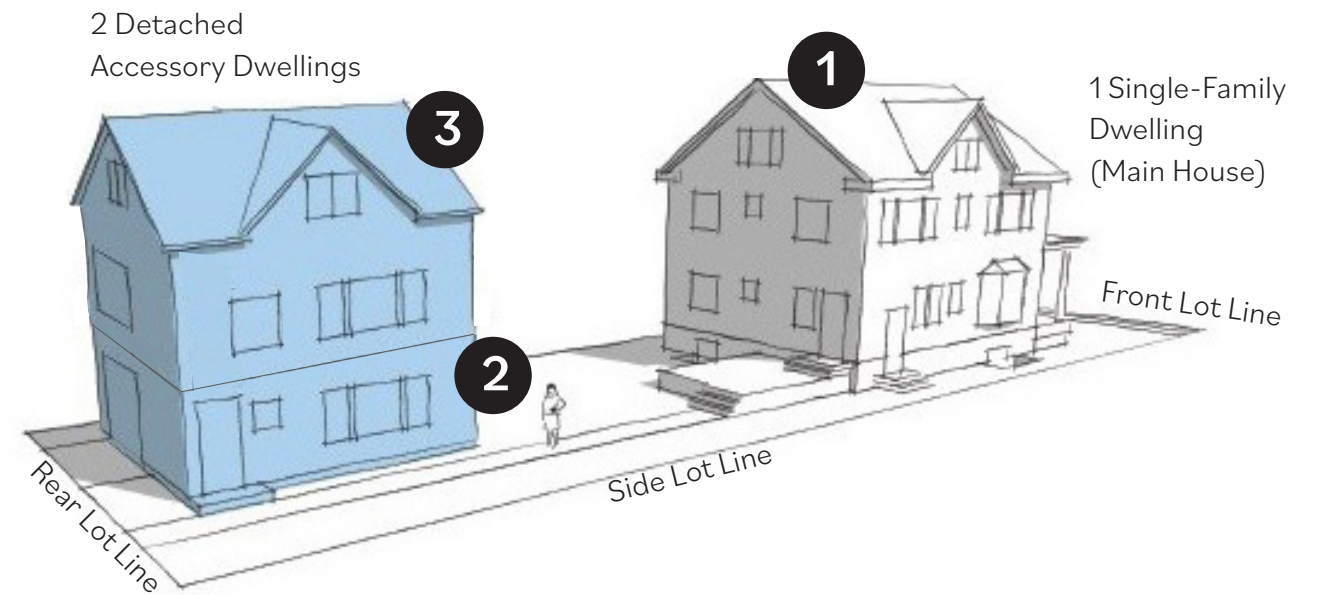


Illustration of increased density with 3 total units: 1 Principal Dwelling (Main House) + 2 Detached Accessory Dwellings

Potential for additional housing: 4 total units

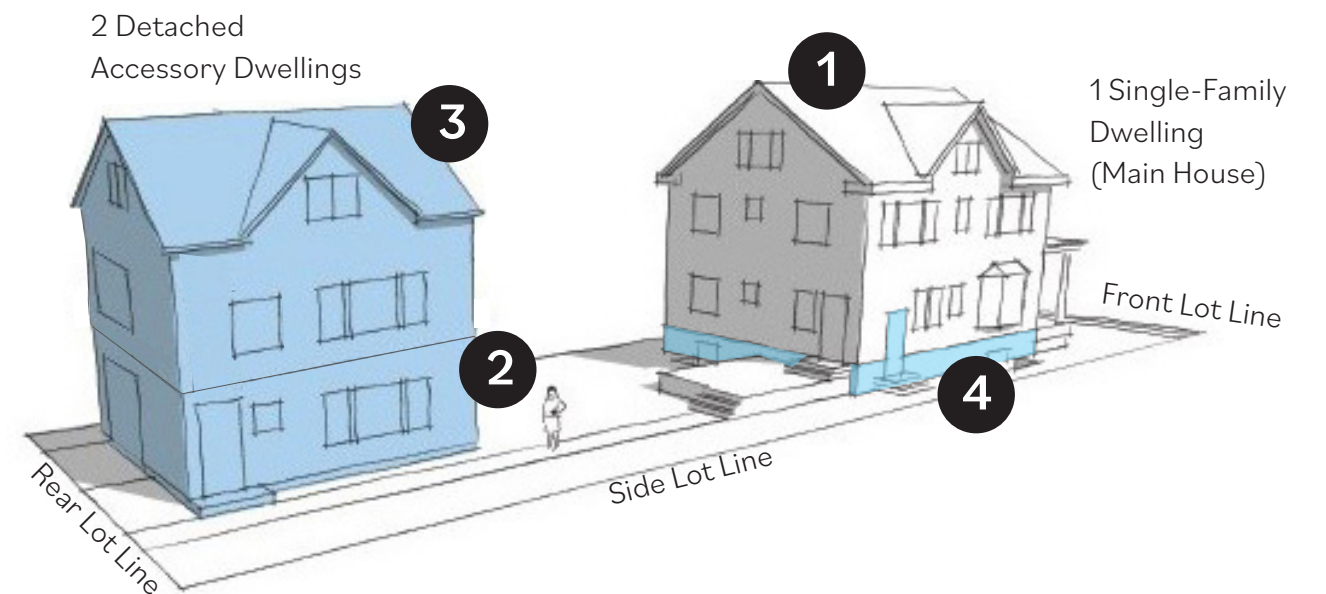


Illustration of increased density with 4 total units: 1 Principal Dwelling (Main House) + 2 Detached Accessory Dwellings + 1 Accessory Dwelling within the Principal dwelling

I Key Concept 7: Stormwater Improvement

To address stormwater issues in the neighborhood, PHCA should work with the Watershed Department to install a stormwater vault beneath the street at the Allen Road curve (Q1). 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.

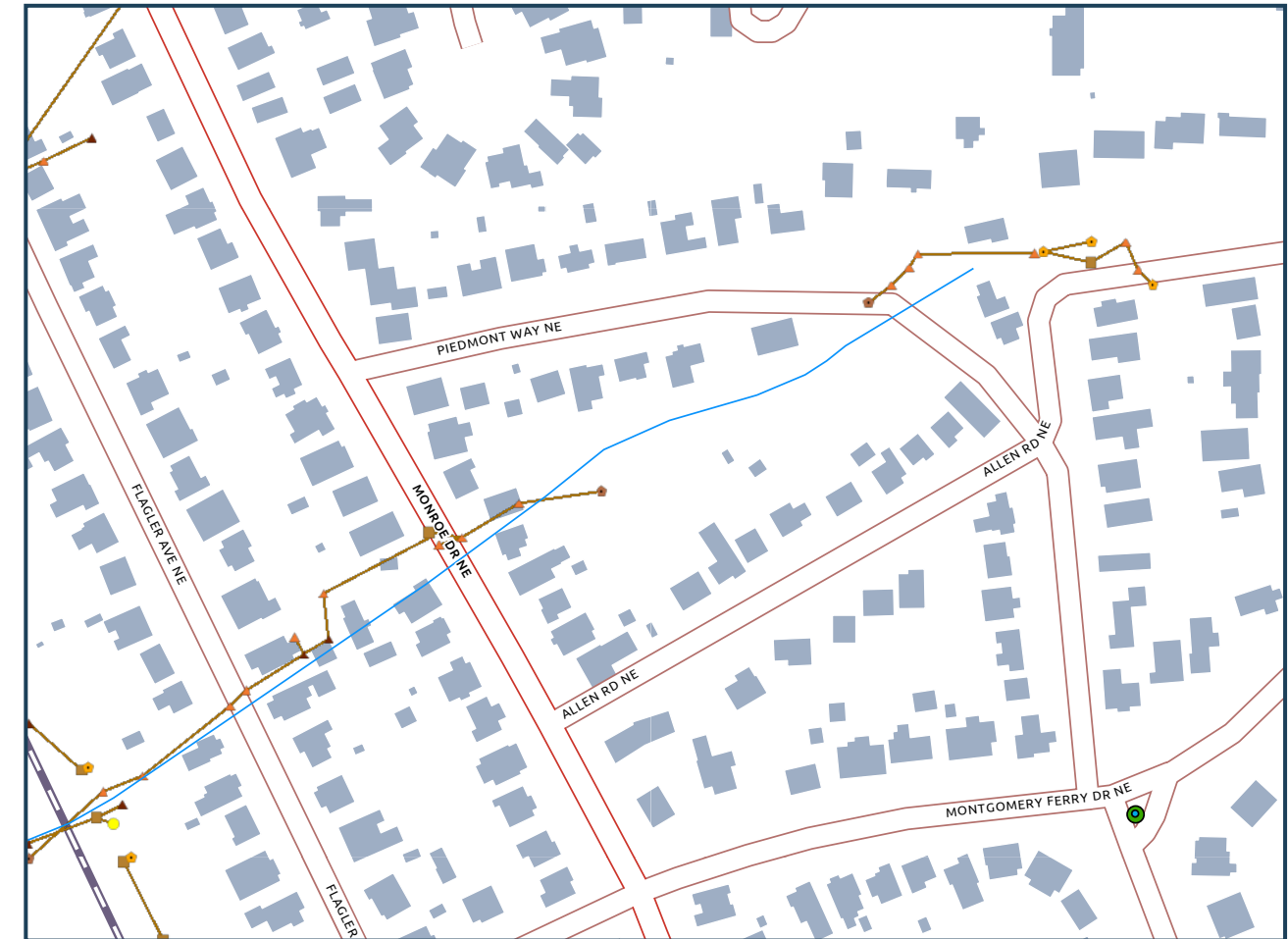


Location of proposed stormwater pipe installation between Allen Road and Piedmont Way



Summerhill Pavers

Similarly, PHCA should work with the Watershed Department to install a new stormwater line beneath the street along Piedmont Way, connecting the existing stormwater lines from Piedmont Way to Monroe Drive (Q2).



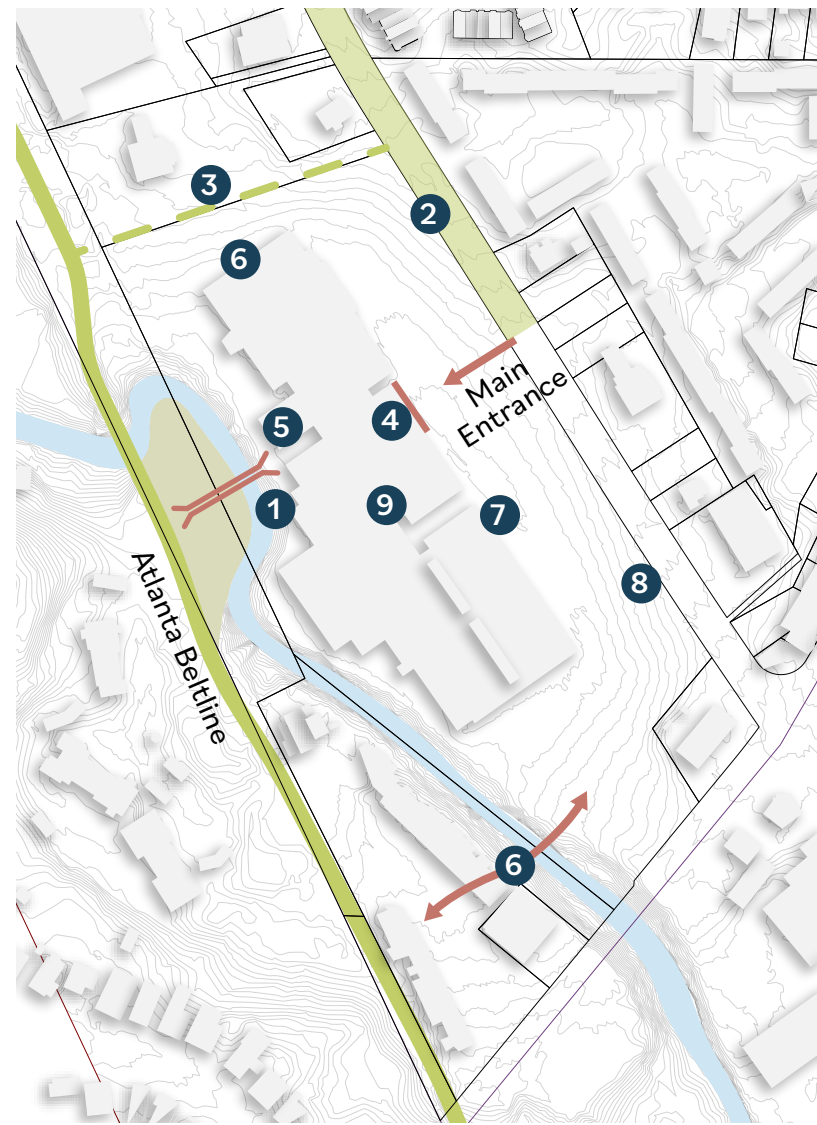
12/8/2023, 4:19:54 PM

- StormwaterPlanning - WIP Project
- WIPProjects - WIP Projects
- Green Infrastructure
- HUC12_Streams - Watershed_Streams
- Minor rivers
- WIP Projects
- ▭ Atlanta City Limits
- Stormwater Conveyances
- ▭ Stormwater Points
- ▭ Buried Junction Box
- Ends Point
- Headwall
- ▲ Inlets
- ▲ Inlets
- ▲ Inlets
- ▲ Inlets
- ▲ Inlets
- ▲ Inlets
- ▲ Inlets
- ▲ Inlets
- ▲ Inlets
- ▭ Manhole
- Outlet Control Structure
- Structureless
- ▲ Other
- ▲ Other

City of Atlanta - Department of Watershed Management

I Key Concept 8: Ansley Mall Short-Term Improvement

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. 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 (UD1).



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 Bumpouts/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.

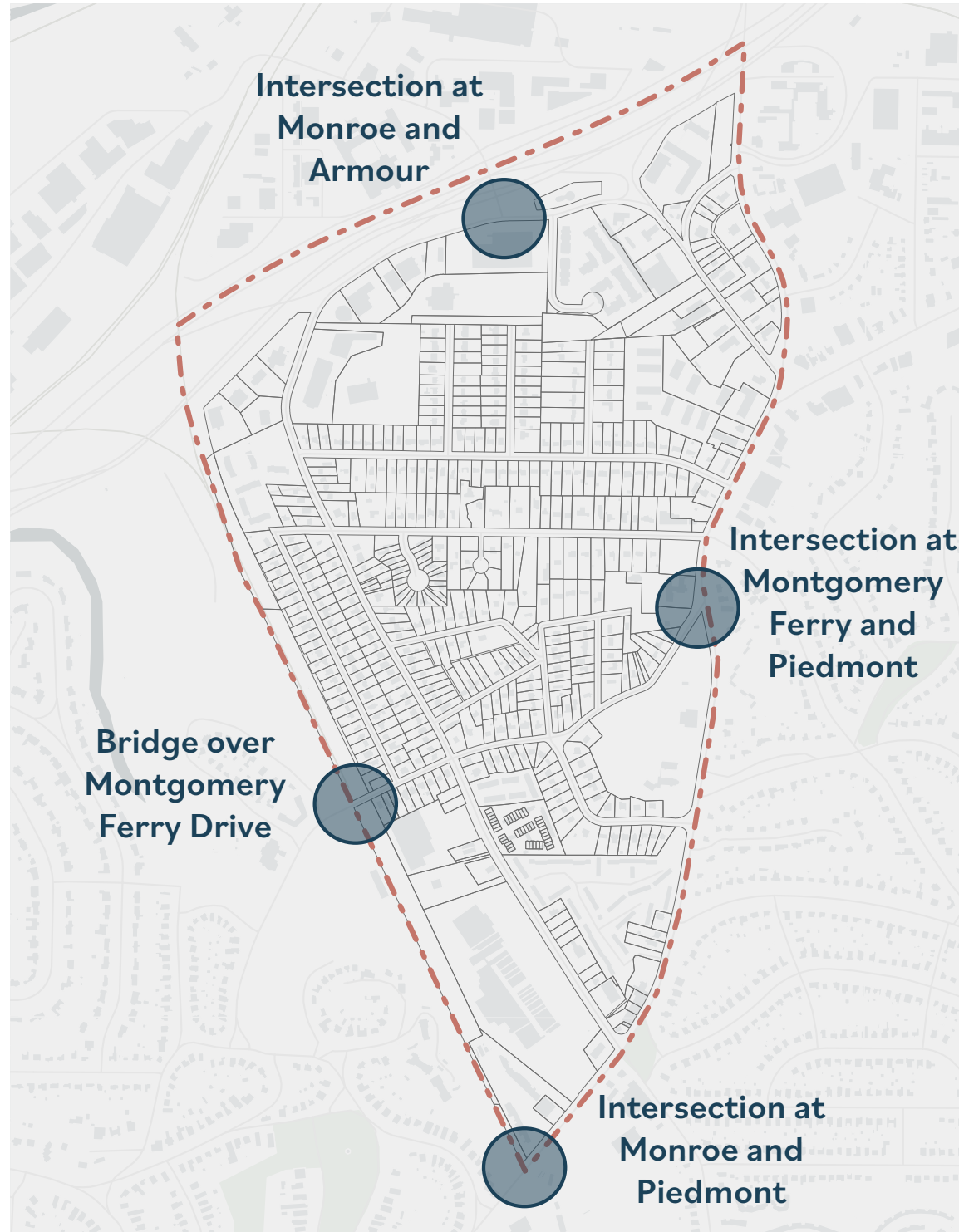
9 Outdoor Rooms

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



I Key Concept 9: Neighborhood Identity

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.



Proposed locations of neighborhood markers at key Piedmont Heights entrances

Neighborhood Markers

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



Neighborhood Flags

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



I Key Concept 10: 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.

Ultimately, the Piedmont Heights Business Alliance should investigate the creation of a CID, including both businesses in the neighborhood as well as immediately adjacent areas **(Q3)**. 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.



IMPLEMENTATION STRATEGY



	<i>Project / Activity</i>	<i>Time Frame</i>	<i>Potential Partnership</i>
Transportation (General)			
T1	Install a wide shared-use path along Monroe Drive, in between the Ansley Mall main entrance and the Montgomery-Monroe Dr. intersection, as part of the alternative Monroe Street Diet redesign.		
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 		
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 		
T4	Implement a mid-block crossing with a Pedestrian Hybrid Beacon (PHB) or similar pedestrian safety device on Monroe Dr. between Ansley Mall's main entrance and the Montgomery-Monroe intersection to create additional, safe crossing opportunities from east of Monroe Dr. 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		
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 		
T7	Convert short-term tactical urbanism interventions at the above intersections to permanent street redesigns.		
T8	Coordinate with property owners to allow public access of existing at-grade connection between the BeltLine and commercial properties along Monroe curve.		
T10	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.		
T11	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		

	<i>Project / Activity</i>	<i>Time Frame</i>	<i>Potential Partnership</i>
Transportation (cont.)			
T12	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: <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. 		
T13	Repaint and reinforce speed bumps on Wimbledon		
T14	Install a "don't block the box" element at the Wimbledon and Piedmont intersection		
T15	Discourage parking for BeltLine access on Flagler		
T16	Implement traffic calming measures on Montgomery Ferry, including (but not limited to) additional speed bumps		
T17	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.		
T18	Repave roads, address broken pavement, storm drains, and sewer gates throughout the neighborhood, as appropriate		

	<i>Project / Activity</i>	<i>Time Frame</i>	<i>Potential Partner</i>
Transportation: Bike/Pedestrian			
B/P1	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		
B/P2	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		
B/P3	Sidewalk improvements: Expand width of sidewalks and heighten curb on main arterial roads, particularly Monroe, Piedmont, and Piedmont Circle		
B/P4	Sidewalk addition: Install sidewalks on both sides of main connector roads where currently lacking, particularly Rock Springs Road and Montgomery Ferry Road		
B/P5	Plan trail connections to south fork conservancy, Peachtree Creek Greenway		
B/P6	Interim bike/ped connection to Armour-Ottley yards while BeltLine remains undeveloped along Armour Drive NE		
Land Use			
LU1	Support a Land Use and Zoning change for increased residential density 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.		
LU2	Support Land Use changes of properties with Low Density Commercial designations to Low Density Mixed Use designations		
LU3	Engage in the city comprehensive development plan update and zoning code update.		
LU4	Upzone around key corridors of Piedmont, Monroe, and Piedmont Circle for future redevelopment		
LU5	If redevelopment opportunity arises for commercial properties north of Ansley Mall, advocate for a mixed-use development and use redevelopment opportunity to reduce curb cuts onto Monroe Dr.		
LU6	If redevelopment opportunity arises for low-density office properties (currently zoned I-1 Industrial) west of Gables Midtown, advocate for mixed-use or medium- to high-density residential development.		

	<i>Project / Activity</i>	<i>Time Frame</i>	<i>Potential Partner</i>
Land Use (cont.)			
LU7	If redevelopment opportunity arises for low-density office properties (currently zoned I-1 Industrial) west of Gables Midtown, advocate for mixed-use or medium- to high-density residential development.		
LU8	Encourage development of small-scale commercial amenities and uses that can function as "third spaces" - walkable coffeeshops, restaurants, bodegas, etc.)		
LU9	Support existing businesses along the BeltLine to offer a trail-oriented facade		
LU9	Translate current zoning districts into the appropriate new zoning categories following Atlanta's zoning update. Where the current zoning does not reflect a desired land use or precludes the type of development that is desirable in the area, translate the zoning district into a new but non-equivalent zoning category.		
Greenspace			
G1	Increased maintenance of Gotham Park (regular trash pickup, landscaping, etc).		
G1a	Consider a community benefit agreement with Monroe Place Apartments to negotiate park access and mutual maintenance plan for Gotham Park		
G2	Improve lighting at Gotham Park		
G3	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.		
G4	Review Gotham Way Park Plan, either updating as necessary or formalizing its adoption within the leadership of the PHCA.		
G5	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.		
G6	Explore restoration of Clear Creek behind Ansley Mall and Ansley Square, connecting into Ansley Golf Club		

	<i>Project / Activity</i>	<i>Time Frame</i>	<i>Potential Partner</i>
Urban Design			
UD1	Implement short-term urban design improvements at Ansley Mall		
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 		
UD3	Design and create a neighborhood flag and banner that can be used by residents and businesses to represent neighborhood pride		
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)		
Cultural/Historic			
C1	Coordinate with Atlanta department of historic preservation to explore memorializations and public art, particularly for marginalized communities, in recent Piedmont Heights history.		
C2	Collaborate with BeltLine to feature historic items from excavation and construction process, perhaps in or around BeltLine adjacent public space.		

	<i>Project / Activity</i>	<i>Time Frame</i>	<i>Potential Partnership</i>
Quality of life			
Q1	Install a stormwater vault beneath the street at the Allen Road curve.		
Q2	Install a new stormwater line beneath the street along Piedmont Way		
Q3	Consider creating a CID that includes Piedmont Heights and adjacent businesses		
Q4	Designate or create a public space for community gathering, such as a greenspace or community house (small civic building).		
Q5	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)		
Q6	Increase trash pickup frequency on commercial corridors, primarily Piedmont Ave. and Monroe Dr.		
Q7	Plan regular community events (festivals, fairs, celebrations, etc.) that boost neighborhood identity and offer activities for people of different life stages.		
Q8	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.		
Housing			
H1	Allow for duplexes and other missing middle housing types of 2-9 units where appropriate. Consider if new tools for enabling a greater number of accessory dwellings for single-family dwellings could be supported in Piedmont Heights.		
H2	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.).		