



NORTH HIGHLAND AVENUE

STUDY

December, 1999

North Highland Avenue Transportation and Parking Study

Prepared by the

City of Atlanta
Department of Planning, Development and Neighborhood
Conservation

Bureau of Planning

In conjunction with the

North Highland Avenue Transportation and Parking Task Force

December 1999

North Highland Avenue Transportation and Parking Task Force Members

Mike Brown
Morningside-Lenox Park Civic Association

Warren Bruno
Virginia Highlands Business Association

Winnie Curry
Virginia Highlands Civic Association

Peter Hand
Virginia Highlands Business Association

Stuart Meddin
Virginia Highlands Business Association

Ruthie Penn-David
Virginia Highlands Civic Association

Martha Porter-Hall
Morningside-Lenox Park Civic Association

Jeff Raider
Virginia Highlands Civic Association

Scott Riley
Virginia Highlands Business Association

Bill Russell
Virginia Highlands Civic Association

Amy Waterman
Virginia Highlands Civic Association

Cathy Woolard
City Council – District 6

Julia Emmons
City Council Post 2 – At Large

CONTENTS

Page

	ACKNOWLEDGEMENTS	
	VISION STATEMENT	
Chapter 1	INTRODUCTION	1:1
	Purpose	1:1
	Action	1:1
	Location	1:3
	History	1:3
	The Future	1:5
Chapter 2	TRANSPORTATION OPPORTUNITIES AND ISSUES	2:1
	Introduction	2:1
	Motorized Traffic	2:2
	Public Transportation	2:6
	Bicycles	2:10
Chapter 3	PEDESTRIAN ENVIRONMENT OPPORTUNITIES AND ISSUES	3:1
	Sidewalks and Crosswalks	3:1
	Public Areas and Gateways	3:5
Chapter 4	PARKING OPPORTUNITIES AND ISSUES	4:1
	On Street Parking	4:1
	Off Street Parking	4:4
Chapter 5	VIRGINIA AVENUE OPPORTUNITIES AND ISSUES	5:1
	Transportation	5:1
	Pedestrian Environment	5:10
	Parking	5:17
Chapter 6	ACTION PROGRAM	6:1
	Introduction	6:1
	Recommendations	6:1
	Policy	6:1
	Program	6:1
	Project	6:1
	Funding Sources	6:2
	Implementing Agency	6:2

APPENDIX

Workshop Results
Commercial Parking
Parking Study
Analysis of Restaurants and Bars
Inventory of Businesses
Street Trees Inventory
History
Corridor Issues
Property Owners Inventory
Intersection Comments

Appendix:A
Appendix:B
Appendix:C
Appendix:D
Appendix:E
Appendix:F
Appendix:G
Appendix:H
Appendix:I
Appendix:K

**EXISTING
CONDITIONS
MAPS**

Study Area
Existing Land Use
Sidewalk Conditions
Street Trees
Transit
15 Year Land Use Plan
Zoning



Purpose

Chapter 1 Introduction

The North Highland Avenue corridor is a series of four distinct commercial nodes separated by the primarily single family neighborhoods of Virginia-Highland and Morningside-Lenox Park. The street is a shining example of urban life, complete with galleries, restaurants, neighborhood services and residences all existing together in close proximity. The purpose of the *North Highland Avenue Transportation and Parking Study* is to improve parking and transportation facilities in the area, including bicycle and pedestrian facilities, in such a way that supports the integrity of the commercial nodes and the surrounding neighborhoods.

The vision for North Highland Avenue calls for strengthening the neighborhood character at the University Avenue, Amsterdam Avenue, Virginia Avenue and St. Charles Avenue commercial nodes. The surrounding neighborhoods, in addition to new residential and office space above street level businesses, will provide pedestrian traffic within the nodes as part of this vision. Furthermore, both commercial and the residential areas will work in partnership to ensure that parking demands are met in a way that does not compromise the residential quality of life.

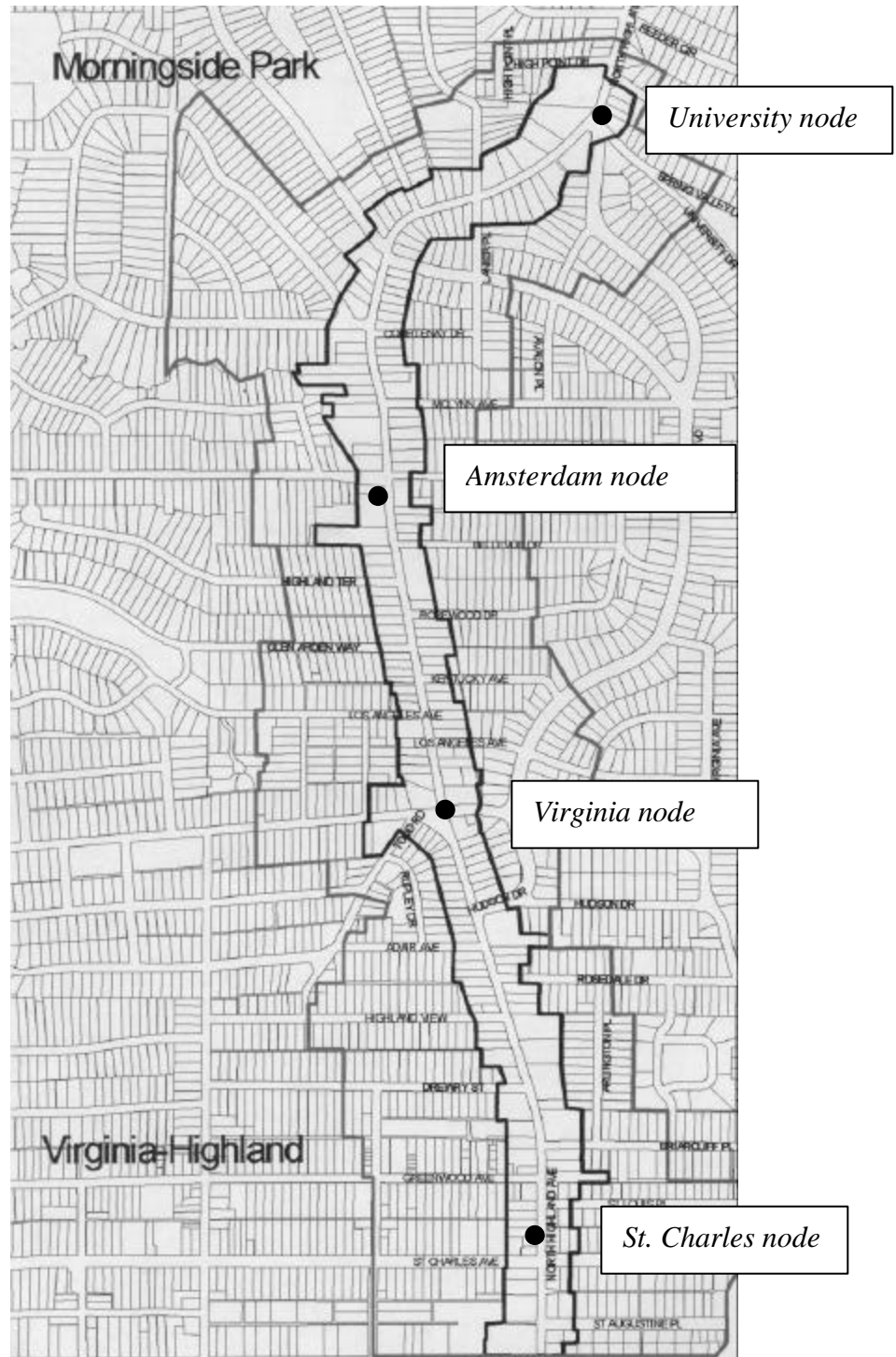
Action

Several steps are to be taken to see that the plan is enacted. The City of Atlanta will apply for a TEA-21 Grant from the Federal Government to perform streetscape improvements at the intersection of Virginia Avenue and Highland Avenue.

In addition, the corridor will have at its disposal the proposed Neighborhood Commercial Ordinance to promote neighborhood sensitive uses in user-friendly forms.



A community workshop was held to garner ideas and information from the public.



The study involved a design area that focused on North Highland Avenue and a transportation area that included side streets.

Location

The North Highland Avenue Transportation and Parking Study is the result of twelve months of collaboration from August 1998 to August 1999 between business and property owners, concerned citizens, urban design and transportation consultants, and City of Atlanta staff. To conduct the study, the North Highland Avenue Task Force was formed, consisting of neighborhood representatives and business owners, to plan for the corridor's future. Through countless hours of planning and discussion, as well as one daylong community workshop, the plan was thoughtfully developed to provide the framework for a promising future.

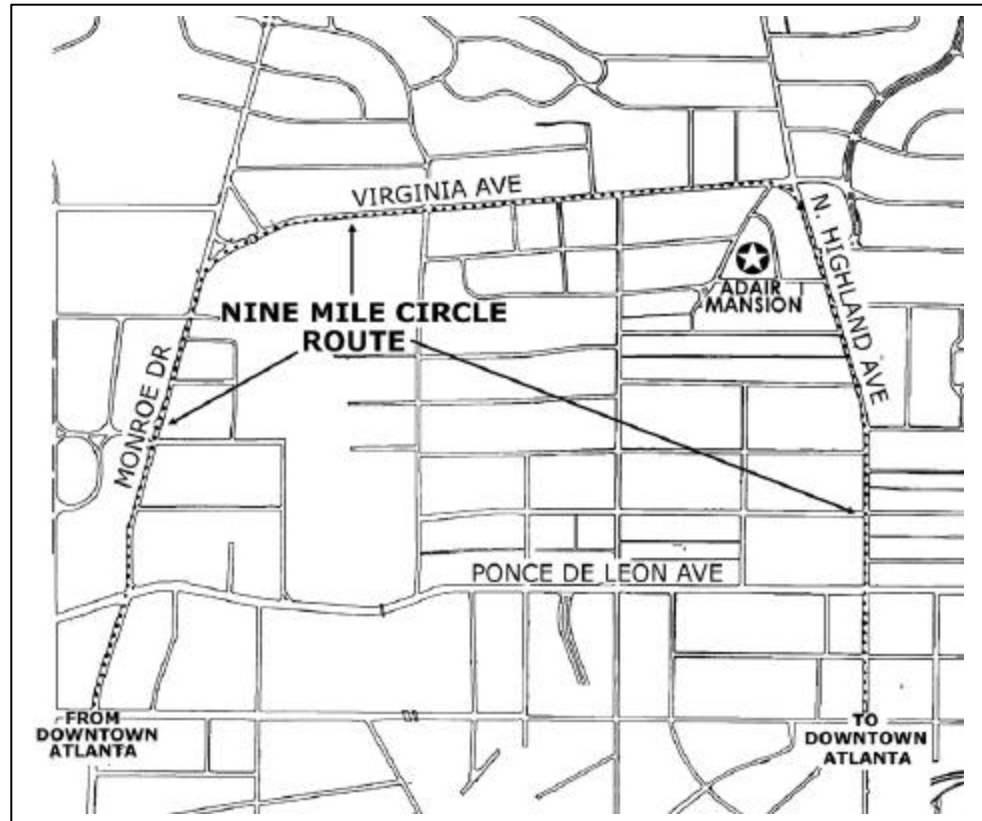
North Highland Avenue is located in eastern Atlanta in the area bounded by Ponce de Leon Avenue, the neighborhoods of Virginia-Highland and Morningside-Lenox Park, and Briarcliff Road. It lies directly east of Midtown Atlanta and Piedmont Park, is north of Little Five Points and is west of Emory University.

The Design Area includes commercial zoned parcels along North Highland Avenue within the City of Atlanta from University Avenue in the north and St. Charles Avenue to the south. It also includes commercial zoned parcels contiguous to those along North Highland Avenue. The Transportation and Parking Study Area includes the Design Area as well as the residential side streets that intersect with North Highland Avenue.

History

While virtually all of the land within the Study Area is developed with commercial or residential uses, the North Highland corridor was historically an agricultural area dominated by small farms beginning with that of William Zachary shortly after the War of 1812.

The corridor remained largely agricultural until the 1880s. During this time, two of Atlanta's leading citizens, Georgia Railroad executive and land owner Richard Peters and real estate developer George Washington Adair, purchased the charter of a dormant streetcar company and organized the Atlanta Street Railway Company. Their first project was the Nine Mile Trolley, which opened up the Virginia-Highland area to suburban development.



The Nine Mile Circle trolley route connected North Highland Avenue to downtown Atlanta.

Businesses quickly followed the residential growth. Although there were a few small commercial establishments near the intersection of Virginia Avenue and North Highland Avenue in 1908, the bulk of the commercial development at this intersection began in 1925. At the same time, commercial development had also begun to change the residential areas along North Highland Avenue, including the portion near Atkins Park where homes were converted to shops and restaurants.

With the close of the 1920s, the area entered a long period of stability that would last until after the 1960s. When trolley service to Virginia-Highland ceased in the 1940s the neighborhood hardly noticed, for the trolley had been replaced by the automobile as the preferred form of transportation.

With the arrival of the 1960s, some areas along North Highland Avenue, like many other intown neighborhoods, entered a period

of disinvestment and neglect. As middle class families moved farther out into the suburbs, they left disinvestment in their wake. Single-family homes were converted into apartments, and property values and incomes decreased.

Today Virginia-Highland and the other neighborhoods along North Highland Avenue have improved drastically to become some of Atlanta's most desirable neighborhoods. Historic



structures and homes give the community a

Turn of the century houses sprang up as a result of the trolley service.

distinct sense of place. The area's rich urban fabric and walkability create a pleasant environment that all can appreciate. Furthermore, many of its businesses provide unique goods and services not available anywhere else in the Atlanta region. As a result, people are willing to travel many miles to enjoy the area.

The Future

Throughout the City of Atlanta, neighborhoods are experiencing a resurgence and revival unimaginable even five years ago. After decades of suburban sprawl, many citizens are demanding a more urban lifestyle, complete with walkable neighborhoods, shorter commutes and neighborhood services. As the popularity of intown living and shopping increases in Atlanta, North Highland Avenue continues to bear the brunt of its own success. The *North Highland Avenue Transportation and Parking Study* provides the framework necessary to achieve the new vision for North Highland, all while preserving the corridor's many valuable assets. Factors affecting the corridor are divided into three functional categories: transportation, streetscape and parking. Each category is given a chapter in which opportunities, issues and preliminary policy recommendations considered at a community workshop are detailed.

Chapter Five is devoted entirely to the Virginia Avenue and North Highland intersection. This intersection has many of the advantages and disadvantages also found in other nodes along the corridor. The Virginia Avenue and North Highland Avenue intersection also has the advantage of having the largest and most recognized piece of public space in the corridor - the triangular island formed by the former trolley spur. This chapter gives detailed recommendations and is to be used as a model for similar development in the other nodes.

A specific program for carrying out the final recommendations is laid out in Chapter 6: Action Program. Actions necessary for improving the corridor are scheduled and assigned to specific organizations. Several are sweeping, while many others are more modest. Some items will require administrative support of City of Atlanta staff, and others will require the continued attention of the area's civic and business associations.



Chapter 2 Transportation

Introduction

The following reviews the transportation characteristics of the North Highland Avenue corridor. The opportunities and issues indicated were identified by residents, businesses and property owners during the community workshop on January 30, 1999. The objectives and recommendations address the workshop issues and are grouped under the categories of motorized traffic, public transportation and bicycles. See Chapter 6: Action Program for final recommendations.

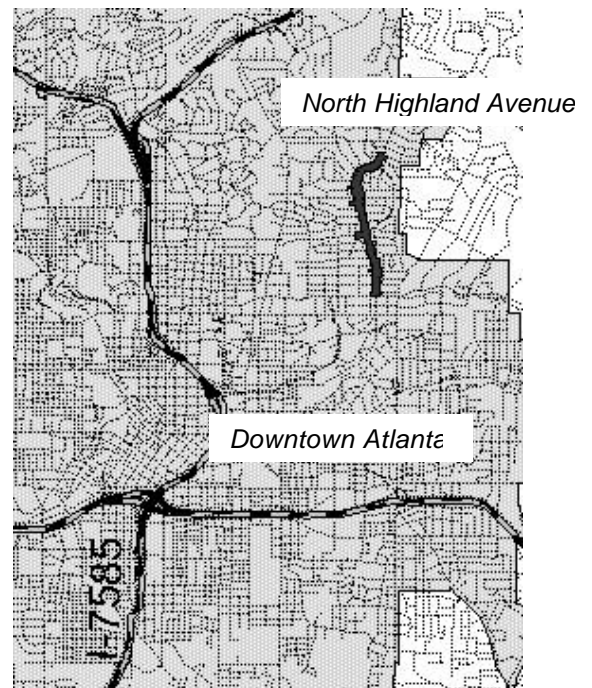
Motorized Traffic

Opportunities

North Highland Avenue is a connection between different Atlanta neighborhoods. It connects with Morningside-Lenox Park to the north; Midtown to the west; Briarcliff Road and Emory to the east; and Poncey Highlands, Freedom Parkway and Ponce de Leon Avenue to the south. As such, the street is primarily a neighborhood one whose key role is providing vehicular, transit, bicycle and pedestrian access to neighborhood shops and



North Highland Avenue is primarily a neighborhood-oriented street.



Motorized Traffic Opportunities

businesses.

North Highland Avenue is primarily two lanes (one in each direction). As such, it is not a high volume traffic route, although there is congestion during rush hour, weekends, and evenings. Traffic is also minimized by the grid street pattern of the surrounding neighborhoods. This gives drivers options for driving within the neighborhood without needing to use North Highland Avenue.

The generally low volume and neighborhood services make North Highland Avenue an enjoyable street to drive on. Large shade trees, attractive buildings, and significant pedestrian activity also encourage such.

In summary, these and other motorized traffic opportunities include:

- Important connections to other parts of the City of Atlanta.
- Little congestion at non-peak hours.
- Street grid.
- An enjoyable driving experience.



The corridor's shops and lively sidewalks make for an enjoyable experience for passers-through.

Issue

Inadequate road design and signal coordination prevent a smooth flow of traffic.

The impacts that automobiles have had on North Highland Avenue are significant. Virginia-Highland has become a regional destination and, as a

result, much of the traffic is from outside the neighborhood. This is particularly true on



Traffic can be a problem at certain times of the day.

Contributing Negative Factors



By adjusting the timing of the traffic lights traffic can be better controlled.

weekends and evenings. In addition, there is not another viable north-south vehicular connection from Ponce de Leon Avenue to Morningside-Lenox Park for travelers passing through the area. Briarcliff Road to the east is another north-south connection, but it currently lacks the facilities necessary for maintaining a smooth traffic flow. At times when traffic is not a problem, excessive vehicular speed is.

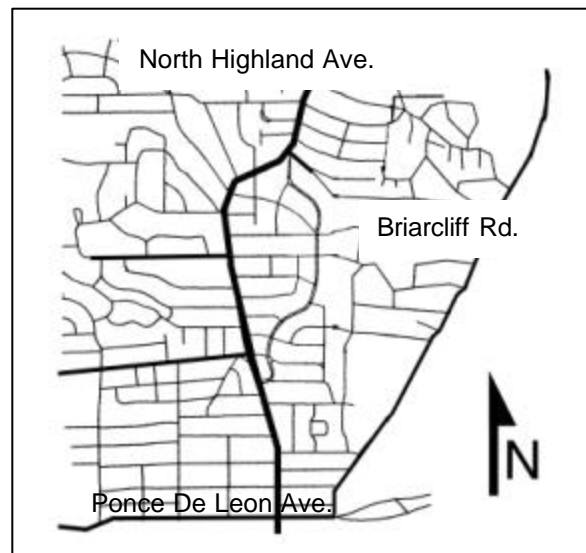
Traffic congestion and speed, in turn, create dangerous conditions for bicyclists, pedestrians and drivers and discourages alternative modes of transportation. Add this to a limited number of traffic signals and the result is a dangerous environment for users of the road, both automobile and pedestrian.



Due to speeding vehicular traffic, this public space is often inaccessible to pedestrians.

These and other traffic issues in the corridor include:

- Traffic signals at intersections that are not timed to ensure a controlled flow of automobiles, pedestrians and bicycles.
- Lack of awareness of pedestrians and bicycles on the part of many drivers, thus creating dangerous conditions.
- Excessive speeds at certain times of the day that create dangerous conditions for drivers, pedestrians and bicyclists.
- Excessive traffic at



Highland Avenue.

certain times of the day that limits vehicular accessibility for local residents.

- Under-utilization of Briarcliff Road as a by pass to the corridor.
- Backed-up traffic on Briarcliff Road that encourages the use of North Highland as an alternate route.
- Backed-up traffic on Briarcliff Road that encourages the use of St. Charles Place and St. Louis Place to cut ahead of the line of traffic.
- Excessive traffic that detracts from the neighborhood-oriented atmosphere currently associated with the corridor.
- Excessive traffic



which has the potential to limit vehicular, pedestrian and bicycle accessibility.

This gasoline station's curb cut unnecessarily leaves pedestrians exposed to automobiles.

- Excessive automobile curb cuts and driveways that disrupt the pedestrian flow on the sidewalks.

Objective

Provide a well-maintained road that facilitates the smooth flow of traffic.

Recommendations

- Ensure that new developments maintain the historic development pattern.
- Encourage curb cuts to be a minimum width.
- Encourage curb cuts



Vehicular traffic is calmed by maintaining historic development patterns in Charleston, South Carolina.

Chapter 2: Transportation



On street parking and landscaped bulb outs slow down vehicular traffic by narrowing the street in Seaside, Oregon.

- to be placed at the back or sides of properties to discourage conflicts along the street.
- Improve the Briarcliff Road/Ponce de Leon Avenue intersection to include a left-hand turn lane from southbound Briarcliff Road to eastbound Ponce de Leon Avenue.
- Time traffic signals to ensure a smooth, uninterrupted flow of vehicles, when traveling at the posted speed limit.
- Narrow the travel lanes at the primary commercial intersections, in order to widen the sidewalks and promote slower vehicular speeds and ensure the safety of the cyclist.
- Signal to automobiles that they must slow down by utilizing treated gateways and treated crosswalks.

- Implement traffic calming devices along the side streets such as speed bumps, sidewalk bulb-outs, street



This crosswalk in Annapolis, Maryland is designed to give priority to pedestrians rather than automobiles.

- trees and landscaping, parallel and angled parking, specially textured paving and striping narrowed travel lanes.
- Replace hanging traffic signals with mast-arm style signals.
- Explore making certain streets one-way.
- Eliminate unnecessary travel lanes along North Highland Avenue in exchange for parallel parking or wider sidewalks.

- Explore adding traffic signals to some intersections, in order to ensure pedestrian safety.

Public Transportation

Opportunities

North Highland Avenue and the commercial nodes along it are better served by public transportation than most parts of the Atlanta region and were, in fact, designed for efficient public transportation service during the early part of the twentieth century. Many of the streets were laid out to minimize the distance needed to walk to the trolleys that ran along North Highland Avenue, Virginia Avenue and Ponce de Leon Avenue. Although the trolleys are gone, this layout continues to provide easy access to the bus routes that now run where the trolleys once did.

Five MARTA bus routes provide access to varying parts of the study area. Bus Route #16 provides service the length of North Highland Avenue and connects the area to Poncey-Highlands, Inman Park, the Old Fourth Ward and the central business district, finally terminating at the Five Points rail station. Routes #6 and #48 provide access for the St. Charles Place node via Briarcliff Road and connect to the Edgewood-Candler Park and Inman Park-Reynoldstown rail stations, respectively. The St. Charles node is also served by Route #2, which runs along Ponce de Leon and connects to downtown Decatur and Midtown Atlanta. Route #45 serves the Virginia Avenue node and



The corridor is well serviced by existing MARTA bus routes.

the University Drive node via Virginia Ave and Lanier Boulevard and provides access to Midtown Atlanta.

Headways for these varying routes range from a frequency of one bus every 16 minutes for Route #6 during rush hour, to one bus every 45 minutes for Route #48 during the evening. Route #16, the route most directly serving the study area has a rush hour frequency of one bus every 18 minutes, a midday frequency of once every 25 minutes, and an evening frequency of once every 36 minutes. On Saturday, Route #16 runs every 37 minutes and every 35 minutes on Sunday.

Public Transportation Opportunities

In summary, these opportunities for public transportation include:

- Transit-oriented street layout
- Ample existing MARTA bus routes and frequent service
- Commercial nodes are well connected by existing MARTA bus routes

Poor Conditions

Issue

The existing public transportation facilities inadequately address the corridor's needs.

Despite the positive features, the current role of public transportation along the corridor is less-than-optimal. Those who use transit are forced to wait exposed to the elements due to a lack of bus shelters. They are also forced to wait for uncertain lengths of time, as posted bus schedules on the weekend also tend to be unreliable because of traffic delays. Although MARTA has attempted to compensate for this traffic in posted arrivals times, the nature of traffic congestion continues to ensure that buses will inevitably be off-schedule by a few minutes.

Public transportation along the corridor is poorly advertised, as well. MARTA does not post schedules at any of its stops, nor does it mention the name "Virginia-Highland" in any system information. Instead, it calls Route #16 the "Noble" and all the other routes serving the area by the bus' final destination. This deters ridership by those unfamiliar with the system or Atlanta's geography, particularly weekend visitors.

Business Support

Business within the North Highland Avenue corridor also discourage transit use by employees and patrons. None provide dis-

Satellite Parking

counts for people who arrive by MARTA, while they continue to provide free parking for their patrons and workers who drive.

The North Highland Avenue corridor also lacks a legitimate satellite parking area for people to park their car and then take transit into the commercial area. While patrons could park at the Harris Teeter on Briarcliff Road or at the Carter Center and take the bus, they would be breaking the law by doing such.

Cost

MARTA's fare structure also partly discourages use. On MARTA it costs \$1.50 to use the system, regardless of if one is traveling one mile or forty miles. As a result, those who wish to travel within the North Highland Avenue corridor must pay the full fare.

As a result of these poor conditions few visitors or workers within the corridor use transit. Most people traveling from commercial node to commercial node along the either walk or drive. Those who drive contribute to the variety of issues associated with such.

Contributing Negative Factors

In summary, these and other negative factors affecting public transportation include:

- Unattractive stops
- Lack of posted bus schedules and routes
- Impact of traffic congestion on bus scheduling.
- Lack of business incentives to use transit.
- Lack satellite parking for visitors to park and use transit.
- MARTA's fare structure.
- Missed opportunity to use existing MARTA to travel from node to node within the corridor.



This MARTA shelter is an unattractive feature in the area.

Objective

Increase the use of public transportation along the corridor.

Policy Recommendations

- Provide attractive and pedestrian-friendly bus shelters.
- Explore eliminating advertising from bus shelters.
- Incorporate bus stops into proposed new public spaces and gateways.
- Provide adequate service from other communities to the area.
- Require new bus shelters to post route maps and schedules.
- Add landscaping and other elements to certain bus stops.
- Explore the feasibility of providing a North Highland Business Association sponsored shuttle system within the corridor that:
 - Connects to a satellite parking area.
 - Is free for riders.
 - Provides smaller, more frequent buses than currently exist.
 - Connects to Emory, Poncey Highlands, Little Five Points, City Hall East, Piedmont Park and Midtown.
 - Encourage MARTA to promote Route #16.



tive and provide bus route information.



This bus shelter in Atlanta is attractive and clean.

Bicycles

Opportunities

Bicycle lanes are an important part of the City of Atlanta's citywide transportation plan. North Highland Avenue has the opportunity to include bicycle lanes that will benefit the businesses and residents along the corridor, as well as residents throughout Atlanta. The street is a critical link between the routes to the north and south.

North Highland Avenue presents a favorable bicycling environment. The streets are generally low volume and in good condition with buildings and shade trees to create a pleasant scale. Furthermore, the proximity to residential areas, and the adequate room for bicycle lanes within the street are valuable assets. The City of Atlanta zoning requirement for bicycle racks in new commercial developments is also an asset.

In summary, these and other bicycle opportunities include:

- Important connections to other parts of the City of Atlanta.
- North Highland Avenue is a planned route on the City of Atlanta Commuter On Street Bicycle Plan.
- Streets are generally in good condition.
- A pleasant biking atmosphere.
- Pedestrian scale street and pedestrian-oriented businesses.

Bicycle Opportunities



This bike rack provides a convenient place to park while shopping.



This restaurant within the corridor uses an eating theme to provide bicycle parking.

Contributing Negative Factors



Bike racks in Toronto, Canada are placed in the street furniture zone.

- Some streets have room for the creation of bicycle lanes.
- Proximity to the residential areas.
- City of Atlanta zoning requirements for bicycle racks in new commercial developments.

Issue

Bicycle use is neither encouraged nor provided for.

Bicycling along North Highland Avenue is currently possible, however, it fails to reach its potential. Excessive vehicular speeds during certain periods and a lack of bicycle route signage are hindrances to bicycling. This, in turn, discourages people from utilizing bicycles for local trips, such as those to the shops and restaurants within the different commercial nodes along the corridor. As such, congestion is increased on local streets.

Other factors that negatively affect bicycling include:

- Excessive automobile traffic at certain times of day.
- Lack of enforcement of zoning requirements for bicycle racks in new commercial developments.
- Lack of public space within the corridor leaves bicyclists without a leisure destination.
- Lack of bicyclists who understand bicycling protocol.
- Lack of drivers who understand bicycle protocol.

Objective

Maximize the use of bicycles by ensuring that bicycling is a convenient alternative to driving.

Policy Recommendations

- Enforce City of Atlanta Sec.16-28.014.6a. bicycle parking requirements for new commercial developments.
- Provide bicycle racks at highly visible locations that do not obstruct public sidewalks.
- Enforce and maintain bicycle routes that are clean and do not obstruct the path of the users.
- Provide signage to identify designated bicycle routes.
- Slow down traffic to allow cyclists to share the travel lanes with automobiles.



Chapter 3

Pedestrian Environment

Introduction

The following reviews the pedestrian environment characteristics of the North Highland Avenue corridor. The opportunities and issues indicated were identified by residents, businesses and property owners during the community workshop on January 30, 1999. The objectives and recommendations address the workshop issues and are grouped under the categories of sidewalks and crosswalks, and public areas and gateways. See Chapter 6: Action Program for final recommendations.

Sidewalks and Crosswalks

Opportunities

Sidewalks and crosswalks help to maintain working relationships between businesses and pedestrians along a street. North Highland Avenue benefits from having an extensive sidewalk network that stretches the length of the corridor and provides access to every business. Many of the sidewalks have street trees and pe-



Sidewalks in certain areas are comfortable for shopping or strolling.

Sidewalk and Crosswalk Opportunities

Poor Conditions

pedestrian furniture that provide amenities and a comfort zone for pedestrians. Furthermore, due to an abundance of on street parking and wide streets, there exists in certain places enough room for widening sidewalks.

These and other assets include:

- Sidewalks generally in good condition.
- An existing sidewalk network serving most of the street.
- An opportunity to narrow travel lanes to widen sidewalks in certain places.
- Intersections with on street parking provide opportunities for sidewalk bulb-outs.
- A narrow street facilitates pedestrian crossing.
- A furniture and tree planting zone in certain areas that includes benches and vegetation.
- Proximity and accessibility to neighborhoods promotes use of sidewalks and crosswalks.
- Pedestrian scale of the street and pedestrian-oriented businesses encourage strolling along the corridor.
- Outdoor dining in some areas.



Small scale outdoor dining enhances this sidewalk within the corridor.

Issue

Sidewalks and crosswalks throughout the corridor need improving in order to ensure a greater level of comfort and safety for the pedestrian.

Sidewalk widths along North Highland Avenue are narrow, particularly within the commercial nodes. Such conditions discourage

Contributing Negative Factors



Existing crosswalks fail to draw attention to pedestrians.

pedestrian activity by creating uncomfortable and unpleasant walking conditions. Two or more pedestrians walking together along the sidewalks experience difficulty because of the narrowness of the sidewalks. In addition, not every sidewalk has a street furniture zone, making some sections unattractive.

These poor conditions are largely due to the use of public right of way for on street parking and wide travel lanes. Due to the demand for parking in the area, using public right of way for on street parking instead of wider sidewalks has been encouraged.

Most crosswalks along North Highland Avenue do not adequately protect pedestrians from vehicles. Vehicles consistently speed throughout the corridor and create intimidating and unsafe conditions for pedestrians crossing the street.

These and other factors negatively affecting sidewalks and crosswalks include:

- Most sidewalks are narrow.
- Lack of street furniture and trees along many sidewalks.
- Excessive curb cuts in some areas disrupt the flow of pedestrians and needlessly expose them to vehicles.
- Poorly designed crosswalks that cause intimidating and dangerous conditions for pedestrians.
- Public utilities clutter the sidewalks.
- Inadequate pedestrian crossing lights at some intersections pose safety hazards.
- Pedestrians crossing at mid-block in certain areas creates safety hazards.
- Excessive signage on the sidewalks creates clutter.



Already narrow sidewalks can become cluttered with street furniture.

Objective

Establish a pedestrian and neighborhood street by maximizing the use of sidewalks and crosswalks.

Policy Recommendations

- Repair and replace broken sidewalks.
- Narrow existing curb cuts that are excessively wide where possible.

- Replace excessive curb cuts with new sidewalks to replicate the existing sidewalk pattern where possible.



This street furniture and tree planting zone in Celebration, Florida allows for trash receptacles and street trees.

- Encourage a street furniture and tree planting zone to be provided adjacent to the curb where sidewalks are wide enough.

- Plant trees in the street furniture and tree planting zone.



Bulb-outs accommodate on-street parking and shorten the crosswalk distance across the street here in Raleigh, North Carolina.

- Provide benches and litter receptacles in the street furniture and tree planting zone.



Crosswalks are specially treated to create awareness of pedestrians here in Boston, Massachusetts.

- Encourage pedestrian sidewalk bulb-outs to be installed at primary commercial intersections with adjacent on street parking.
- Place utilities underground where possible.
- Eliminate unnecessary signage on the sidewalks.
- Encourage crosswalks to be designed so that they are more visible to vehicular traffic.
- Consider special treatment to crosswalks that would alert drivers such as: raised crosswalks, bulb-out sidewalks, special textured crosswalks, flashing lights in the crosswalk.
- Upgrade pedestrian crossing lights and signage at all significant pedestrian intersections.
- Consider 'No right on red' at certain intersections to improve pedestrian safety and permit a smooth flow of pedestrian traffic.
- Wherever necessary, provide mid-block crossings that are specially treated as mentioned above.

Public Areas and Gateways

Opportunities

At the intersection of Virginia Avenue and North Highland Avenue lies a unique opportunity for public space and gateway treatment along the corridor.

New development within the corridor brings with it opportunities for the creation of small pocket parks. These types of parks can be counted towards the minimum open space requirements mandated by the City of Atlanta. They also provide an amenity for residents, employees and patrons of these new projects.

These and other public area and gateway opportunities include:

Public Area and Gateway Opportunities

- Focal points such as markets, plazas, public art, and specially designed signage could be created at the corridor's gateways.
- Pocket parks that could strengthen the neighborhood by providing opportunities for human interaction are missing.
- The corridor's gateways provide an opportunity to make the commercial nodes more attractive and to double as a traffic calming mechanism through narrowed travel lanes, wider sidewalks, landscaping, specially designed signage, specially textured street paving.

Issue

North Highland Avenue suffers from a lack of public parks open space and signature gateways.

North Highland Avenue lacks public gathering spaces for residents, employees and business customers.

Contributing Negative Factors

In summary, these and other obstacles to public areas and gateways include:

- Lack of significant gathering spaces.
- Privately owned properties which are primarily businesses and residences,

resulting in a lack of public gathering space.

- Lack of available land for creating public spaces.
- Unattractive gateways into the corridor.
- Lack of treatment to the corridor's major gateways.



A parking space replaces any useable public space in the front yard of this restaurant.

Objective

Establish attractive and functional public areas and gateways to enliven North Highland and strengthen its character.



This public space in Celebration, Florida contains wide sidewalks, benches and a water fountain.

Policy Recommendations

- Use special design treatments to develop new public spaces and gateways along the corridor, such as: narrowed travel lanes, wider sidewalks, beautiful landscaping, specially designed signage, specially textured street paving.
- Define gateways using urban design elements and landscaping to create public gathering spaces that represent the unique character of the community.
- Establish gateways that communicate to visitors that they are entering the North Highland corridor.
- Ensure that outdoor dining areas in new developments are in accordance with city parking and distance requirements for outdoor dining.
- Emphasize commercial intersections that serve as transitions within the corridor with special design treatments.

Chapter 4 Parking



Introduction

The following reviews the parking characteristics of the North Highland Avenue corridor. The opportunities and issues indicated were identified by residents, businesses and property owners during the community workshop on January 30, 1999. The objectives and recommendations address the workshop issues and are grouped under the categories of on and off street parking. See Chapter 6: Action Program for final recommendations.

On Street Parking

Opportunities

The side streets along North Highland Avenue provide parking for a large number of vehicles. Literally thousands of spaces exist along the residential streets for on street parking. Of those spaces, the existing residential population uses only approximately thirty-five percent on weekdays evenings. * This means that the existing number of on street parking spaces available for residents is more than adequate for meeting the demand.



On street parking accommodates residential parking demands on the gridded street pattern.

On Street Parking Opportunities

There are other potential opportunities related to on street parking as well. Certain sections of North Highland Avenue present opportunities for additional on street parking where there currently is none. Similarly travel lanes in some areas could be narrowed to provide on-street parking and unused on-street delivery areas could be eliminated. These options allow more parking to be provided in the future without necessitating the demolition of buildings or the paving of existing greenspace.

In summary, these and other on street parking opportunities on North Highland Avenue include:

- Ample on street parking for residential demand.
- Space for future on street parking in travel lanes.
- Space for future on street parking in unused loading areas.

Issue

The commercial success of North Highland Avenue has placed overwhelming parking demands on residential streets.

North Highland Avenue's commercial success has had a significant impact on the area as a whole. As the area has become a regional draw, the on street parking that accommodates residential vehicles has become insufficient for the number of cars that visit area businesses on any given weekend. When the commercial

parking facilities fill up, visitors begin parking on the residential streets.

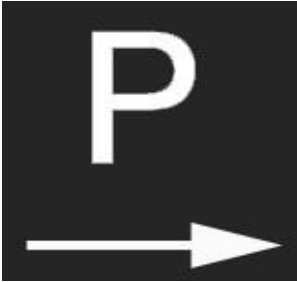


Truck loading zones could be used for customer parking during non-delivery hours.



Parking meters are not enforced within the corridor.

Contributing Negative Factors



Parking signage can direct vehicles to public parking sites.



Parking maps can inform visitors as to where public parking facilities are located.

This, in turn, deprives residents of on street parking, many of whom do not have driveways or garages and must use the streets. This creates a conflict between visitor and resident and also reflects negatively on the area businesses.

These and other problems associated with on-street parking include:

- Business employees who fill up potential visitor parking spaces when they drive to work.
- Current metered parking on the street, which is ineffective due to a lack of enforcement.
- Lack of a system for directing visitors to preferred parking facilities within the corridor.
- Illegal removal of “No Parking” signage on residential streets so that people can park on those streets.

Objective

Ensure adequate and convenient on street parking is provided for residents.

Policy Recommendations

- Create parallel parking spaces in places on the street where there currently are none, and the street is excessively wide.
- Install new parking meters that allow for a fluctuation in parking fees and times.
- Consider completely eliminating on street metered parking.



Angled parking spaces in Washington D.C. narrow the street and protect pedestrians from traffic.

- Allow parking in on street loading zones at certain times of the day or when businesses primarily use the back of buildings for loading and do not need these spaces, eliminate these spaces entirely.
- Provide parking maps and directories to identify parking locations.
- Explore the feasibility of implementing a permanent residential parking permit program.
- Explore the feasibility of implementing a day or time specific residential parking permit program.
- Consider adding angled parking spaces to St. Charles Avenue and North Highland Avenue at the University Avenue node.
- Enforce no parking zones at street intersections.
- Prohibit illegal parking activities within the corridor, such as: removing the no parking signs and charging a parking fee without a permit.

Off Street Parking

Opportunities

Unlike many other commercial areas in the city, the businesses on North Highland Avenue utilize neighborhood streets and parking lots located to the back or side of the buildings. This method helps make

North Highland Avenue an attractive street. In addition,



There are several examples of traditional development with parking located to the rear of commercial structures.

Off Street Parking Opportunities

many businesses along the corridor consistently share parking lots helping to consolidate curb cuts that would otherwise disrupt the streetscape.

Unused alleys also present opportunities for on street parking for residents. Many alleys behind homes could be converted to parking or could be used to provide access to otherwise inaccessible lots.

In summary, these and other on street parking opportunities on North Highland Avenue include:

- Parking located to the back and side of businesses.
- Shared parking lots.
- Certain unused alleys that can be used to create additional residential parking.

Issue

The commercial success of North Highland has placed overwhelming parking demands on the off street parking facilities.

Although North Highland Avenue has several positive parking attributes, there are several negative ones. Because most commercial lots on North Highland Avenue are shallow, the parking facilities behind buildings are small. There also exist a number of grandfathered businesses with little or no parking facilities. When combined with the unusually high parking demand created by the area's status as a regional destination and the results is a break down in the system of supply and demand. The supply of parking that the North Highland Avenue businesses have to offer is significantly less than the weekend demand.

Contributing Negative Factors

Other factors negatively affecting the parking situation include:

- Employees who fill up potential visitor parking spaces when they drive to work.
- Few opportunities for new parking facilities to be built.
- City zoning which makes some existing parking lots within the corridor illegal uses.
- Under-utilization of alleys to accommodate residential parking demands and therefore, free up street spaces.

- Parking in the front of businesses and the unattractive appearance associated with it.
- Failure of the current public transportation system to help the corridor in addressing parking demands.
- Lack of a system for directing visitors to preferred parking facilities within the corridor.
- Individuals charging for parking without proper permits.
- Illegal removal of 'No Parking' signs from residential streets.



Parking for developments built over the past thirty years has placed parking between the building and the sidewalk.

Objective

Provide adequate, convenient and unobtrusive off street parking facilities for residents.

Policy Recommendations

- Screen parking from view of street with trees, shrubs and creative architecture for parking facilities that front a street.



Parking is hidden behind columns in this Portland, Oregon parking lot.

- Encourage shared parking to reduce the number of parking spaces needed.
- Allow required parking to be located a maximum of three hundred (300) feet away by right.

Chapter 4: Parking



Landscaping creates an effective buffer between a parking lot and sidewalk in Charleston, South Carolina.

- Provide parking maps and directories of area parking.
- Look for places for additional parking facilities.
- Promote the creation of a local parking authority.
- Promote the creation of a city parking authority.
- Examine reconfiguring existing lots for increased efficiency.
- Determine how to work with the zoning codes to permit sharing of existing unused parking facilities.
- Encourage employees of the corridors businesses to park at a satellite parking lot and to shuttle or walk to work.
- Prohibit illegal parking activities such as sign vandalism and illegal charges for parking in the corridor.



Chapter 5

Virginia Avenue

Introduction

The Virginia Avenue and North Highland Avenue intersection is widely recognized as being the symbolic heart of the North Highland Avenue corridor. As such, the Task Force chose this node to conduct a detailed transportation and urban design analysis. The node is defined as being the commercially zoned properties around this intersection including those on Virginia Avenue between Todd Road and Lanier Boulevard, and on North Highland Avenue between Los Angeles Avenue and Lanier Boulevard.



Wide travel lanes and an insignificant gateway triangle characterize the existing Virginia Avenue and North Highland Avenue intersection.

The following reviews the characteristics of the Virginia-Highland intersection. The opportunities and issues indicated were identified by residents, businesses and property owners during the community workshop on January 30, 1999. The objectives and recommendations address the workshop issues and are grouped under the categories of transportation (motorized traffic, public transportation and bicycles), pedestrian environment (sidewalks and crosswalks, and public areas and gateways) and parking (on and off street). Please see Chapter 6: Action Program for final recommendations.

Motorized Traffic Opportunities

Transportation

Motorized Traffic

Opportunities

The North Highland Avenue and Virginia Avenue intersection is the symbolic heart of the corridor. These streets are the main thoroughfares that serve the area's neighborhoods and provide access to other parts of Atlanta.

These and other motorized traffic opportunities include:

- An enjoyable driving environment along North Highland Avenue and Virginia Avenue.
- The intersection's role as the symbolic heart of the corridor.
- The crucial vehicular connections to other parts of the city afforded by the intersection.
- The wide streets, which offer flexibility of design.

Issue

Inadequate road design on North Highland Avenue and Virginia Avenue combined with poor signal coordination prevents a smooth flow of traffic.

The North Highland Avenue and Virginia Avenue intersection has experienced increased peak hour automobile traffic due to the success of both the area's neighborhoods and businesses.

During non-peak hours, when traffic is light, these streets are plagued by excessive automobile speeds.



Excessive vehicular speeds within the intersection are dangerous.

Contributing Negative Factors

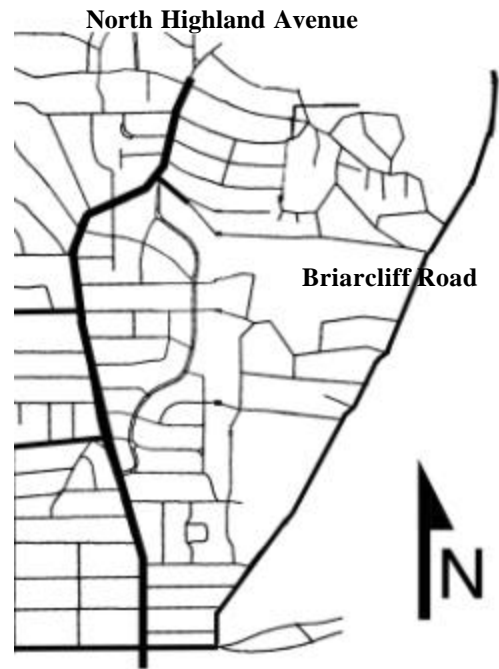


Inadequately timed traffic lights.

Automobile congestion and speed, in turn, create dangerous conditions for bicyclists, pedestrians and drivers and discourages alternative modes of transportation. Add this to a limited number of traffic signals and the result is a dangerous environment for users of the road, both automobile and pedestrian.

These and other traffic issues identified at the workshops include:

- Poor timing of the intersection's traffic signal, which impedes the efficient flow of automobiles, pedestrians and bicycles.
- Lack of awareness of pedestrians and bicycles on the part of many drivers.
- Excessive speeds along North Highland Avenue, Virginia Avenue and the trolley spur at certain times, which create danger-



North Highland Avenue.

ous conditions for drivers, pedestrians and bicyclists.

- Excessive speed, which detracts from the neighborhood-oriented atmosphere of the area.
- Under-utilization of Briarcliff Road as bypass to the node.
- Excessive width of travel lanes on North Highland Avenue and Virginia Avenue.



This travel lane is unnecessarily wide.

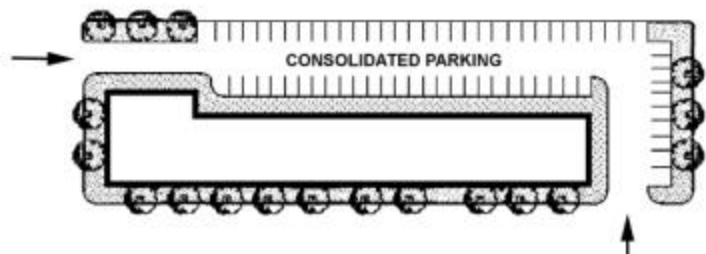
Objective

Provide a more efficient road that facilitates the smooth flow of traffic.

Recommendations

- Ensure that future development at the southeast corner of the intersection maintains the existing development pattern by b-cating buildings at the sidewalk.

- Encourage curb cuts to be a maximum width of twelve (12) feet for one-way traffic and 24 feet for two-way traffic.



Developments are encouraged to provide one limited size curb cut per block face.

- Encourage the gas station at the northeast corner of the intersection to provide a maximum of one curb cut per block face.
- Narrow the travel lanes at the Virginia Avenue and Highland Avenue intersection to ten feet in order to widen the sidewalks and promote slower vehicular speeds.
- Utilize bulb-outs between on street parking spaces along North Highland Avenue between Los Angeles Avenue and Virginia Avenue to widen the sidewalks and promote slower vehicular speeds.
- Signal to automobiles that they must slow down by treating the trolley triangle as a gateway.
- Eliminate the free right turn at the trolley triangle to allow for more sidewalks and slower vehicular speeds.



Bulb outs in Dallas safely narrow the street while maintaining a pedestrian friendly environment.

- Replace hanging traffic signals with mast-arm traffic signals.
- Install 'Pedestrian Zone' signage to notify drivers that the node is pedestrian-oriented.
- Hang 'Pedestrian Zone' banners at the node's minor gateways to notify to traffic that the node is pedestrian-oriented.



This illustration of the proposed intersection shows a re-configured triangle that serves as a gateway into the area as well as a deterrent to speeding vehicles.

- Prohibit right-on-red turns from southbound North Highland Avenue onto westbound Virginia Avenue.
- Prohibit right-on-red turns from eastbound Virginia Avenue onto southbound North Highland Avenue.
- Remove asphalt pavement on both streets within the intersection to expose the original brick streets beneath. The brick texture serves as a traffic calming mechanism for motorized traffic.

Public Transportation

Opportunities

The North Highland Avenue and Virginia Avenue business node sprung up at the site of a trolley intersection in the early 1900's. The houses and multi-family residences that were built around the intersection took advantage of this proximity to businesses to create a neighborhood that provided goods and services within a comfortable walking distance. The area is a true example of early transit-oriented development.

Public Transportation Opportunities

Although public transit no longer serves a vital role in the survival of the node, the transit-supportive form still exists. Today, however, instead of trolleys, two MARTA bus routes serve the area and afford the opportunity to promote future transit use. These two routes, Route #16 and Route #45, connect to downtown and Midtown Atlanta respectively.

These and other opportunities for public transportation include:

- Transit-oriented form.
- Existing bus service.

Issue

The existing public transportation facilities inadequately address the node's transit needs.

Despite the positive features, the current role of public transportation within the node is less-than-optimal. Those who use transit are forced to wait exposed to the elements due to poorly designed or non-existent bus shelters. They are also forced to wait for uncertain lengths of time, as posted bus schedules on the weekend also tend to be unreliable because of traffic delays. Although MARTA has attempted to compensate for this traffic in posted arrivals times, the nature of traffic congestion continues to ensure that buses will inevitably be off-schedule by a few minutes.

Public transportation along the corridor is very poorly advertised, as well. MARTA does not post bus schedules at any of its stops, nor does it mention the name "Virginia-Highland" in any system information. Instead, it calls Route #16 the "Noble" and all the other



MARTA stops expose riders to the elements.

Contributing Negative Factors

routes serving the area by the final destination of the bus. This deters ridership by those unfamiliar with the system or Atlanta's geography, particularly weekend visitors.

There is also a lack of business support for transit within the node. While many businesses provide free parking for customers and employees they do not provide transit incentives. Instead, when parking lots become full, businesses leave it up to their patrons or employees to find parking – usually on residential side streets.

These and other public transportation issues include:

- An unattractive bus shelter in front of the gasoline station at the northeast corner of the intersection.
- Missed opportunity for weekend visitors to use existing



- MARTA service to travel to other commercial nodes.
- Lack of a system for informing potential riders of MARTA destination and schedules at bus stops.
- Lack of business support for transit.

MARTA shelters can be unattractive.

Objective

Increase the use of public transportation to and from the commercial node.

Recommendations

- Explore eliminating advertising from bus shelters.

- Provide a pedestrian-friendly MARTA stop in front of Aurora Coffee, south of the trolley triangle.
- Encourage MARTA to include the name “Virginia-Highland” in bus names.



A bus shelter in Portland, Oregon is an attractive addition to the street side atmosphere.

Bicycles

Opportunities

Bicycles play a vital role in creating a neighborhood atmosphere within in a community. Virginia Avenue and North Highland Avenue have many businesses that residences of the neighboring communities use quite frequently. If this patronage could utilize bicycles for transportation, it could go a long way towards beautifying and calming the intersection by taking some of the cars off of the street and reducing parking demand. The node is instrumental in creating the kind of pedestrian atmosphere desired throughout the entire North Highland Avenue corridor.

These and other bicycle opportunities include:

- An enjoyable biking atmosphere.
- City of Atlanta zoning requirements for bicycle racks in new commercial developments.
- Streets in generally good condition.
- Pedestrian scale street and pedestrian-oriented businesses that encourage bicycling.
- Proximity and accessibility to the corridor’s neighborhoods promotes bicycling.
- Strategic role of the intersection in the City of Atlanta’s Commuter On Street Bicycle Plan.

Issue

Bicycle use is neither encouraged nor provided for.

*Summary of
Bicycle
Opportunities*

Contributing Negative Factors

There are many individuals who currently bicycle within the node. However, public destinations and bicycle parking racks are both severely lacking for bicyclists. In addition, the relationship between bicyclists and automobiles is poor due to a lack of driving education.

In summary, these poor conditions are the result of:

- Excessive automobile speeds at certain times of day which make bicycling dangerous.
- Lack of enforcement of zoning requirements for bicycle racks in new commercial developments.
- Lack of bicycle route signage.
- Lack of public space within the node leaves



bicyclists without a leisure destination.

The node lacks leisure space for bicyclists.

Objective

Maximize the use of bicycles by ensuring that bicycling is a convenient alternative to driving.

Recommendations

- Enforce City of Atlanta Sec.16-28.014.6a. bicycle parking requirements for new commercial developments.
- Provide bicycle racks at highly visible locations that do not obstruct public sidewalks.



Bicycle signage notifies the public as to where bike paths are in London.



Bike racks in Bethesda, Maryland do not obstruct the sidewalk.

- Enforce and maintain bicycle routes that are clean and do not obstruct the path of the users.
- Provide signage to identify designated bicycle routes.
- Slow down traffic to allow cyclists to safely share the travel lanes with automobiles.

Pedestrian Environment

Sidewalks and Crosswalks

Opportunities

Both the sidewalks within the commercial node and the sidewalks within residential areas are in generally good condition. However, there are opportunities to improve them along some streets by narrowing the vehicular travel lanes to widen sidewalks and shorten the distance across the street for pedestrians.

On North Highland Avenue between Los Angeles Avenue and Virginia Avenue, in particular, there is the opportunity to widen sidewalks by narrowing the streets and removing unhealthy street trees. Within this area, the width also allows for the installation of bulb-outs and new street trees. Both these potential changes could benefit pedestrian and create a more attractive streetscape.

These and other assets include:

- Sidewalks in generally in good condition.
- An existing sidewalk network that adequately serves the adjacent residences.
- A comfortable sidewalk on the northeast corner of the intersection.
- The opportunity to narrow travel lanes on North Highland Avenue and Virginia Avenue to provide wider sidewalks.
- Intersections with adjacent on street parking which provide opportunities for sidewalk bulb-outs.

*Summary of
Sidewalk and
Crosswalk
Opportunities*

- A comfortable crossing distance for pedestrian crossing.
- Furniture and tree plantings in certain areas.



- Proximity and accessibility to neighborhoods that promotes use of sidewalks and crosswalks.
- Pedestrian scale of the street and pedestrian-oriented businesses that encourage strolling within the node.
- Outdoor dining at Mo's and Jo's Restaurant.

Outdoor dining and street trees fit comfortably on the sidewalk on this portion of the intersection.

Issue

Sidewalks and crosswalks within the node need improving in order to ensure a greater level of comfort and safety for the pedestrian.

Many of the sidewalks within the node are too narrow for the amount of pedestrian traffic they receive. A narrow sidewalk that has street furniture such as street trees as benches is difficult for pedestrians to navigate. Many sidewalks also have utility poles and other visual clutter. Both of these factors deter efficient



Narrow sidewalks leave no room for street furniture on the intersection.

pedestrian circulation by forcing people to concentrate on where they are walking and deprives them of the opportunity to leisurely window shop and converse.

Summary of Contributing Negative Factors



Sidewalk amenities combined with a narrow sidewalk create dangerous conditions at this corner of the intersection.

Perhaps the greatest factor effecting pedestrians within the node is the hazardous condition created by the excessive speed of automobiles on North Highland Avenue and Virginia Avenue. Automobiles traveling along these streets consistently ignore pedestrians, making it unsafe for pedestrians to cross the streets.

These and other sidewalk and crosswalk issues include:

- Narrow sidewalks along the block on the northwest corner of the intersection.
- Lack of street furniture and trees along many sidewalks.
- Excessive curb cuts in front of the gasoline station, which disrupt the flow of pedestrians and needlessly expose them to vehicles.
- Poorly designed crosswalks on Virginia Avenue and North Highland Avenue, which create intimidating and dangerous conditions for pedestrians.
- Visual clutter and pedestrian traffic impediments caused by utilities on Virginia Avenue and North Highland Avenue.
- Lack of adequate pedestrian crossing lights.
- Safety hazard caused by pedestrians crossing at mid-block along Virginia Avenue and North Highland Avenue.
- Excessive signage on the sidewalks, which creates clutter.



Utilities on the sidewalk cause visual clutter.



Mid-block crossing is commonplace within the node.

Objective

Establish a pedestrian and neighborhood street by maximizing the use of sidewalks and crosswalks.

Recommendations

- Narrow curb cuts at the gas station to 24 feet for two-way traffic and replace remaining area with new sidewalks.
- Widen the sidewalks at the northwest corner of the intersection to provide a street furniture and tree-planting zone adjacent to the curb.
- Plant trees in the newly created bulb-outs on the west side of North Highland Avenue between Los Angeles Avenue and Virginia Avenue.



This illustration depicts sidewalks that are widened and street trees placed into bulb-outs on the northwest corner of the intersection.

- Plant trees in the newly created street furniture zone at the northeast corner of the North Highland Avenue and Virginia Avenue intersection.
- Provide benches and litter receptacles in the street furniture and tree-planting zone.
- Encourage pedestrian bulb-outs to be installed at the intersection.



Trees, street lights, trash receptacles and fire hydrants do not clutter this sidewalk in Celebration, Florida.

- Encourage tree bulb-outs to be installed every 60 feet on the west side of North Highland Avenue north of Virginia Avenue.
- Wherever possible, place utilities underground.

- Provide mid-block crossings that are specially treated as mentioned above on North Highland Avenue between Virginia Avenue and Los Angeles Drive.



- Move the crosswalk that is currently on the west side of Todd Road to the east side of Todd Road at Virginia Avenue. *The addition of textured crosswalks and additional street trees makes for a more pedestrian atmosphere, as shown in this illustration.*
- Repair the broken curb on the north side of Virginia Avenue west of North Highland Avenue.
- Repair the clogged sanitary sewer that passes beneath Virginia Avenue west of North Highland Avenue.

Public Areas and Gateways

Opportunities

As mentioned, the intersection is the symbolic heart of the North Highland Avenue corridor. It also possesses the corridor's most recognizable space at the trolley triangle. Due to the excess width of travel lanes, there exists an opportunity to narrow them and

Summary of Public Area and Gateway Opportunities

enlarge this symbolic heart of Virginia-Highland. The new triangle could be big enough to serve as a gateway into the corridor and provide pedestrians with a meaningful public space.

Another opportunity for the area's public spaces is its sidewalks and front yards. Widening the sidewalks in certain areas and re-developing under-utilized land could significantly improve the node's public spaces to provide more enjoyable public infrastructure.

These and other public area and gateway opportunities include:

- The opportunity to create a Focal point at the trolley triangle to act as a gateway utilizing public plazas, gardens and signage welcoming visitors into the node.
- The trolley triangle, which could double as a traffic calming mechanism through narrowed travel lanes, wider sidewalks, beautiful landscaping, specially designed signage and specially textured street paving.

Issue

The North Highland Avenue and Virginia Avenue node suffers from a lack of public space and a signature gateway.

The most significant public space within the node, the trolley triangle, currently suffers from the hostile environment created by surrounding speeding automobiles. Vehicles' passing at high speeds cause pedestrians to feel exposed to danger and, thus, makes the space unusable to them. The triangle also lacks effectiveness as a gateway to the corridor.

Other public spaces, such as sidewalks and front yards, within the node are



Wide travel lanes and public inaccessibility create an unattractive gateway into the corridor.

Summary of Contributing Negative Factors



Public gardens in New York City constitute public spaces.



Mast-arm style traffic lights, street lights and signs give an area a pedestrian feeling.

virtually non-existent. Those that do exist are so small that they are useless for all intents and purposes.

These and other and other obstacles to public areas and gateways include:

- Lack of significant spaces for gathering or meeting.
- Lack of potential land for public open space due to private ownership.
- Lack of public space in front of many buildings.
- Under-utilization of the triangle for public space.
- An under-utilized gateway.

Objective

Establish attractive and functional public areas and gateways to enliven the node and strengthen its character.

Specific Recommendations

- Develop new public spaces and gateways within the node by narrowing existing travel lanes to ten feet.
- Develop public spaces and gateways within the node by widening the sidewalks along the northwest block of the North Highland Avenue and Virginia Avenue intersection, and at the trolley triangle.
- Develop public spaces and gateways within the node by providing landscaping at the trolley triangle.
- Define the trolley triangle gateway using urban design elements and landscaping to create a pedestrian space that represents the unique character of the community.



By narrowing travel lanes and paving with special textures, the island can become a significant gateway.

- Install specially designed streetlights and signs that match the proposed mast-arm traffic poles. Place them at the gateways along North Highland Avenue and Virginia Avenue in the commercial node.

- Place sign-toppers on street signs that say “Virginia-Highland”. Include them at the gateways



Exposed brick paving serves as a traffic calming device at this intersection in Seattle, Washington.

along North Highland Avenue and Virginia Avenue and within the commercial node

Parking

On Street Parking

Opportunities

Streets within and surrounding this node adequately supply on street parking to both businesses and residents. Because of the relatively healthy mixture of businesses within the node, the on street parking capability is not as overwhelmed with bar and restaurant patrons most of the time, unlike the St. Charles node to the south.

On street parking along North Highland Avenue and Virginia Avenue also provides convenient storefront parking to the business customers. This allows customers making small purchases to park, run into the store to make a purchase, and leave in a short amount of time.

In summary, these and other on street parking opportunities in the North Highland Avenue and Virginia Avenue node include:

Summary of On Street Parking Opportunities

Summary of Contributing Negative Factors

- Unused loading zones which can be converted into on street parking spaces
- Opportunities for additional on street parking spaces in certain areas

Issue

The success of the node's businesses, coupled with inadequate parking supply during peak hours, has caused commercial parking to encroach onto neighborhood streets.

Due to the success of the node's businesses, parking demand has continued to grow. Because many of the buildings housing businesses were built in a pre-automotive era they have shallow lots. As a result there is little space to accommodate today's vehicles. This forces much of the node's parking to be satisfied through on street parking. Unfortunately, on some nights, businesses' on street parking demand is in direct competition with the residential demand for the same. This has led to undesired conflicts between business patrons and residents, both of whom enjoy the node's shops and stores.

In summary, these and other on street parking issues include:

- Problems affecting residences created by commercial parking on residential streets.
- Employee who fill up potential visitor parking spaces when they drive to work.
- Ineffective metered parking on North Highland Avenue north of Virginia Avenue caused by a lack of enforcement.
- Lack of a system for directing visitors to the preferred parking facilities off of North Highland Avenue and Virginia Avenue.

Objective

Ensure adequate and convenient on street parking is provided for residents.

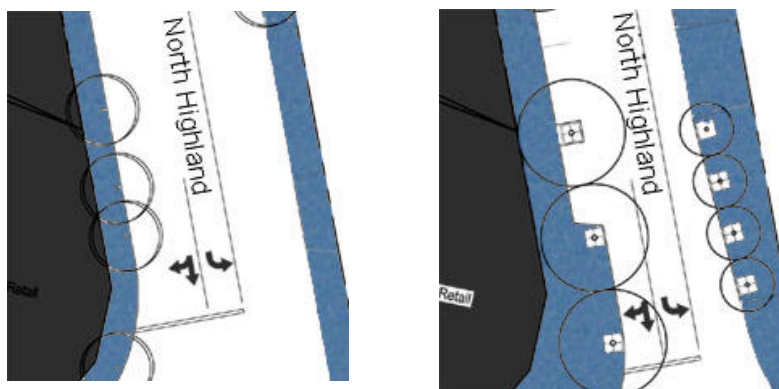
Specific Recommendations

- Install new parking meters that allow a fluctuation in parking fees and lengths of time.



Loading zones could be used during non-loading hours to accommodate on-street parking.

- Consider completely eliminating metered parking.
- Replace metered parking with signage that allows for 2-hour parking until 6:00 PM, at which time there shall be no time limit.
- Provide parking directory maps to identify parking locations within the node and throughout the neighborhood.
- Promote the redevelopment of the southeast corner of the intersection in such a way that allows on street parking.
- Create pedestrian bulb outs to prohibit illegal parking at the North Highland Avenue and Virginia Avenue intersection, the west side of Todd Road and the south side of Los Angeles Avenue across from the Fire Station.



The illustration on the left shows the existing sidewalk and street widths. The illustration on the right depicts widened sidewalks that comfortably allows for street trees and on street parking.

- Allow parking in the on street loading zones along North Highland Avenue after 5:00 PM, when businesses are generally not using them.

Summary of Off Street Parking Opportunities

Off Street Parking

Opportunities

Many of the businesses on North Highland Avenue and Virginia Avenue with on-site parking have it



Parking behind the building is shared.

located to the rear or the side of

the building. This creates a more pedestrian-friendly environment by providing buildings that tightly frame the street and the sidewalks. This also establishes an interconnectivity of parking lots that enables a number of businesses to share their parking facilities, and thereby reduce the total number of required parking spaces.

These and other off street parking opportunities within the node include:

- Parking behind buildings in several locations.
- Rear parking lots that allow for shared parking to reduce the number of curb cuts on the street and create for a more pedestrian friendly environment.
- Several unused alleys on residential streets that present opportunities to create additional residential parking to lessen the impacts of business parking on residents.

Issue

The commercial success of North Highland has placed overwhelming parking demands on the off street parking facilities.

There is not enough off-street parking in the Virginia-Highland commercial node to meet the demand on evenings and weekends. As previously mentioned, this is due to the pre-automotive development pattern in the area that provides little business parking on-site. Off street parking lots that do exist are small and tight for vehicles. When these lots become full during peak de-

Summary of Contributing Negative Factors



Parking between the building and street detracts from a pedestrian environment.

mand patrons turn to on street parking. When vehicles obey parking laws this scenario is acceptable, however when drivers infringe on the rights of the residences the situation then becomes a negative one.

An additional off street parking issue is the illegal use of a number of the area's lots for pay parking. Individuals charge a fee for parking in certain lots with out a license to do so. This is an unfair practice that takes advantage of an already unfortunate parking situation within the node.

In summary, these and other parking issues include:

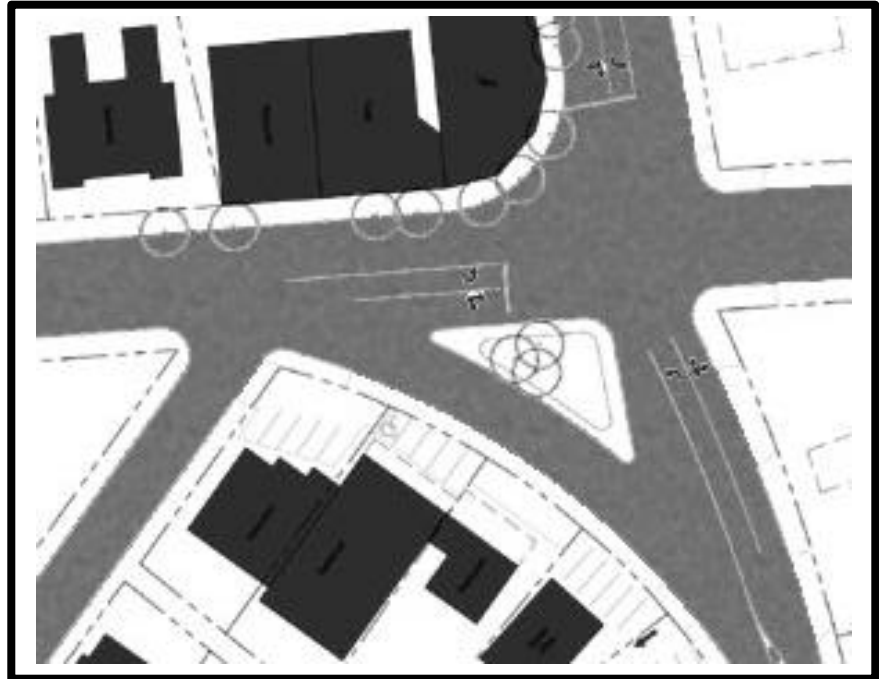
- Business employees who fill up potential visitor parking spaces when they drive to work.
- Few opportunities for new parking facilities to be built.
- Zoning regulations that prohibit some existing parking lots within and near the node from being used for businesses parking.
- Under-utilization of alleys to accommodate residential parking demands, thus freeing up on street spaces.
- Unattractive frontal parking facilities at the properties on the northeast and southeast corner of the intersection.
- The lack of the current public transportation system to help the node in reducing parking demands.
- Lack of a system for directing visitors to preferred parking facilities within the corridor.

Objective

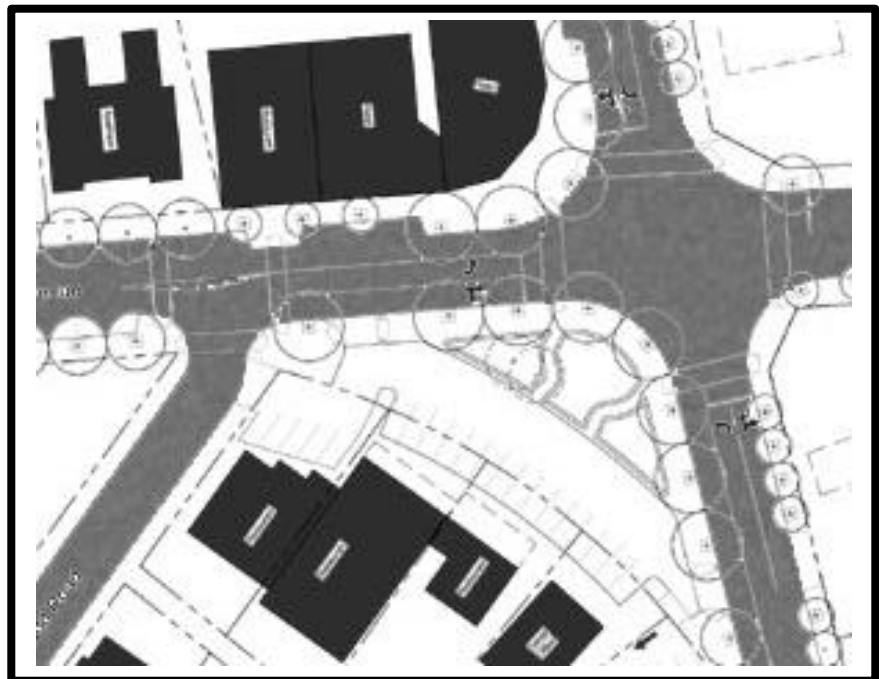
Provide adequate, convenient and unobtrusive off street parking facilities for businesses in order to address the business parking problems in the residential neighborhoods.

Specific Recommendations

- Utilize the southeast corner of the intersection as an opportunity for new development with sufficient off street parking.
- Investigate ways to work with zoning codes to permit use of the unused parking facilities at the YWCA as an employee parking lot.
- Place brochures in the node's businesses to inform visitors where public parking is located in the area.



Wide and unrestricted automobile travel lanes, small amounts of greenspace, narrow sidewalks and dangerous conditions for pedestrians crossing the street, characterize the existing intersection, as shown in this illustration.



This illustration depicts a newly designed intersection with street trees, narrowed vehicular travel lanes, wider sidewalks, pedestrian bulb outs, on-street parking and an enlarged and pedestrianized trolley triangle.



Chapter 6

Action Program

Introduction

The Action Program, illustrated in the Action Program Matrix, is intended to serve as a blueprint for achieving the goals of this plan. Improving parking and traffic within the North Highland corridor were the most important issues identified at the community workshop and at North Highland Avenue Transportation and Parking Task Force meetings. These issues, in addition to streetscape, are addressed through the Action Program.

Recommendations

The Action Program is divided into two stages. The first stage of the Action Program identifies the one-to-five year projects, cost, funding sources and implementing agency. The second stage identifies the five-to-fifteen year projects, costs, funding sources and implementing agency. Within each stage, recommendations are divided into three categories: policies, programs and projects.

Policy

All policy actions are defined as those that will guide the implementation of all programs and projects and require no immediate or direct expenditures. Policies are intended to support programs and projects by establishing a precedent upon which to build. These policies were used to guide the design program for the Virginia Avenue and North Highland Avenue node, and will be used in the future design of other improvements along the corridor.

Program

Programs are actions that may require direct expenditure, yet do not immediately result in a physical product. Programs are often the precursor of projects, as they can result in the recognition of a need for a physical product.

Project

Projects are defined as specific actions that require direct expenditure and result in a physical product. Projects are the most visible manifestations of this plan and therefore, their implementation is critical the success of this plan.

Chapter 6: Action Program

*Funding
Sources*

North Highland Avenue's improvement needs are considerable and no single approach would be practical or adequate. Rather, funding of the Action Program should be accomplished through a combination of proposed actions. These include utilizing resources from the Federal Government's Transportation Equity Act for the Twenty-First Century (TEA 21); City of Atlanta Development Impact Fee program; as well as private resources from business and property owners and the respective civic and business associations.

*Implementing
Agency*

The number and extent of improvements necessary also dictates that no single implementing agency would be practical or adequate. Actions have been divided amongst a variety of public and private groups to create the most efficient and effective assignments possible.

North Highland Avenue Parking and Transportation Study

Project/Description

Transportation

Cooridor Policy

Ensure that new developments maintain the historic development pattern.

Encourage curb cuts to be a minimum width.

Encourage curb cuts to be placed at the back or sides of properties to discourage conflicts along the street.

Signal to automobiles that they must slow down by utilizing treated gateways and treated crosswalks.

Explore making certain streets one-way.

Encourage narrowing the travel lanes at the primary commercial intersections, in order to widen the sidewalks and promote slower vehicular speeds and ensure the safety of the cyclist.

Promote the implementation of traffic calming devices along the side streets such as speed bumps, sidewalk bulb-outs, street trees and landscaping, parallel and angled parking, specially textured paving and striping narrowed travel lanes.

Explore adding traffic signals to some intersections, in order to ensure pedestrian safety.

Encourage hanging traffic signals with mast-arm style signals.

Provide attractive and pedestrian-friendly bus shelters.

Incorporate bus stops into proposed new public spaces and gateways.

Provide bicycle racks at highly visible locations that do not obstruct public sidewalks.

North Highland Avenue Parking and Transportation Study

Project/Description

Enforce and maintain bicycle routes that are clean and do not obstruct the path of the users.

Provide signage to identify designated bicycle routes.

Corridor Program

Time traffic signals to ensure a smooth, uninterrupted flow of vehicles, when traveling at the posted speed limit.

Eliminate unnecessary travel lanes along North Highland Avenue in exchange for parallel parking or wider sidewalks.

Explore eliminating advertising from bus shelters.

Provide adequate service from other communities to the area.

Require new bus shelters to post route maps and schedules.

Explore the feasibility of providing a North Highland Business Association sponsored shuttle system within the corridor that:

Connects to a satellite parking area.

- Is free for riders.
- Provides smaller, more frequent buses than currently exist.
- Connects to Emory, Poncey Highlands, Little Five Points, City Hall East,
- Encourage MARTA to promote Route #16.

Enforce City of Atlanta Sec.16-28.014.6a. bicycle parking requirements for new commercial developments.

Require curb cuts to be a maximum width of 12 feet for one-way traffic and 24 feet for two-way traffic.

Virginia Avenue / North Highland Avenue Intersection Program

Encourage MARTA to include the name "Virginia-Highland" in bus names.

North Highland Avenue Parking and Transportation Study

Project/Description

Signal to automobiles that they must slow down by treating the trolley triangle at Virginia Ave and North Highland Ave as a gateway

Install 'Pedestrian Zone' signage to notify drivers that the Virginia Avenue and North Highland Avenue node is pedestrian-oriented

Prohibit right-on-red turns from eastbound Virginia Avenue onto southbound North Highland Avenue.

Corridor Project

Improve the Briarcliff Road/Ponce de Leon Avenue intersection to include a left-hand turn lane from southbound Briarcliff Road to eastbound Ponce de Leon Avenue.

Virginia Avenue / North Highland Avenue Intersection Project

Narrow the travel lanes at the Virginia Avenue and Highland Avenue intersection to ten feet in order to widen the sidewalks and promote slower vehicular speeds.

Utilize bulb-outs between on street parking spaces along North Highland Avenue between Los Angles Avenue and Virginia Avenue to widen the sidewalks and promote slower vehicular speeds.

Eliminate the free right turn at the trolley triangle to allow for more sidewalks and slower vehicular speeds.

Replace hanging traffic signals with mast-arm traffic signals at the Virginia Ave and North Highland Ave intersection.

Hang 'Pedestrian Zone' banners at the gateways into the Virginia Ave and North Highland Ave node to notify to traffic that the node is pedestrian-oriented.

Prohibit right-on-red turns from southbound North Highland Avenue onto westbound Virginia Avenue.

Remove asphalt pavement on Virginia Avenue and North Highland Avenue within the intersection to expose the original brick streets beneath. The brick texture serves as a traffic calming mechanism for motorized traffic.

Provide a pedestrian-friendly MARTA stop in front of Aurora Coffee, south of the trolley triangle.

North Highland Avenue Parking and Transportation Study

Project/Description

Add landscaping and other elements to bus stops.

Pedestrian Environment

Corridor Policy

Protect residential areas from commercial encroachment.

Protect existing historic commercial structures.

Promote the replacment of excessive curb cuts with new sidewalks to replicate the existing sidewalk pattern where possible.

Encourage pedestrian sidewalk bulb-outs to be installed at primary commercial intersections with adjacent on street parking.

Promote the replacment of utilities underground where possible.

Consider special treatment to crosswalks that would alert drivers such as: raised crosswalks, bulb-out sidewalks, special textured crosswalks, flashing lights in the crosswalk.

Promote a street furniture and tree planting zone to be provided adjacent to the curb where sidewalks are wide enough, in order to provide space for trees, benches, litter receptacles and other pedestrian ammenities.

Encourage the elimination of unnecessary signage on the sidewalks.

Encourage the upgrading of pedestrian crossing lights and signage at all significant pedestrian intersections.

Wherever necessary, promote mid-block crossings that are specially treated as mentioned above.

Encourage the establishment of gateways that utilixe urban design elements and landscaping to communicate to visitors that they are entering the North Highland corridor.

North Highland Avenue Parking and Transportation Study

Project/Description

Promote the use of special design treatments to develop new public spaces and gateways along the corridor, such as: narrowed travel lanes, wider sidewalks, beautiful landscaping, specially designed signage, specially textured street paving.

Encourage the emphasizing of commercial intersections that serve as transitions within the corridor with special design treatments.

Corridor Program

Ensure that outdoor dining areas in new developments are in accordance with city parking and distance requirements for outdoor dining.

Require 'No right on red' at certain intersections to improve pedestrian safety and permit a smooth flow of pedestrian traffic.

Corridor Project

Replace broken sidewalks.

Narrow curb cuts at the gas station to 24 feet for two-way traffic and replace remaining area with new sidewalks.

Plant trees in the newly created bulb-outs on the west side of North Highland Avenue between Los Angeles Avenue and Virginia Avenue

Plant trees in the newly created street furniture zone at the northeast corner of the North Highland Avenue and Virginia Avenue intersection.

Encourage tree bulb-outs to be installed every 60 feet on the west side of North Highland Avenue north of Virginia Avenue.

Move the crosswalk that is currently on the west side of Todd Road to the east side of Todd Road at Virginia Avenue.

Repair the broken curb on the north side of Virginia Avenue west of North Highland Avenue.

Repair the clogged sanitary sewer that passes beneath Virginia Avenue west of North Highland Avenue.

North Highland Avenue Parking and Transportation Study

Project/Description

Develop public spaces and gateways within the Virginia Ave and North Highland Ave node by providing landscaping at the trolley triangle

Parking

Corridor Policy

Create parallel parking spaces in places on the street where there currently are none, and the street is excessively wide.

Consider completely eliminating on street metered parking.

Consider installation of new parking meters that allow for a fluctuation in parking fees and times.

Provide parking maps and directories to identify parking locations.

Explore the feasibility of implementing a permanent residential parking permit program.

Explore the feasibility of implementing a day or time specific residential parking permit program.

Encourage shared parking to reduce the number of parking spaces needed.

Promote the creation of a local parking authority.

Promote the creation of a city parking authority.

Examine reconfiguring existing lots for increased efficiency.

Determine how to work with the zoning codes to permit sharing of existing unused parking facilities.

Program

North Highland Avenue Parking and Transportation Study

Project/Description

Place brochures in the node's businesses to inform visitors where public parking is located in the area.

Enforce no parking zones at street intersections.

Allow parking in on street loading zones at certain times of the day or when businesses primarily use the back of buildings for loading and do not need these spaces, eliminate these spaces entirely.

Explore the feasibility of adding angled parking spaces to St. Charles Avenue and North Highland Avenue at the University Avenue node.

Prohibit illegal parking activities within the corridor, such as: removing the no parking signs and charging a parking fee without a permit.

Screen parking from view of street with trees, shrubs and creative architecture for parking facilities that front a street.

Allow required parking to be located a maximum of three hundred (300) feet away from the property served.

Encourage employees of the corridors businesses to park at a satellite parking lot and to shuttle or walk to work.

Provide parking maps and directories of area parking.

Virginia Avenue / North Highland Avenue Intersection Project

At the Virginia Ave and North Highland Ave intersection replace metered parking with signage that allows for 2-hour parking until 6:00 PM, at which time there shall be no time limit.

Create pedestrian bulb outs to prohibit illegal parking at the North Highland Avenue and Virginia Avenue intersection, the west side of Todd Road and the south side of Los Angeles Avenue across from the Fire Station.

At the Virginia Ave and North Highland Ave intersection allow parking in the on street loading zones along Virginia Ave and North Highland Avenue after 5:00 PM, when businesses are generally not using them.



Appendix A

Workshop Results

Introduction

The North Highland Avenue Traffic and Transportation Workshop allowed for residents and business owners to recommend numerous alternatives for solving the problems of the street. The workshop was broken into the following concentrations:

- St. Charles Avenue (Groups A and B)
- Virginia Avenue (Groups A and B)
- Amsterdam Avenue
- University Avenue
- Entire corridor

The following are a summary of all the alternative recommendations that came out of each workshop group.

St. Charles Avenue Alternatives (Group A)

Lane Widths

- North Highland Avenue and St. Charles Avenue could be narrowed to 10 feet travel lanes to reduce speed and to maximize any additional space for streetscape use

Changes in Lane Layout

- Discourage cut-through traffic along North Highland Avenue by implementing traffic calming devices like textured paving and by adding a left turn lane from Briarcliff Road onto Ponce de Leon Avenue

On Street Parking

- Certain areas along North Highland could replace existing on street parking with wider sidewalks
- Add on street parking to certain areas where there currently is none
- Angled parking could be added to St. Charles Place
- Parking might be allowed in loading zones at certain times of the day
- Consolidate parking meters into one or two self-ticketing structures

Appendix A: Workshop Results

On Street Parking

- Parking lots that front public sidewalks might consider putting curb stops between the parking lot and the sidewalk
- It is desirable for any future parking decks not to be visible from the street

Sidewalks

- Wherever possible, widen the sidewalks and landscape strips

Bulb-Outs

- Adding bulb-outs could enhance many of St. Charles Avenue's intersections

Crosswalks

- Crosswalks could be treated with pavers and specially treated pedestrian crossing lights to ensure safety

Signalization

- No additional traffic signals were recommended rather it was thought that existing signals could be replaced with more attractive post-style traffic lights
- At certain intersections within the neighborhood, three-way stop signs could be installed

Open Space

- Vacant lots are opportunities for landscaping and public gathering spaces
- Streets could use a greater number of trees and landscaping

St. Charles Alternatives (Group B)

Lane Widths

- Make North Highland Avenue a two-lane street with ten (10) feet for each lane the entire length of the St. Charles Avenue corridor

Changes in Lane Layout

- There may be enough room to place a boulevard median down St. Charles Avenue
- The addition of a right turn lane from North Highland Avenue south bound onto Ponce de Leon Avenue is an option for facilitating the traffic
- Look for opportunities to make certain streets one-way and/or to close certain streets permanently or for different times

Appendix A: Workshop Results

<i>Bike Lanes and Paths</i>	<ul style="list-style-type: none">• Certain places may work better with one-directional turning out of the parking lot onto the street• The use of alleys can be positive since it eliminates the need for curb cuts that front St. Charles Avenue or North Highland Avenue
<i>On Street Parking</i>	<ul style="list-style-type: none">• Wherever possible, keep traffic lanes at the appropriate width to allow for bicycles• Look into the feasibility of making certain streets permit-only parking to ensure that the residences have ample parking• Certain areas along North Highland Avenue could replace existing on street parking with wider sidewalks• Add on street parking to certain areas where there currently is none• Angled parking could be added to St. Charles Avenue
<i>Off Street Parking</i>	<ul style="list-style-type: none">• Utilize existing parking lots owned by churches and other businesses on Ponce de Leon Avenue as satellite parking locations
<i>Parking Management</i>	<ul style="list-style-type: none">• Working with MARTA could be an option. Employees of the street's businesses could get discount passes for riding MARTA into work
<i>Sidewalks</i>	<ul style="list-style-type: none">• Replace broken or missing sidewalks wherever they exist• Wherever possible, widen the sidewalks and landscape strips, and move aboveground utilities underground so that the sidewalks are usable and noticeable• Ensure responsibility for the sidewalks so that someone maintains them in addition to enforcing their proper use
<i>Bulb-Outs</i>	<ul style="list-style-type: none">• Adding bulb-outs could enhance many of St. Charles Avenue's intersections
<i>Crosswalks</i>	<ul style="list-style-type: none">• Crosswalks could be raised and treated with to ensure safety
<i>Signalization</i>	<ul style="list-style-type: none">• Reevaluate North Highland Avenue's signal timing so that the street flows at a safer and more consistent rate

Open Space

- Look for opportunities to create a tiny neighborhood gathering space

Virginia Alternatives (Group A)

Lane Widths

- Make North Highland Avenue a two-lane street with ten (10) feet for each lane the entire length of the Virginia Avenue corridor

Changes in Lane Layout

- Look for opportunities to make certain streets one-way and/or to close certain streets permanently or for different times
- The trolley spur could be treated to address automobile speed issues and to make the area more pedestrian friendly

Bike Lanes and Paths

- Wherever possible, keep traffic lanes at the appropriate width to allow for bicycles

On Street Parking

- Add on street parking to certain areas where there currently is none

Off Street Parking

- Look into better maximizing existing parking lots and for additional places that could accommodate parking

Parking Management

- Explore the idea of having employees of North Highland Avenue's business's park at off-site parking lots in order to free up room for customers
- The parking meters on the street could be improved upon to free up some space on the sidewalks and to readdress parking on some parts of the street

Sidewalks

- Wherever possible, widen the sidewalks and landscape strips, and move aboveground utilities underground so that the sidewalks are usable and noticeable

Bulb-Outs

- Bulb-outs could be used to enhance many of Virginia Avenue's intersections

Appendix A: Workshop Results

Crosswalks

- Crosswalks could be raised and treated with specialized texture and pedestrian crossing signs could be posted to ensure safety
- Mid-block crosswalks may make crossing the street safer at certain places within the corridor

Open Space

- The public space at the trolley spur could be an opportunity for a public gathering space

Virginia Alternatives (Group B)

Lane Widths

- Make North Highland Avenue a two-lane street with ten (10) feet for each lane the entire length of the Virginia Avenue corridor

Changes in Lane Layout

- The third travel lane south of the intersection could be converted to on street parking
- The trolley spur could be treated to address automobile speed issues and to make the area more pedestrian friendly

Bike Lanes and Paths

- Wherever possible, keep traffic lanes at the appropriate width to allow for bicycles
- Lanier Boulevard could be an alternative bike route to North Highland Avenue because it is so wide

On Street Parking

- Cars parking illegally where they should not be (medians, street corners) is an issue that must be addressed

Off Street Parking

- Look into better maximizing existing parking lots and for additional places that could accommodate parking

Sidewalks

- Wherever possible, widen the sidewalks and landscape strips, and move aboveground utilities underground so that the sidewalks are usable and noticeable

Bulb-Outs

- Bulb-outs could be used to enhance many of Virginia Avenue's intersections

Appendix A: Workshop Results

Crosswalks

- Crosswalks could be raised and treated with specialized texture and pedestrian crossing signs could be posted to ensure safety

Signalization

- Use specialized lights (poles, flashing lights) to slow down traffic

Open Space

- The public space at the trolley spur could be an opportunity for a public gathering space

Amsterdam Alternatives

Lane Widths

- Make North Highland Avenue a two-lane street with ten (10) feet for each lane the entire length of the Amsterdam Avenue corridor

Changes in Lane Layout

- Remove the right turn lane from Amsterdam Avenue eastbound onto North Highland Avenue to accommodate for angled parking
- Plant a landscaped median along North Highland Avenue if there is adequate room to do so

Bike Lanes and Paths

- Wherever possible, keep traffic lanes at the appropriate width to allow for bicycles

On Street Parking

- It is possible to create additional angled parking on Amsterdam Avenue and parallel parking spaces on North Highland Avenue

Off Street Parking

- Look into eliminating the risk any surface lots may pose to pedestrians from vehicles entering and exiting them

Bulb-Outs

- Bulb-outs could be used to enhance many of Amsterdam Avenue's intersections

Crosswalks

- Crosswalks could be raised and treated with specialized texture and pedestrian crossing signs could be posted to ensure safety.

Signalization

- Use specialized lights (poles, flashing lights) to slow down traffic

Open Space

- Look for opportunities to create a tiny neighborhood gathering space

University Alternatives

Lane Widths

- Make North Highland Avenue a two-lane street with ten (10) feet for each lane the entire length of University Avenue corridor

Changes in Lane Layout

- Realigning the Lanier Boulevard/University Avenue/North Highland Avenue intersection could help solve many of the traffic problems in this corridor

Bike Lanes and Paths

- Wherever possible, keep traffic lanes at the appropriate width to allow for bicycles

On Street Parking

- Narrowing the travel lanes may provide an opportunity to add angled parking on the east side of North Highland Avenue

Off Street Parking

- Replace any street fronting parking lots with new decks or lots that are located behind the businesses

Sidewalks

- Wherever possible, widen the sidewalks and landscape strips, and move aboveground utilities underground so that the sidewalks are usable and noticeable

Bulb-Outs

- Bulb-outs could be used to enhance many of University Avenue's intersections

Crosswalks

- Crosswalks could be raised and treated with specialized texture and pedestrian crossing signs could be posted to ensure safety
- Mid-block crosswalks may make crossing the street safer at certain places within the corridor

Open Space

- Look for opportunities to create a tiny neighborhood gathering space or a public plaza

Entire Corridor Alternatives

Changes in Lane Layout

- Driving along North Highland Avenue must be encouraged to be as slow as possible
- The neighborhood could be encouraged to investigate re-opening unused alleys in an attempt to address traffic and parking on neighborhood streets

Bike Lanes and Paths

- Wherever possible, keep traffic lanes at the appropriate width to allow for bicycles

On Street Parking

- Adding parallel and angled parking spaces wherever possible could help to provide parking spaces while at the same time slowing down vehicular traffic
- Permit parking on neighborhood streets may be an option for controlling on street parking

Parking Management

- Encourage a high turnover rate of customer parking in front of the businesses during the day

Sidewalks

- Replace broken or missing sidewalks wherever they exist
- Wherever possible, widen the sidewalks and landscape strips, and move aboveground utilities underground so that the sidewalks are usable and noticeable
- Ensure responsibility for the sidewalks so that someone maintains them in addition to enforcing their proper use

Safety

- Existing security resources such as the City of Atlanta bicycle cops could be used to enhance safety

Mass Transit

- Consider operating a shuttle that connects North Highland Avenue with neighboring areas
- Consider operating the shuttle only when traffic is heaviest – Thursday, Friday, and Saturday
- MARTA bus #16 might be better utilized – model it after Boulder, CO. hop, skip, and jump
- Consider offering discounts to transit and HOV users
- Transit stops could be more effective if they have route and schedule information in addition to covered waiting areas

Appendix A: Workshop Results

Land Use

- Restaurants and bars dominate the current land use mix. A more mixed-use commercial area may be healthier
- A new zoning category could be implemented that encourages mixed uses, buildings that front the street, shared parking and parking located behind buildings
- Explore increasing the diversity of uses by offering more office space
- Explore creating a new zoning category that will allow office use only
- Consider rezoning certain commercial properties on the street to allow neighborhood-oriented offices
- Consider limiting the number or percentage of bars
- Explore recruiting environmentally oriented retailers
- Explore recruiting neighborhood oriented retailers
- Communicate to existing retailers the needs of the community that are not being met

Community

- Explore better utilizing the business association
- The creation of a Business Improvement District (BID) could raise money for improvements. Concern was expressed over placing too much emphasis on the businesses with a BID. The BID could possibly be overlaid on the residential properties as well. Questions over control and equity were raised

Streetscape

- Wherever necessary, implement planting and lighting along North Highland Avenue
- Wherever possible, look into constructing wider sidewalks in the commercial districts
- Consider planting trees that are tall and healthy
- Consider planting trees in the bulb-outs
- Atlanta lights could be used for street lights

Other Issues

- Improve existing qualities of the neighborhood; improve pedestrian activity; encourage shared parking; encourage transit use; accommodate bike use;
- Trash cans could be placed in the residential areas
- Roads and sidewalks could be repaved with an impervious surface so as to allow stormwater to naturally infiltrate into the ground rather than to become runoff piped directly into the Creek

Appendix B

Commercial Parking

Street	Address	Business	Phone Number	Business Hours	Parking
N.Highland Ave.	1370	Pro Cleaners			
N.Highland Ave.	1370	Coldwell Bankers	404.874.2262	M-Su 9-6	42
N.Highland Ave.	1393	Highland Park			
N.Highland Ave.	1393	Modern Primitive Gallery	404.892.0556	Tu-F 12-8, Sa 11:30-8, Su 12-5	21*
N.Highland Ave.	1393	Eclectic Electric	404.875.2840	Tu-W 12:30-7, Th-F 12:30-9, Sa 12:30-8, Su 12-5	*
N.Highland Ave.	1394	Allen's Alley			
N.Highland Ave.	1394	Rocky's Brick Oven Pizza	404.872.7625	M-Sa 11-11, Su 12-10:30	25**
N.Highland Ave.	1394	Alon's Bakery	404.872.6000	M-F 7-7, Sa-Su 8-7	**
N.Highland Ave.	1394	Lucky's Market	404.881.8476	M-Th 8AM-10PM, F-Sa 8-11, Su 8-8	**
N.Highland Ave.	1394	Lenox Park Cleaners	404.815.0804	M-F 7-7, Sa 9-5	**
N.Highland Ave.	1402	Highland Walk			
N.Highland Ave.	1402-1	Natural Body Spa	404.872.1039	M-F 9-9, Sa 9-6, Su 12-6	
N.Highland Ave.	1402-2	Natural Body Spa	404.872.1039	M-F 9-9, Sa 9-6, Su 12-6	
N.Highland Ave.	1402-3	Carmela's Fitness Studio	404.875.8746	M-Th 6 AM-8:30 PM, F 7A-7:30PM	
N.Highland Ave.	1402-4	Evolve Homestore	404.685.9471	M-Th 11-9, F-Sa 11-11, Su 12-5	
N.Highland Ave.	1402-5	Douglas & Co. Hair Studio	404.897.1366	Tu-Th 10-7:30, W F 10:30-5:30, Sa 8:30-4	
N.Highland Ave.	1402-6	Aliya Gallery	404.892.2835	Tu-Th 2-9, F 2-11, Sa 12-10, Su 11:30-9	
N.Highland Ave.	1402-7	Reader's Loft	404.881.6511	M 11-6, Tu-Th 11-9, F-Sa 11-10 Su 12-5	
N.Highland Ave.	1402-8	Mambo - cuban restaurant	404.876.2626	M-Su 5:30	
N.Highland Ave.	1402-9	B A Framar			
N.Highland Ave.	1424-1	Allstate	404.875.6743	M-F 8:30-5:30	
N.Highland Ave.	1424	Doc Chey's Noodle House	404.888.0777	Su-Th 11:30-10, F-Sa 11:30-11, M 5-10	
N.Highland Ave.	1397	Indigo Restaurant	404.876.0676	M-Sa 11:30-9, Su 10-5	
N.Highland Ave.	1399	Natural Body Spatique	404.872.1039	Tu-F 10-9, Sa 10-6, Su 12-6	

Appendix B: Commercial Parking

Highpoint Dr to Lanier Pl

N.Highland Ave.	1399	Natural Body Spatique	404.872.1039	Tu-F 10-9, Sa 10-6, Su 12-6	
N.Highland Ave.	1401	Affairs Inc.	404.876.3342	M-Th 10-9:30, F-Sa 10-10, Su 11-6	
N.Highland Ave.	1411	Fourteen West Realtors	404.874.6357	M-F 8:45-5:30, Sa 10-5, Su 12-5	*
N.Highland Ave.	1409	Upper Level			
N.Highland Ave.	1409	La Vela, Inc.			*
N.Highland Ave.	1409	Southeast Title Corporation	404.876.2597		*
N.Highland Ave.	1409	Sterling P. Eaves, Attorney	404.874.6357		*
N.Highland Ave.	1409	Exclusively Cruises	404.892.8872	M-F 9-5	17* rear
N.Highland Ave.	1409	Portfolio - GONE 5/29/98	404.817.7000	GONE: Was open M-F 8:30-5:30, no new business	*
N.Highland Ave.	1409	Street Level			
N.Highland Ave.	1409	Providence Antiques Etc.	404.874.7042	Su-Sa (7 Days) 11-9	*
N.Highland Ave.	1409	Caramba Café	404.874.1343	M-Su 5:30 PM	*
N.Highland Ave.	1409 F	Milagros (Cositas moved)		NEW: Business not yet open	*
N.Highland Ave.	1409	Lower Level / Rear Entry			
N.Highland Ave.	1409	Highlands Chiropractic	404.874.4448	MWF 10-2, 3:30-7, Tu Th 3:30-7 Sa 9-12	*
N.Highland Ave.	1409	Movies Worth Seeing	404.892.1802	M-Su 10 AM - 11 PM	*
N.Highland Ave.	1409	Elm St. Furniture Co. - GONE	404.607.9335	GONE: For Lease by I.W. Entrekin Co. 237.6494	*

Appendix B: Commercial Parking

Amsterdam

Street	Address	Business	Phone Number	Business Hours	Parking
N.Highland Ave.	1162-64	Pierce Program (Yoga classes)	404.875.7110	M-F 12-5	3
N.Highland Ave.	1162-64	Atlanta OB/GYN certified nurse/midwives			
N.Highland Ave.	1162-64	Debra Shefter, Massage Therapist	404.873.2504		
N.Highland Ave.	1162-64	Randi Jones, Ph.D, Clinical Psychologist			
N.Highland Ave.	1162-64	Nancy J. Thompson, Ph.D, Clinical Psych			
N.Highland Ave.	1162-64	Virginia Apperson, MN, RN, Jungian Analyst			
N.Highland Ave.	1162-64	Julie Howell, CMT	404.619.5204		

Amsterdam Ave.	961	Mali Restaurant	404.892.1595	M-Sun 5:30, Sa-Su 11:30-3	140*
N.Highland Ave.	1186	Highland Pet Supply	404.892.1595	M-F 10:30-7:30, Sa 10:30-6:30, Su 1-5:30	*
N.Highland Ave.	1186	Upscale Resale - men's consignment	404.876.1554	Tu-F 2:30-8, Sa 11:30-8	*
N.Highland Ave.	1186	Glorious Dream - gallery & salon	404.876.7713	Tu-Sa 10-7	*
N.Highland Ave.	1186	Camille's Restaurant	404.872.7203	M-Su 5:30-11	*
N.Highland Ave.	1190	Post Office	1.800.275.8777	M-F 9-5	*
N.Highland Ave.	1190	Tiburon Grille	404.892.2393	M-Su 6	*
N.Highland Ave.	1192	San Fransisco Coffee	404.876.8816	M-Th 7AM-11PM, F-Sa 7AM-Mid, Su 8-11	*
N.Highland Ave.	1196	Earth Angel - lingerie	404.607.7755	M-Sa 11-7	*
N.Highland Ave.	1198	Marcia Wood Gallery	404.885.1808	Tu-Sa 11-7	*

N.Highland Ave.	1199	Lee Cobb Hairdressers	404.872.4221	M-F 9:45-6:30, Sa 8:45-5:30	15
-----------------	------	-----------------------	--------------	-----------------------------	----

Appendix B: Commercial Parking

Virginia

Street	Address	Business	Phone Number	Business Hours	Parking
N.Highland Ave.	1054	Back to Square 1	404.815.9970	M-F 11-10, Su 11-8, Sa 10-10	82
N.Highland Ave.	1050	Sidewalk Studio	404.872.1047	Su-M 11-7, Tu-Sa 11-10	
N.Highland Ave.	1048	Corner Compact Disc	404.875.3087	M-Th 10:30-10, F-Sa 10:30-11, Su 11-7	
N.Highland Ave.	1046	Chef!	404.875.2433	Su-Th 9-9, F-Sa 9-11	
N.Highland Ave.	1044	20th Century Antiques	404.892.2065	M-Su 11-9	
N.Highland Ave.	1040	Everybody's Pizza	404.873.4545	Su 12-11 M-Th 11:30-11, F-Sa 11:30-1	
N.Highland Ave.	1038	Mitzi Romano	404.876.7228	Su 11-8, M-Th 10-9, F-Sa 10-10	
N.Highland Ave.	1034	Metropolitan Deluxe	404.892.9337	Su 11-7, M-Th 10-10, F-Sa 10-11	
N.Highland Ave.	1030	Dakot J's	404.870.0690	Su-W 11-8, Th 11-9, F-Sa 11-10	
N.Highland Ave.	1026 1/2	Chow	404.872.0869	Su-Th 11-3, 6-10, F-Sa 11-3, 6-11:30	
N.Highland Ave.	1026	Highland Tap	404.875.3673	Su-F 11:30AM-4AM, Sa 11AM-3AM	
Virginia Ave.	1004	Carlson Wagonlit Travel	404.872.8747	M-F 8:30-6, Sa-Su 12-4	
Virginia Ave.	1002	Highland Tobacco Co.	404.885.1312	Su 10-8, M-Th 10-9:30, F-Sa 10-11	
Virginia Ave.	1000	The Dessert Place	404.892.8921	Su-Th 10-11:30, F-Sa 10-1AM	
Virginia Ave.	992	Capo's Café	404.876.5655	Tu-Th 5:30-10:45, F-Sa 5:30-11, Su 11-2:30, 5:30-10:45	
Virginia Ave.	994	Wired & Fired	404.885.1024	M-Th 11-10, F-Sa 11-12, Su 11-9	
Virginia Ave.	996	The Common Pond Inc.	404.876.6368	M 11-6, Tu-Th 11-10, F-Sa 11-11, Su 11-7	
N.Highland Ave.	1045	Highland Hardware	404.872.4466	M-Sa 8:30-6, Su 12:30-4:30	34
N.Highland Ave.	1041	George's Restaurant & Bar	404.892.3648	M-Th 10:30AM-11PM, F-Sa 11-12AM, Su 12-9	11
N.Highland Ave.	1039	Rapture	404.873.0444	M-Th 10-9, F-Sa 12:30-4:30	
N.Highland Ave.	1037	Jule's Jewels	404.875.3047	M-W 11:30-8, Th 10-9, F-Sa 10-10, Su 12-7	
N.Highland Ave.	1033	Moe's & Joe's	404.873.6090	M 11-12AM, Tu-Sa 11AM-2AM, Su 11-9	
N.Highland Ave.	1035	GONE: Bread Garden	404.875.5599	GONE: Hours were Tu-Sa 9-7, Su 9-6	
N.Highland Ave.	1025	Chevron - gas & food mart	404.872.3717	M-Su 24 Hours	6
Virginia Ave.	1019	Mooncake	404.892.8043	M-Th 11-7, F-Sa 11-9, Su 12-6:30	
Virginia Ave.	1021	Pad Thai Restaurant	404.892.2070	M-Th 11:30-2:30, 5:30-10:30, F 11:30-2:30, 5:30-11:30	
Virginia Ave.	1025	Scara's Gourmet Italian Ice	770.736.5669		
N.Highland Ave.	1001	Highland Automotive	404.874.4635	FOR LEASE 404.256.4891	12
Virginia Ave.	997	Murphy's	404.872.0904	M-Th 8A-10P, F-Sa 8A-Mid, Su 8A-10PM	10
Virginia Ave.	979	Southtrust Bank	404.897.3750	M-F 9-4, Sa 9-noon	25
N.Highland Ave.	1006	Taco Mac	404.873.6529	Su-Th 11AM-2AM, F-Sa 11-3	6
N.Highland Ave.	1002	Dr. Marvin Kaplon Dentist	404.874.1371		6
N.Highland Ave.	1000	Atlanta Book Exchange	404.872.2665	M-F 10-10, Sa 10-10, Su 1-8	4
N.Highland Ave.	992	Aurora Coffee	404.892.7158	M-F 6:30 AM-10 PM, Sa-Su 7AM-10PM	5

Appendix B: Commercial Parking

Drewry to Ponce

Street	Address	Business	Phone Number	Business Hours
N.Highland Ave.	870	Dish		
N.Highland Ave.	854	Intown True Value Hardware	404.874.5619	M-F 8-8, Sa 8-6, Su 11-6
N.Highland Ave.	865	CVS Pharmacy	404.733.6089	M-Sa 8AM-Midnight, Su 10-8
N.Highland Ave.	853	Harvest Restaurant	404.876.8244	M-Su 5:30 PM, Su 11-3
N.Highland Ave.	842	American Roadhouse	404.872.2822	Su-Th 7AM-10PM, F-Sa 7AM-Mid
N.Highland Ave.	842	Virginia Highland Primary Care	404.501.7900	MThF 7AM-6:30 PM, Tu 7-5, W 8:30-6:30
N.Highland Ave.	842	Dekalb Medical Center	404.501.7900	same
N.Highland Ave.	842-B	Oglewanagi Gallery	404.872.4213	M 10-6, Tu-Sa 10-9, Su 11-6
N.Highland Ave.	842	Right Up Your Alley	404.874.8401	M-Sa 11-6, Su 11-5
N.Highland Ave.	842	Rediscover CD Exchange	404.685.9300	W-Sa 11-7, Su 12-6
N.Highland Ave.	832	Caribou Coffee	404.815.4601	M-Th 6:30A-11, F 6:30-Mid, Sa 6:30-Mid, Su 7A-10
N.Highland Ave.	832	Highland Bagel Co.	404.897.5280	M-F 6:30AM - 3AM, Sa-Su 5AM-3AM
N.Highland Ave.	824	Limerick Junction	404.874.7147	M-W 5PM-1AM, Th-Sa 5-2, Su 5-12
N.Highland Ave.	820	Harry & Sons	404.873.2009	M-F 11:30-2:30 & 5:30-10:30 (F 11:30), Sa-Su 12-11:30
N.Highland Ave.	816	Dark Horse Tavern & Grill	404.873.3607	M-F 4PM-4AM, Sa 4-3, Su 2-2
Greenwood Ave.	1044	Terra Cotta	404.853.7888	Tu-Th 6-10, F 6-10:30, Sa 5:30-10:30, Su 5:30-9:30
Greenwood Ave.	1043	Panita Thai Kitchen		M-Su 11AM-11PM
N.Highland Ave.	341	Highland Parking Co.	404.817.9999	
N.Highland Ave.	810	Surin of Thailand	404.892.7789	M-Th 11:30-10:30, F 11:30-11:30, Sa 12-11:30, Su 12-10:30
N.Highland Ave.	806	Key Lime Pie Salon & Wellness Spa	404.873.6512	M-Su 10-7
N.Highland Ave.	800	Starbucks Coffee	404.249.7622	M-Th 6:30A-11, F 6:30-12:30A, Sa 7A-12:30A, Su 7A-10
N.Highland Ave.	800	Ben & Jerry's Ice Cream	404.874.3144	M-Th noon-10, F-Sa noon-12:30
N.Highland Ave.	794	Atkins Park Restaurant	404.876.7249	Su-F 11AM-4AM, Sa 11AM-3AM
N.Highland Ave.	792	Khamit Kinks	404.607.9805	M-Sa 10-6
N.Highland Ave.	784	Prima Vera Gourmet Produce	404.733.5900	Business for sale
N.Highland Ave.	784	Planetarian Ornaments	404.607.7694	Su-M 11-6, Tu-W 11-8, Th-Sa 11-9
N.Highland Ave.	778	Van Michael Salon	404.874.6604	Tu 10-7, W-Th 11-8, F 9-6, Sa 9-5
N.Highland Ave.	778	New Talents	404.874.5644	Su 11:30-6, M 8:30-6, Tu-Sa 8:30-9
N.Highland Ave.	776	Bill Hallman - Shoes	404.607.1171	M-Tu 12-8, W-Sa 11-10, Su 12-10
N.Highland Ave.	792	Bill Hallman Boutique	404.876.6055	M-Tu 12-8, W-Sa 11-10, Su 12-10
N.Highland Ave.	774	Body Body Wear	404.885.1338	M-Sa 11-7 Su 1-6
N.Highland Ave.	662	The Framing Experience	404.873.0030	Tu-Sun 11-7
N.Highland Ave.	772	CyberStache	404.892.0266	Tu-Th 10:30-4, F 10:30-5, Sa 10:30-5, Su 10:30-4
N.Highland Ave.	780 1-3	V. Reed Gallery		Tu-Th 12-7, F-Sa 12-8, Su 12-6
N.Highland Ave.	780 4-5	Orbit Salon	404.876.6011	Tu-F 10-7, Sa 9-6

Appendix B: Commercial Parking

Drewry to Ponce

N.Highland Ave.	780-6	The Crystal Dolphin	404.892.3880	Tu-Su 12-8
N.Highland Ave.	780-7	C. Damien Fox Gallery - GONE	404.874.7949	For Lease
N.Highland Ave.	780-8	Network Chiropractic Center	404.897.1300	MW 1-8, Th-F 1-6, Sa 12-2
N.Highland Ave.	780-9	Synergy Psychic Center & Art Gallery	404.817.0601	Tu 1-7, W-Sa 1-8, Su 1-6
St.Charles	1062	LaRaine's Boutique	404.607.7444	Tu-Th 11-7, F-Sa 11-8, Su 12:30-6
St.Charles	1060	Shed 1060	404.881.8855	W-Th 11-6, F 11-7, Sa 12:30-6, Su by chance
St.Charles	1058	Foxgloves & Ivy Florists	404.892.7272	M-Th 9-6, F-Sa 9-7, Su 1-5
St.Charles	1056	Ten Thousand Villages	404.892.5307	Tu-Sa 11-6, Su 1-5
St.Charles	1054	Psycho Sisters		M-Th 12-7, F-Sa 12-9, Su 12-6
N.Highland Ave.	752 1/2	Icons (gifts)	404.892.4843	Tu-Th 12-8, F-Sa 11-9, Su 1-7
St.Charles	752-A	Reuben's Deli	404.876.DELI	M-Th 11-9, F 11-10, Sa 10-10, Su 10-5
St.Charles	752-B	Urban Market	404.347.9746	Tu-Th 3-8, F 3-9, Sa 12-9
St.Charles	752	Neighbor's Pub	404.872.5440	



Appendix C

Parking Study

The purpose of this parking study was to determine both the number of parking spaces available to residents and the number of those spaces that are occupied within the predetermined study area. The data was collected at 6:00 A.M. on Wednesday morning, July 15, 1998. The work was divided into the following six geographic sections: High Point Dr. to Morningside Dr., Morningside Dr. to Amsterdam Ave., Amsterdam Ave. to Los Angeles Ave., Los Angeles Ave. to Hudson Dr., Hudson Dr. to Briarcliff Pl., and Briarcliff Pl. to Ponce De Leon Ave.

High Point Dr. to Morningside Dr.

- Total on-street capacity: 287 spaces, 44 occupied (15% occupancy rate)
- Total commercial lot capacity: 183 spaces, 7 occupied (4% occupancy rate)
- Street with the highest occupancy level: Wessyngton Rd., 27 spaces, 11 occupied (41% occupancy rate)

Morningside Dr. to Amsterdam Ave.

- Total on-street capacity: 395 spaces, 161 occupied (41% occupancy rate)
- Total commercial lot capacity: no commercial lots in this area.
- Street with the highest occupancy level: Morningside Dr., 68 spaces, 36 occupied (53% occupancy rate)

Amsterdam Ave. to Los Angeles Ave.

- Total on-street capacity: 353 spaces, 118 occupied (33% occupancy rate)
- Total commercial lot capacity: 114 spaces, 3 occupied (3% occupancy rate)
- Street with the highest occupancy level: Glen Arden Way, 55 spaces, 35 occupied (64% occupancy rate)

Los Angeles Ave. to Hudson Dr.

- Total on-street capacity: 438 spaces, 147 occupied (34% occupancy rate)
- Total commercial lot capacity: 267 spaces, 18 occupied (7% occupancy rate)
- Total residential lot capacity: 3 spaces, 3 occupied (100% occupancy rate)

- Street with the highest occupancy level: Rupley Dr., 32 spaces, 23 occupied (72% occupancy rate)

Hudson Dr. to Briarcliff Pl.

- Total on-street capacity: 422 spaces, 190 occupied (45% occupancy rate)
- Total commercial lot capacity: 312 spaces, 11 occupied (4% occupancy rate)
- Total residential lot capacity: 114 spaces, 69 occupied (61% occupancy rate)
- Street with the highest occupancy level: Highland View, 98 spaces, 58 occupied (59% occupancy rate)

Briarcliff Pl. to Ponce De Leon Ave.

- Total on-street capacity: 309 spaces, 143 occupied (46% occupancy rate)
- Total commercial lot capacity: 108 spaces, 12 occupied (1% occupancy rate)
- Total residential lot capacity: 31 spaces, 26 occupied (84% occupancy rate)
- Street with the highest occupancy level: St. Louis Pl., 48 spaces, 31 occupied (65% occupancy rate)

TOTAL FINDINGS

- Total on-street residential capacity: 2,204 spaces, 803 occupied (36% occupancy rate)
- Total commercial lot capacity: 984 spaces, 51 occupied (5% occupancy rate)
- Total residential lot capacity: 148 spaces, 98 occupied (66% occupancy rate)

Appendix D

Total Number of Restaurants and Bars

Amsterdam Ave.

Street	Address	Business	Phone Number	Business Hours	Parking	Shared
Amsterdam Ave.	961	Mali Restaurant	404.892.1595	M-Sun 5:30, Sa-Su 11:30-3	140*	YES
N.Highland Ave.	1186	Camille's Restaurant	404.872.7203	M-Su 5:30-11	*	
N.Highland Ave.	1190	Tiburon Grille	404.892.2393	M-Su 6	*	
N.Highland Ave.	1192	San Fransisco Coffee	404.876.8816	M-Th 7AM-11PM, F-Sa 7AM-Mid, Su 8-11	*	

Virginia

Street	Address	Business	Phone Number	Business Hours	Parking	Shared
N.Highland Ave.	1046	Cheff	404.875.2433	Su-Th 9-9, F-Sa 9-11		
N.Highland Ave.	1040	Everybody's Pizza	404.873.4545	Su 12-11 M-Th 11:30-11, F-Sa 11:30-1		
N.Highland Ave.	1038	Mitzi Romano	404.876.7228	Su 11-8, M-Th 10-9, F-Sa 10-10		
N.Highland Ave.	1034	Metropolitan Deluxe	404.892.9337	Su 11-7, M-Th 10-10, F-Sa 10-11		
N.Highland Ave.	1026 1/2	Chow	404.872.0869	Su-Th 11-3, 6-10, F-Sa 11-3, 6-11:30		
N.Highland Ave.	1026	Highland Tap	404.875.3673	Su-F 11:30AM-4AM, Sa 11AM-3AM		
Virginia Ave.	1000	The Dessert Place	404.892.8921	Su-Th 10-11:30, F-Sa 10-1AM		
Virginia Ave.	992	Capo's Café	404.876.5655	Tu-Th 5:30-10:45, F-Sa 5:30-11, Su 11-2:30, 5:30-10:45		
N.Highland Ave.	1041	George's Restaurant & Bar	404.892.3648	M-Th 10:30AM-11PM, F-Sa 11-12AM, Su 12-9	11	
N.Highland Ave.	1033	Moe's & Joe's	404.873.6090	M 11-12AM, Tu-Sa 11AM-2AM, Su 11-9		
Virginia Ave.	1019	Mooncake	404.892.8043	M-Th 11-7, F-Sa 11-9, Su 12-6:30		
Virginia Ave.	1021	Pad Thai Restaurant	404.892.2070	M-Th 11:30-2:30, 5:30-10:30, F 11:30-2:30, 5:30-11:30		
Virginia Ave.	1025	Scara's Gourmet Italian Ice	770.736.5669			
Virginia Ave.	997	Murphy's	404.872.0904	M-Th 8A-10P, F-Sa 8A-Mid, Su 8A-10PM	10	
N.Highland Ave.	1006	Taco Mac	404.873.6529	Su-Th 11AM-2AM, F-Sa 11-3	6	
N.Highland Ave.	992	Aurora Coffee	404.892.7158	M-F 6:30 AM-10 PM, Sa-Su 7AM-10PM	5	

Drewry to Ponce

Street	Address	Business	Phone Number	Business Hours	Parking	Shared
N.Highland Ave.	870	Dish	404.897.3463	Su-Th 5:30-10, F-Sa 5:30-11		
N.Highland Ave.	853	Harvest Restaurant	404.876.8244	M-Su 5:30 PM, Su 11-3		
N.Highland Ave.	842	American Roadhouse	404.872.2822	Su-Th 7AM-10PM, F-Sa 7AM-Mid	85*	
N.Highland Ave.	842	Virginia Highland Primary C	404.501.7900	MThF 7AM-6:30 PM, Tu 7-5, W 8:30-6:30	*	
N.Highland Ave.	832	Caribou Coffee	404.815.4601	M-Th 6:30A-11, F 6:30-Mid, Sa 6:30-Mid, Su 7A-10	*	
N.Highland Ave.	832	Highland Bagel Co.	404.897.5280	M-F 6:30AM - 3AM, Sa-Su 5AM-3AM	*	
N.Highland Ave.	824	Limerick Junction	404.874.7147	M-W 5PM-1AM, Th-Sa 5-2, Su 5-12	*	
N.Highland Ave.	820	Harry & Sons	404.873.2009	M-F 11:30-2:30 & 5:30-10:30 (F 11:30), Sa-Su 12-11:30	*	
N.Highland Ave.	816	Dark Horse Tavern & Grill	404.873.3607	M-F 4PM-4AM, Sa 4-3, Su 2-2	*	
Greenwood Ave.	1044	Terra Cotta	404.853.7888	Tu-Th 6-10, F 6-10:30, Sa 5:30-10:30, Su 5:30-9:30		
Greenwood Ave.	1043	Panita Thai Kitchen		M-Su 11AM-11PM		
N.Highland Ave.	810	Surin of Thailand	404.892.7789	M-Th 11:30-10:30, F 11:30-11:30, Sa 12-11:30, Su 12-10:30		
N.Highland Ave.	800	Starbucks Coffee	404.249.7622	M-Th 6:30A-11, F 6:30-12:30A, Sa 7A-12:30A, Su 7A-10		
N.Highland Ave.	800	Ben & Jerry's Ice Cream	404.874.3144	M-Th noon-10, F-Sa noon-12:30		
N.Highland Ave.	794	Atkins Park Restaurant	404.876.7249	Su-F 11AM-4AM, Sa 11AM-3AM		
N.Highland Ave.	772	CyberStache	404.892.0266	Tu-Th 10:30-4, F 10:30-5, Sa 10:30-5, Su 10:30-4		
St.Charles	752-A	Reuben's Deli	404.876.DELI	M-Th 11-9, F 11-10, Sa 10-10, Su 10-5	34^	W/ 752
St.Charles	752-B	Urban Market	404.347.9746	Tu-Th 3-8, F 3-9, Sa 12-9	^	W/ 752
St.Charles	752	Neighbor's Pub	404.872.5440		^	W/ 752

Lanier Blvd

Street	Address	Business	Phone Number	Business Hours	Parking	Shared
N.Highland Ave.	1394	Allen's Alley				
N.Highland Ave.	1394	Rocky's Brick Oven Pizza	404.872.7625	M-Sa 11-11, Su 12-10:30	25**	w/ 1394
N.Highland Ave.	1394	Alon's Bakery	404.872.6000	M-F 7-7, Sa-Su 8-7	**	w/ 1394
N.Highland Ave.	1394	Lucky's Market	404.881.8476	M-Th 8AM-10PM, F-Sa 8-11, Su 8-8	**	w/ 1394
N.Highland Ave.	1402-8	Mambo - Cuban restaurant	404.876.2626	M-Su 5:30		
N.Highland Ave.	1424	Doc Chey's Noodle House	404.888.0777	Su-Th 11:30-10, F-Sa 11:30-11, M 5-10		
N.Highland Ave.	1397	Indigo Restaurant	404.876.0676	M-Sa 11:30-9, Su 10-5	17* rear	w/1409
N.Highland Ave.	1409	Caramba Café	404.874.1343	M-Su 5:30 PM	*	
N.Highland Ave.	1409	Milagros (Cositas moved)		NEW: Business not yet open	*	

Appendix E

Inventory of Businesses

Street	Address	Business	Phone Number	Business Hours	Parking
N HIGHLAND		Pro Cleaners			
N HIGHLAND	1370	Coldwell Bankers	404.874.2262	M-Su 9-6	42
N HIGHLAND	1393	Modern Primitive Gallery	404.892.0556	Tu-F 12-8, Sa 11:30-8, Su 12-5	21*
N HIGHLAND	1393	Eclectic Electric	404.875.2840	Tu-W 12:30-7, Th-F 12:30-9, Sa 12:30-8, Su 12-5	*
N HIGHLAND	1394	Rocky's Brick Oven Pizza	404.872.7625	M-Sa 11-11, Su 12-10:30	25**
N HIGHLAND	1394	Alon's Bakery	404.872.6000	M-F 7-7, Sa-Su 8-7	**
N HIGHLAND	1394	Lucky's Market	404.881.8476	M-Th 8AM-10PM, F-Sa 8-11, Su 8-8	**
N HIGHLAND	1394	Lenox Park Cleaners	404.815.0804	M-F 7-7, Sa 9-5	**
N HIGHLAND	1402-1	Natural Body Spa	404.872.1039	M-F 9-9, Sa 9-6, Su 12-6	
N HIGHLAND	1402-2	Natural Body Spa	404.872.1039	M-F 9-9, Sa 9-6, Su 12-6	
N HIGHLAND	1402-3	Carmela's Fitness Studio	404.875.8746	M-Th 6 AM-8:30 PM, F 7A-7:30PM	
N HIGHLAND	1402-4	Evolve Homestore	404.685.9471	M-Th 11-9, F-Sa 11-11, Su 12-5	
N HIGHLAND	1402-5	Douglas & Co. Hair Studio	404.897.1366	Tu-Th 10-7:30, W F 10:30-5:30, Sa 8:30-4	
N HIGHLAND	1402-6	Aliya Gallery	404.892.2835	Tu-Th 2-9, F 2-11, Sa 12-10, Su 11:30-9	
N HIGHLAND	1402-7	Reader's Loft	404.881.6511	M 11-6, Tu-Th 11-9, F-Sa 11-10 Su 12-5	
N HIGHLAND	1402-8	Mambo - cuban restaurant	404.876.2626	M-Su 5:30	
N HIGHLAND	1402-9	B A Frammer			
N HIGHLAND	1424-1	Allstate	404.875.6743	M-F 8:30-5:30	
N HIGHLAND	1424	Doc Chey's Noodle House	404.888.0777	Su-Th 11:30-10, F-Sa 11:30-11, M 5-10	
N HIGHLAND	1397	Indigo Restaurant	404.876.0676	M-Sa 11:30-9, Su 10-5	
N HIGHLAND	1399	Natural Body Spatique	404.872.1039	Tu-F 10-9, Sa 10-6, Su 12-6	
N HIGHLAND	1401	Affairs Inc.	404.876.3342	M-Th 10-9:30, F-Sa 10-10, Su 11-6	
N HIGHLAND	1411	Fourteen West Realtors	404.874.6357	M-F 8:45-5:30, Sa 10-5, Su 12-5	*
N HIGHLAND	1409	La Vela, Inc.			*
N HIGHLAND	1409	Southeast Title Corporation	404.876.2597		*
N HIGHLAND	1409	Sterling P. Eaves, Attorney	404.874.6357		*
N HIGHLAND	1409	Exclusively Cruises	404.892.8872	M-F 9-5	17* rear
N HIGHLAND	1409	Portfolio - GONE 5/29/98	404.817.7000	GONE: Was open M-F 8:30-5:30, no new business	*
N HIGHLAND	1409	Providence Antiques Etc.	404.874.7042	Su-Sa (7 Days) 11-9	*

Appendix E: Inventory of Businesses

Highpoint Dr to Lanier Pl

N HIGHLAND	1409	Caramba Café	404.874.1343	M-Su 5:30 PM	*
N HIGHLAND	1409 F	Milagros (Cositas moved)		NEW: Business not yet open	*
N HIGHLAND	1409	Highlands Chiropractic	404.874.4448	MWF 10-2, 3:30-7, Tu Th 3:30-7 Sa 9-12	*
N HIGHLAND	1409	Movies Worth Seeing	404.892.1802	M-Su 10 AM - 11 PM	*
N HIGHLAND	1409	Elm St. Furniture Co. - GONE	404.607.9335	GONE: For Lease by I.W. Entrekin Co. 237.6494	*
N HIGHLAND	1162-64	Pierce Program (Yoga classes)	404.875.7110	M-F 12-5	3
N HIGHLAND	1162-64	anta OB/GYN certified nurse/midwives			
N HIGHLAND	1162-64	Debra Shefter, Massage Therapist	404.873.2504		
N HIGHLAND	1162-64	andi Jones, Ph.D, Clinical Psychologist			
N HIGHLAND	1162-64	ancy J. Thompson, Ph.D, Clinical Psych			
N HIGHLAND	1162-64	inia Apperson, MN, RN, Jungian Analyst			
N HIGHLAND	1162-64	Julie Howell, CMT	404.619.5204		
AMSTERDAM	961	Mali Restaurant	404.892.1595	M-Sun 5:30, Sa-Su 11:30-3	140*
N HIGHLAND	1186	Highland Pet Supply	404.892.1595	M-F 10:30-7:30, Sa 10:30-6:30, Su 1-5:30	*
N HIGHLAND	1186	Jpscale Resale - men's consignmen	404.876.1554	Tu-F 2:30-8, Sa 11:30-8	*
N HIGHLAND	1186	Glorious Dream - gallery & salon	404.876.7713	Tu-Sa 10-7	*
N HIGHLAND	1186	Camille's Restaurant	404.872.7203	M-Su 5:30-11	*
N HIGHLAND	1190	Post Office	1.800.275.8777	M-F 9-5	*
N HIGHLAND	1190	Tiburon Grille	404.892.2393	M-Su 6	*
N HIGHLAND	1192	San Fransisco Coffee	404.876.8816	M-Th 7AM-11PM, F-Sa 7AM-Mid, Su 8-11	*
N HIGHLAND	1196	Earth Angel - lingerie	404.607.7755	M-Sa 11-7	*
N HIGHLAND	1198	Marcia Wood Gallery	404.885.1808	Tu-Sa 11-7	*
N HIGHLAND	1199	Lee Cobb Hairdressers	404.872.4221	M-F 9:45-6:30, Sa 8:45-5:30	15
N HIGHLAND	1054	Back to Square 1	404.815.9970	M-F 11-10, Su 11-8, Sa 10-10	82
N HIGHLAND	1050	Sidewalk Studio	404.872.1047	Su-M 11-7, Tu-Sa 11-10	
N HIGHLAND	1048	Corner Compact Disc	404.875.3087	M-Th 10:30-10, F-Sa 10:30-11, Su 11-7	
N HIGHLAND	1046	Chef!	404.875.2433	Su-Th 9-9, F-Sa 9-11	
N HIGHLAND	1044	20th Century Antiques	404.892.2065	M-Su 11-9	
N HIGHLAND	1040	Everybody's Pizza	404.873.4545	Su 12-11 M-Th 11:30-11, F-Sa 11:30-1	
N HIGHLAND	1038	Mitzi Romano	404.876.7228	Su 11-8, M-Th 10-9, F-Sa 10-10	
N HIGHLAND	1034	Metropolitan Deluxe	404.892.9337	Su 11-7, M-Th 10-10, F-Sa 10-11	
N HIGHLAND	1030	Dakot J's	404.870.0690	Su-W 11-8, Th 11-9, F-Sa 11-10	
N HIGHLAND	1026 1/2	Chow	404.872.0869	Su-Th 11-3, 6-10, F-Sa 11-3, 6-11:30	
N HIGHLAND	1026	Highland Tap	404.875.3673	Su-F 11:30AM-4AM, Sa 11AM-3AM	
VIRGINIA	1004	Carlson Wagonlit Travel	404.872.8747	M-F 8:30-6, Sa-Su 12-4	
VIRGINIA	1002	Highland Tobacco Co.	404.885.1312	Su 10-8, M-Th 10-9:30, F-Sa 10-11	
VIRGINIA	1000	The Dessert Place	404.892.8921	Su-Th 10-11:30, F-Sa 10-1AM	

Appendix E: Inventory of Businesses

Highpoint Dr to Lanier Pl

VIRGINIA	992	Capo's Café	404.876.5655	Tu-Th 5:30-10:45, F-Sa 5:30-11, Su 11-2:30, 5:30-10:45	
VIRGINIA	994	Wired & Fired	404.885.1024	M-Th 11-10, F-Sa 11-12, Su 11-9	
VIRGINIA	996	The Common Pond Inc.	404.876.6368	M 11-6, Tu-Th 11-10, F-Sa 11-11, Su 11-7	
N HIGHLAND	1045	Highland Hardware	404.872.4466	M-Sa 8:30-6, Su 12:30-4:30	34
N HIGHLAND	1041	George's Restaurant & Bar	404.892.3648	M-Th 10:30AM-11PM, F-Sa 11-12AM, Su 12-9	11
N HIGHLAND	1039	Rapture	404.873.0444	M-Th 10-9, F-Sa 12:30-4:30	
N HIGHLAND	1037	Jule's Jewels	404.875.3047	M-W 11:30-8, Th 10-9, F-Sa 10-10, Su 12-7	
N HIGHLAND	1033	Moe's & Joe's	404.873.6090	M 11-12AM, Tu-Sa 11AM-2AM, Su 11-9	
N HIGHLAND	1035	GONE: Bread Garden	404.875.5599	GONE: Hours were Tu-Sa 9-7, Su 9-6	
N HIGHLAND	1025	Chevron - gas & food mart	404.872.3717	M-Su 24 Hours	6
VIRGINIA	1019	Mooncake	404.892.8043	M-Th 11-7, F-Sa 11-9, Su 12-6:30	
VIRGINIA	1021	Pad Thai Restaurant	404.892.2070	M-Th 11:30-2:30, 5:30-10:30, F 11:30-2:30, 5:30-11:30	
VIRGINIA	1025	Scara's Gourmet Italian Ice	770.736.5669		
N HIGHLAND	1001	Highland Automotive	404.874.4635	FOR LEASE 404.256.4891	12
VIRGINIA	997	Murphy's	404.872.0904	M-Th 8A-10P, F-Sa 8A-Mid, Su 8A-10PM	10
VIRGINIA	979	Southtrust Bank	404.897.3750	M-F 9-4, Sa 9-noon	25
N HIGHLAND	1006	Taco Mac	404.873.6529	Su-Th 11AM-2AM, F-Sa 11-3	6
N HIGHLAND	1002	Dr. Marvin Kaplon Dentist	404.874.1371		6
N HIGHLAND	1000	Atlanta Book Exchange	404.872.2665	M-F 10-10, Sa 10-10, Su 1-8	4
N HIGHLAND	992	Aurora Coffee	404.892.7158	M-F 6:30 AM-10 PM, Sa-Su 7AM-10PM	5
N HIGHLAND	870	Dish			
N HIGHLAND	854	Intown True Value Hardware	404.874.5619	M-F 8-8, Sa 8-6, Su 11-6	
N HIGHLAND	865	CVS Pharmacy	404.733.6089	M-Sa 8AM-Midnight, Su 10-8	
N HIGHLAND	853	Harvest Restaurant	404.876.8244	M-Su 5:30 PM, Su 11-3	
N HIGHLAND	842	American Roadhouse	404.872.2822	Su-Th 7AM-10PM, F-Sa 7AM-Mid	85*
N HIGHLAND	842	Virginia Highland Primary Care	404.501.7900	MThF 7AM-6:30 PM, Tu 7-5, W 8:30-6:30	*
N HIGHLAND	842	Dekalb Medical Center	404.501.7900	same	*
N HIGHLAND	842-B	Oglewanagi Gallery	404.872.4213	M 10-6, Tu-Sa 10-9, Su 11-6	*
N HIGHLAND	842	Right Up Your Alley	404.874.8401	M-Sa 11-6, Su 11-5	*
N HIGHLAND	842	Rediscover CD Exchange	404.685.9300	W-Sa 11-7, Su 12-6	*
N HIGHLAND	832	Caribou Coffee	404.815.4601	M-Th 6:30A-11, F 6:30-Mid, Sa 6:30-Mid, Su 7A-10	*
N HIGHLAND	832	Highland Bagel Co.	404.897.5280	M-F 6:30AM - 3AM, Sa-Su 5AM-3AM	*
N HIGHLAND	824	Limerick Junction	404.874.7147	M-W 5PM-1AM, Th-Sa 5-2, Su 5-12	*
N HIGHLAND	820	Harry & Sons	404.873.2009	M-F 11:30-2:30 & 5:30-10:30 (F 11:30), Sa-Su 12-11:30	*
N HIGHLAND	816	Dark Horse Tavern & Grill	404.873.3607	M-F 4PM-4AM, Sa 4-3, Su 2-2	*
GREENWOOD	1044	Terra Cotta	404.853.7888	Tu-Th 6-10, F 6-10:30, Sa 5:30-10:30, Su 5:30-9:30	
GREENWOOD	1043	Panita Thai Kitchen		M-Su 11AM-11PM	

Appendix E: Inventory of Businesses

Highpoint Dr to Lanier Pl

N HIGHLAND	341	Highland Parking Co.	404.817.9999		108
N HIGHLAND	810	Surin of Thailand	404.892.7789	Th 11:30-10:30, F 11:30-11:30, Sa 12-11:30, Su 12-10:30	
N HIGHLAND	806	Key Lime Pie Salon & Wellness Spa	404.873.6512	M-Su 10-7	
N HIGHLAND	800	Starbucks Coffee	404.249.7622	M-Th 6:30A-11, F 6:30-12:30A, Sa 7A-12:30A, Su 7A-10	
N HIGHLAND	800	Ben & Jerry's Ice Cream	404.874.3144	M-Th noon-10, F-Sa noon-12:30	
N HIGHLAND	794	Atkins Park Restaurant	404.876.7249	Su-F 11AM-4AM, Sa 11AM-3AM	
N HIGHLAND	792	Khamit Kinks	404.607.9805	M-Sa 10-6	
N HIGHLAND	784	Prima Vera Gourmet Produce	404.733.5900	Business for sale	
N HIGHLAND	784	Planetary Ornaments	404.607.7694	Su-M 11-6, Tu-W 11-8, Th-Sa 11-9	
N HIGHLAND	778	Van Michael Salon	404.874.6604	Tu 10-7, W-Th 11-8, F 9-6, Sa 9-5	
N HIGHLAND	778	New Talents	404.874.5644	Su 11:30-6, M 8:30-6, Tu-Sa 8:30-9	
N HIGHLAND	776	Bill Hallman - Shoes	404.607.1171	M-Tu 12-8, W-Sa 11-10, Su 12-10	
N HIGHLAND	792	Bill Hallman Boutique	404.876.6055	M-Tu 12-8, W-Sa 11-10, Su 12-10	
N HIGHLAND	774	Body Body Wear	404.885.1338	M-Sa 11-7 Su 1-6	
N HIGHLAND	662	The Framing Experience	404.873.0030	Tu-Sun 11-7	
N HIGHLAND	772	CyberStache	404.892.0266	Tu-Th 10:30-4, F 10:30-5, Sa 10:30-5, Su 10:30-4	
N HIGHLAND	780 1-3	V. Reed Gallery		Tu-Th 12-7, F-Sa 12-8, Su 12-6	
N HIGHLAND	780 4-5	Orbit Salon	404.876.6011	Tu-F 10-7, Sa 9-6	
N HIGHLAND	780-6	The Crystal Dolphin	404.892.3880	Tu-Su 12-8	
N HIGHLAND	780-7	C. Damien Fox Gallery - GONE	404.874.7949	For Lease	
N HIGHLAND	780-8	Network Chiropractic Center	404.897.1300	MW 1-8, Th-F 1-6, Sa 12-2	
N HIGHLAND	780-9	Synergy Psychic Center & Art Gallery	404.817.0601	Tu 1-7, W-Sa 1-8, Su 1-6	
ST CHARLES	1062	LaRaine's Boutique	404.607.7444	Tu-Th 11-7, F-Sa 11-8, Su 12:30-6	
ST CHARLES	1060	Shed 1060	404.881.8855	W-Th 11-6, F 11-7, Sa 12:30-6, Su by chance	
ST CHARLES	1058	Foxgloves & Ivy Florists	404.892.7272	M-Th 9-6, F-Sa 9-7, Su 1-5	
ST CHARLES	1056	Ten Thousand Villages	404.892.5307	Tu-Sa 11-6, Su 1-5	
ST CHARLES	1054	Psycho Sisters		M-Th 12-7, F-Sa 12-9, Su 12-6	
N HIGHLAND	752 1/2	Icons (gifts)	404.892.4843	Tu-Th 12-8, F-Sa 11-9, Su 1-7	6
ST CHARLES	752-A	Reuben's Deli	404.876.DELI	M-Th 11-9, F 11-10, Sa 10-10, Su 10-5	34^
ST CHARLES	752-B	Urban Market	404.347.9746	Tu-Th 3-8, F 3-9, Sa 12-9	^
ST CHARLES	752	Neighbor's Pub	404.872.5440		^

Appendix E: Inventory of Businesses

Amsterdam

Street	Address	Business	Phone Number	Business Hours	Parking
N.Highland Ave.	1162-64	Pierce Program (Yoga classes)	404.875.7110	M-F 12-5	3
N.Highland Ave.	1162-64	Atlanta OB/GYN certified nurse/midwives			
N.Highland Ave.	1162-64	Debra Shefter, Massage Therapist	404.873.2504		
N.Highland Ave.	1162-64	Randi Jones, Ph.D, Clinical Psychologist			
N.Highland Ave.	1162-64	Nancy J. Thompson, Ph.D, Clinical Psych			
N.Highland Ave.	1162-64	Virginia Apperson, MN, RN, Jungian Analyst			
N.Highland Ave.	1162-64	Julie Howell, CMT	404.619.5204		

Amsterdam Ave.	961	Mali Restaurant	404.892.1595	M-Sun 5:30, Sa-Su 11:30-3	140*
N.Highland Ave.	1186	Highland Pet Supply	404.892.1595	M-F 10:30-7:30, Sa 10:30-6:30, Su 1-5:30	*
N.Highland Ave.	1186	Upscale Resale - men's consignment	404.876.1554	Tu-F 2:30-8, Sa 11:30-8	*
N.Highland Ave.	1186	Glorious Dream - gallery & salon	404.876.7713	Tu-Sa 10-7	*
N.Highland Ave.	1186	Camille's Restaurant	404.872.7203	M-Su 5:30-11	*
N.Highland Ave.	1190	Post Office	1.800.275.8777	M-F 9-5	*
N.Highland Ave.	1190	Tiburon Grille	404.892.2393	M-Su 6	*
N.Highland Ave.	1192	San Fransisco Coffee	404.876.8816	M-Th 7AM-11PM, F-Sa 7AM-Mid, Su 8-11	*
N.Highland Ave.	1196	Earth Angel - lingerie	404.607.7755	M-Sa 11-7	*
N.Highland Ave.	1198	Marcia Wood Gallery	404.885.1808	Tu-Sa 11-7	*

N.Highland Ave.	1199	Lee Cobb Hairdressers	404.872.4221	M-F 9:45-6:30, Sa 8:45-5:30	15
-----------------	------	-----------------------	--------------	-----------------------------	----

Appendix E: Inventory of Businesses

Virginia

Street	Address	Business	Phone Number	Business Hours	Parking
N.Highland Ave.	1054	Back to Square 1	404.815.9970	M-F 11-10, Su 11-8, Sa 10-10	82
N.Highland Ave.	1050	Sidewalk Studio	404.872.1047	Su-M 11-7, Tu-Sa 11-10	
N.Highland Ave.	1048	Corner Compact Disc	404.875.3087	M-Th 10:30-10, F-Sa 10:30-11, Su 11-7	
N.Highland Ave.	1046	Chef!	404.875.2433	Su-Th 9-9, F-Sa 9-11	
N.Highland Ave.	1044	20th Century Antiques	404.892.2065	M-Su 11-9	
N.Highland Ave.	1040	Everybody's Pizza	404.873.4545	Su 12-11 M-Th 11:30-11, F-Sa 11:30-1	
N.Highland Ave.	1038	Mitzi Romano	404.876.7228	Su 11-8, M-Th 10-9, F-Sa 10-10	
N.Highland Ave.	1034	Metropolitan Deluxe	404.892.9337	Su 11-7, M-Th 10-10, F-Sa 10-11	
N.Highland Ave.	1030	Dakot J's	404.870.0690	Su-W 11-8, Th 11-9, F-Sa 11-10	
N.Highland Ave.	1026 1/2	Chow	404.872.0869	Su-Th 11-3, 6-10, F-Sa 11-3, 6-11:30	
N.Highland Ave.	1026	Highland Tap	404.875.3673	Su-F 11:30AM-4AM, Sa 11AM-3AM	
Virginia Ave.	1004	Carlson Wagonlit Travel	404.872.8747	M-F 8:30-6, Sa-Su 12-4	
Virginia Ave.	1002	Highland Tobacco Co.	404.885.1312	Su 10-8, M-Th 10-9:30, F-Sa 10-11	
Virginia Ave.	1000	The Dessert Place	404.892.8921	Su-Th 10-11:30, F-Sa 10-1AM	
Virginia Ave.	992	Capo's Café	404.876.5655	Tu-Th 5:30-10:45, F-Sa 5:30-11, Su 11-2:30, 5:30-10:45	
Virginia Ave.	994	Wired & Fired	404.885.1024	M-Th 11-10, F-Sa 11-12, Su 11-9	
Virginia Ave.	996	The Common Pond Inc.	404.876.6368	M 11-6, Tu-Th 11-10, F-Sa 11-11, Su 11-7	
N.Highland Ave.	1045	Highland Hardware	404.872.4466	M-Sa 8:30-6, Su 12:30-4:30	34
N.Highland Ave.	1041	George's Restaurant & Bar	404.892.3648	M-Th 10:30AM-11PM, F-Sa 11-12AM, Su 12-9	11
N.Highland Ave.	1039	Rapture	404.873.0444	M-Th 10-9, F-Sa 12:30-4:30	
N.Highland Ave.	1037	Jule's Jewels	404.875.3047	M-W 11:30-8, Th 10-9, F-Sa 10-10, Su 12-7	
N.Highland Ave.	1033	Moe's & Joe's	404.873.6090	M 11-12AM, Tu-Sa 11AM-2AM, Su 11-9	
N.Highland Ave.	1035	GONE: Bread Garden	404.875.5599	GONE: Hours were Tu-Sa 9-7, Su 9-6	
N.Highland Ave.	1025	Chevron - gas & food mart	404.872.3717	M-Su 24 Hours	6
Virginia Ave.	1019	Mooncake	404.892.8043	M-Th 11-7, F-Sa 11-9, Su 12-6:30	
Virginia Ave.	1021	Pad Thai Restaurant	404.892.2070	M-Th 11:30-2:30, 5:30-10:30, F 11:30-2:30, 5:30-11:30	
Virginia Ave.	1025	Scara's Gourmet Italian Ice	770.736.5669		
N.Highland Ave.	1001	Highland Automotive	404.874.4635	FOR LEASE 404.256.4891	12
Virginia Ave.	997	Murphy's	404.872.0904	M-Th 8A-10P, F-Sa 8A-Mid, Su 8A-10PM	10
Virginia Ave.	979	Southtrust Bank	404.897.3750	M-F 9-4, Sa 9-noon	25
N.Highland Ave.	1006	Taco Mac	404.873.6529	Su-Th 11AM-2AM, F-Sa 11-3	6
N.Highland Ave.	1002	Dr. Marvin Kaplon Dentist	404.874.1371		6
N.Highland Ave.	1000	Atlanta Book Exchange	404.872.2665	M-F 10-10, Sa 10-10, Su 1-8	4
N.Highland Ave.	992	Aurora Coffee	404.892.7158	M-F 6:30 AM-10 PM, Sa-Su 7AM-10PM	5

Appendix E: Inventory of Businesses

Drewry to Ponce

Street	Address	Business	Phone Number	Business Hours	Parking
N.Highland Ave.	870	Dish			
N.Highland Ave.	854	Intown True Value Hardware	404.874.5619	M-F 8-8, Sa 8-6, Su 11-6	
N.Highland Ave.	865	CVS Pharmacy	404.733.6089	M-Sa 8AM-Midnight, Su 10-8	
N.Highland Ave.	853	Harvest Restaurant	404.876.8244	M-Su 5:30 PM, Su 11-3	
N.Highland Ave.	842	American Roadhouse	404.872.2822	Su-Th 7AM-10PM, F-Sa 7AM-Mid	85*
N.Highland Ave.	842	Virginia Highland Primary Care	404.501.7900	MThF 7AM-6:30 PM, Tu 7-5, W 8:30-6:30	*
N.Highland Ave.	842	Dekalb Medical Center	404.501.7900	same	*
N.Highland Ave.	842-B	Oglewanagi Gallery	404.872.4213	M 10-6, Tu-Sa 10-9, Su 11-6	*
N.Highland Ave.	842	Right Up Your Alley	404.874.8401	M-Sa 11-6, Su 11-5	*
N.Highland Ave.	842	Rediscover CD Exchange	404.685.9300	W-Sa 11-7, Su 12-6	*
N.Highland Ave.	832	Caribou Coffee	404.815.4601	M-Th 6:30A-11, F 6:30-Mid, Sa 6:30-Mid, Su 7A-10	*
N.Highland Ave.	832	Highland Bagel Co.	404.897.5280	M-F 6:30AM - 3AM, Sa-Su 5AM-3AM	*
N.Highland Ave.	824	Limerick Junction	404.874.7147	M-W 5PM-1AM, Th-Sa 5-2, Su 5-12	*
N.Highland Ave.	820	Harry & Sons	404.873.2009	M-F 11:30-2:30 & 5:30-10:30 (F 11:30), Sa-Su 12-11:30	*
N.Highland Ave.	816	Dark Horse Tavern & Grill	404.873.3607	M-F 4PM-4AM, Sa 4-3, Su 2-2	*
Greenwood Ave.	1044	Terra Cotta	404.853.7888	Tu-Th 6-10, F 6-10:30, Sa 5:30-10:30, Su 5:30-9:30	
Greenwood Ave.	1043	Panita Thai Kitchen		M-Su 11AM-11PM	
N.Highland Ave.	341	Highland Parking Co.	404.817.9999		108
N.Highland Ave.	810	Surin of Thailand	404.892.7789	M-Th 11:30-10:30, F 11:30-11:30, Sa 12-11:30, Su 12-10:30	
N.Highland Ave.	806	Key Lime Pie Salon & Wellness Spa	404.873.6512	M-Su 10-7	
N.Highland Ave.	800	Starbucks Coffee	404.249.7622	M-Th 6:30A-11, F 6:30-12:30A, Sa 7A-12:30A, Su 7A-10	
N.Highland Ave.	800	Ben & Jerry's Ice Cream	404.874.3144	M-Th noon-10, F-Sa noon-12:30	
N.Highland Ave.	794	Atkins Park Restaurant	404.876.7249	Su-F 11AM-4AM, Sa 11AM-3AM	
N.Highland Ave.	792	Khamit Kinks	404.607.9805	M-Sa 10-6	
N.Highland Ave.	784	Prima Vera Gourmet Produce	404.733.5900	Business for sale	
N.Highland Ave.	784	Planetarian Ornaments	404.607.7694	Su-M 11-6, Tu-W 11-8, Th-Sa 11-9	
N.Highland Ave.	778	Van Michael Salon	404.874.6604	Tu 10-7, W-Th 11-8, F 9-6, Sa 9-5	
N.Highland Ave.	778	New Talents	404.874.5644	Su 11:30-6, M 8:30-6, Tu-Sa 8:30-9	
N.Highland Ave.	776	Bill Hallman - Shoes	404.607.1171	M-Tu 12-8, W-Sa 11-10, Su 12-10	
N.Highland Ave.	792	Bill Hallman Boutique	404.876.6055	M-Tu 12-8, W-Sa 11-10, Su 12-10	
N.Highland Ave.	774	Body Body Wear	404.885.1338	M-Sa 11-7 Su 1-6	
N.Highland Ave.	662	The Framing Experience	404.873.0030	Tu-Sun 11-7	
N.Highland Ave.	772	CyberStache	404.892.0266	Tu-Th 10:30-4, F 10:30-5, Sa 10:30-5, Su 10:30-4	
N.Highland Ave.	780 1-3	V. Reed Gallery		Tu-Th 12-7, F-Sa 12-8, Su 12-6	
N.Highland Ave.	780 4-5	Orbit Salon	404.876.6011	Tu-F 10-7, Sa 9-6	

Appendix E: Inventory of Businesses

Drewry to Ponce

N.Highland Ave.	780-6	The Crystal Dolphin	404.892.3880	Tu-Su 12-8	
N.Highland Ave.	780-7	C. Damien Fox Gallery - GONE	404.874.7949	For Lease	
N.Highland Ave.	780-8	Network Chiropractic Center	404.897.1300	MW 1-8, Th-F 1-6, Sa 12-2	
N.Highland Ave.	780-9	Synergy Psychic Center & Art Gallery	404.817.0601	Tu 1-7, W-Sa 1-8, Su 1-6	
St.Charles	1062	LaRaine's Boutique	404.607.7444	Tu-Th 11-7, F-Sa 11-8, Su 12:30-6	
St.Charles	1060	Shed 1060	404.881.8855	W-Th 11-6, F 11-7, Sa 12:30-6, Su by chance	
St.Charles	1058	Foxgloves & Ivy Florists	404.892.7272	M-Th 9-6, F-Sa 9-7, Su 1-5	
St.Charles	1056	Ten Thousand Villages	404.892.5307	Tu-Sa 11-6, Su 1-5	
St.Charles	1054	Psycho Sisters		M-Th 12-7, F-Sa 12-9, Su 12-6	
N.Highland Ave.	752 1/2	Icons (gifts)	404.892.4843	Tu-Th 12-8, F-Sa 11-9, Su 1-7	6
St.Charles	752-A	Reuben's Deli	404.876.DELI	M-Th 11-9, F 11-10, Sa 10-10, Su 10-5	34^
St.Charles	752-B	Urban Market	404.347.9746	Tu-Th 3-8, F 3-9, Sa 12-9	^
St.Charles	752	Neighbor's Pub	404.872.5440		^

Appendix F

Street Trees Inventory

Street	Address	Block	Trees	Tree Species	Tree Size
Highland View	898	Highland View to Drewry Street	2	Elm	10'
Highland View	898	Highland View to Drewry Street	1	Redbud	15'
Highland View	898	Highland View to Drewry Street	1	Dogwood	10'
North Highland Ave.	898	Highland View to Drewry Street	0		
North Highland Ave.	894	Highland View to Drewry Street	0		
North Highland Ave.	890	Highland View to Drewry Street	1	White Crape Myrtle	5'
North Highland Ave.	884	Highland View to Drewry Street	2	Dogwood	10'
North Highland Ave.	870	Highland View to Drewry Street	0		
Drewry Street	870	Highland View to Drewry Street	0		
Drewry Street	1036-40	Highland View to Drewry Street	0		
Drewry Street	1039	Drewry Street to Greenwood Ave.	0		
North Highland Ave.	854	Drewry Street to Greenwood Ave.	0		
North Highland Ave.	848	Drewry Street to Greenwood Ave.	0		
North Highland Ave.	842	Drewry Street to Greenwood Ave.	0		
North Highland Ave.	832	Drewry Street to Greenwood Ave.	0		
North Highland Ave.	820-828	Drewry Street to Greenwood Ave.	0		
North Highland Ave.	816-818	Drewry Street to Greenwood Ave.	0		
Greenwood Ave.	1044	Drewry Street to Greenwood Ave.	4	Bradford pear	25'
Greenwood Ave.		Drewry Street to Greenwood Ave.	1	Bradford pear	25'
Greenwood Ave.		Drewry Street to Greenwood Ave.	1	White Crape Myrtle	15'
Greenwood Ave.		Drewry Street to Greenwood Ave.	1	Redbud	15'
Greenwood Ave.		Drewry Street to Greenwood Ave.	2	Pink Crape Myrtle	10'
Greenwood Ave.		Greenwood to St. Charles Ave.	4	Redbud	5'
Greenwood Ave.	1043	Greenwood to St. Charles Ave.	0		
Greenwood Ave.	1047	Greenwood to St. Charles Ave.	3	Pink Crape Myrtle	10'
North Highland Ave.	806	Greenwood to St. Charles Ave.	0		
North Highland Ave.	798-800	Greenwood to St. Charles Ave.	0		
North Highland Ave.	794-796	Greenwood to St. Charles Ave.	0		
North Highland Ave.	786-788	Greenwood to St. Charles Ave.	0		
North Highland Ave.	780-782	Greenwood to St. Charles Ave.	0		
North Highland Ave.	776-778	Greenwood to St. Charles Ave.	0		
North Highland Ave.	772-774	Greenwood to St. Charles Ave.	1	Bradford pear	25'
St. Charles Ave.	772-774	Greenwood to St. Charles Ave.	2	Bradford pear	25'
St. Charles Ave.	1054-62	Greenwood to St. Charles Ave.	4	Bradford pear	25'
St. Charles Ave.	1048	Greenwood to St. Charles Ave.	0		
St. Charles Ave.	1043	St. Charles Ave. to Ponce	4	Bradford pear	25'
North Highland Ave.	752	St. Charles Ave. to Ponce	0		
North Highland Ave.	752	St. Charles Ave. to Ponce	0		
North Highland Ave.	734-46	St. Charles Ave. to Ponce	0		
Ponce de Leon Ave.	1040-50	St. Charles Ave. to Ponce	0		

Appendix F: Inventory of Street Trees E-Zimmer to Morningside

Street	Address		Block	Trees	Tree Species	Tree Size
North Highland Ave.	1437	R	Zimmer to University	0		
North Highland Ave.	1435	R	Zimmer to University	0		
North Highland Ave.	1431	R	Zimmer to University	0		
North Highland Ave.	1421	R	Zimmer to University	0		
Lanier Blvd.	1411	C	Lanier Blvd. to Lanier Pl.	6	Purple Crape Myrtle	15'
North Highland Ave.	1411	C	Lanier Blvd. to Lanier Pl.	0		
North Highland Ave.	1409	C	Lanier Blvd. to Lanier Pl.	0		
North Highland Ave.	1401	C	Lanier Blvd. to Lanier Pl.	0		
North Highland Ave.	1397	C	Lanier Blvd. to Lanier Pl.	0		
North Highland Ave.	1393	C	Lanier Blvd. to Lanier Pl.	0		
North Highland Ave.	1385	R	Lanier Blvd. to Lanier Pl.	2	Oak	35'
North Highland Ave.	1385	R	Lanier Blvd. to Lanier Pl.	1	Oak	25'
North Highland Ave.	1379	R	Lanier Blvd. to Lanier Pl.	1	Oak	40'
North Highland Ave.	1375	R	Lanier Blvd. to Lanier Pl.	1	Dogwood	15'
North Highland Ave.	1371	R	Lanier Blvd. to Lanier Pl.	1	Dogwood	10'
North Highland Ave.	1371	R	Lanier Blvd. to Lanier Pl.	1	Oak	50'
North Highland Ave.	1363-65	R	Lanier Blvd. to Lanier Pl.	1	Dogwood	10'
North Highland Ave.	1361-59	R	Lanier Blvd. to Lanier Pl.	0		
Lanier Place	1361-59	R	Lanier Blvd. to Lanier Pl.	1	Sycamore	40'
Lanier Place	1361-59	R	Lanier Blvd. to Lanier Pl.	2	Oak	50'
North Highland Ave.	1355	R	Lanier Pl. to Morningside	0		
North Highland Ave.	1353	R	Lanier Pl. to Morningside	0		
North Highland Ave.	1349	R	Lanier Pl. to Morningside	2		30'
North Highland Ave.	1345	R	Lanier Pl. to Morningside	1	Oak	50'
North Highland Ave.	1341	R	Lanier Pl. to Morningside	0		
North Highland Ave.	1337	R	Lanier Pl. to Morningside	0		
North Highland Ave.	1333	R	Lanier Pl. to Morningside	1	Maple	40'
North Highland Ave.	1333	R	Lanier Pl. to Morningside	1	Dogwood	15'
North Highland Ave.	1333	R	Lanier Pl. to Morningside	2	Oak	40'
North Highland Ave.	1329	R	Lanier Pl. to Morningside	0		
North Highland Ave.	1329	R	Lanier Pl. to Morningside	0		
Morningside Drive	1329	R	Lanier Pl. to Morningside	1	Oak	50'
Morningside Drive	1329	R	Lanier Pl. to Morningside	7	Dogwood	10'
Morningside Drive	1329	R	Lanier Pl. to Morningside	1	Elm	45'

Appendix F: Inventory of Street Trees W-Zimmer to Morningside

Street	Address		Block	Trees	Tree Species	Tree Size
North Highland Ave.	1436	R	Zimmer to University	0		
North Highland Ave.	1430	C	Zimmer to University	0		
North Highland Ave.	1430	C	Zimmer to University	0		
North Highland Ave.	1424	C	Zimmer to University	4	White Crape Myrtle	10'
North Highland Ave.	1402	C	Zimmer to University	10	Maple	20'
North Highland Ave.	1394	C	Lanier Blvd. to Lanier Pl.	0		
North Highland Ave.	1370	C	Lanier Blvd. to Lanier Pl.	0		
Lanier Place	1370	C	Lanier Blvd. to Lanier Pl.	2	Oak	30'
Lanier Place	1370	C	Lanier Blvd. to Lanier Pl.	1	Oak	35'
Lanier Place	1370	C	Lanier Blvd. to Lanier Pl.	2	Oak	40'
Lanier Place	1358	R	Lanier Pl. to Wessyngton	5	White Crape Myrtle	10'
North Highland Ave.	1358	R	Lanier Pl. to Wessyngton	0		
North Highland Ave.	1356	R	Lanier Pl. to Wessyngton	0		
North Highland Ave.	1354	R	Lanier Pl. to Wessyngton	0		
North Highland Ave.	1350	R	Lanier Pl. to Wessyngton	0		
North Highland Ave.	1344	R	Lanier Pl. to Wessyngton	0		
Wessyngton Road	1344	R	Lanier Pl. to Wessyngton			
Wessyngton Road	1338	R	Wessyngton to Morningside	0		
North Highland Ave.	1338	R	Wessyngton to Morningside	0		
North Highland Ave.	1334	R	Wessyngton to Morningside	0		
North Highland Ave.	1330	R	Wessyngton to Morningside	0		
Morningside Road	1341	R	Wessyngton to Morningside	1		25'

Appendix F: Inventory of Street Trees E. Morningside to Amsterdam

Street	Address		Block	Street Trees
North Highland Ave.	1323	R	Morningside to Courtenay Dr.	0
North Highland Ave.	1317	R	Morningside to Courtenay Dr.	0
North Highland Ave.	1313	R	Morningside to Courtenay Dr.	0
North Highland Ave.	1307	R	Morningside to Courtenay Dr.	0
North Highland Ave.	1301	R	Morningside to Courtenay Dr.	0
North Highland Ave.	1295	R	Morningside to Courtenay Dr.	0
North Highland Ave.	1289	R	Morningside to Courtenay Dr.	0
North Highland Ave.	1279	R	Courtenay Dr. to McLynn	0
North Highland Ave.	1275	R	Courtenay Dr. to McLynn	0
North Highland Ave.	1269	R	Courtenay Dr. to McLynn	0
North Highland Ave.	1265	R	Courtenay Dr. to McLynn	0
North Highland Ave.	1259	R	Courtenay Dr. to McLynn	0
North Highland Ave.	1253	C	Courtenay Dr. to McLynn	0
North Highland Ave.	1239	R	McLynn to Amsterdam Ave.	0
North Highland Ave.	1233	R	McLynn to Amsterdam Ave.	0
North Highland Ave.	1229-27	R	McLynn to Amsterdam Ave.	0
North Highland Ave.	1221	R	McLynn to Amsterdam Ave.	0

Appendix F: Inventory of Street Trees W. Morningside to Amsterdam

Street	Address		Block	Trees	Tree Species	Tree Size
North Highland Ave.	1324		Morningside to Courtenay Dr.	0		
North Highland Ave.	1316	R	Morningside to Courtenay Dr.	1	Elm	20'
North Highland Ave.	1310	R	Morningside to Courtenay Dr.	0		
North Highland Ave.	1308	R	Morningside to Courtenay Dr.	0		
North Highland Ave.	1298	R	Morningside to Courtenay Dr.	0		
Courtenay Dr.	1299	R	Morningside to Courtenay Dr.	0		
Courtenay Dr.	949	R	Courtenay Dr. to Amsterdam Ave.	0		
North Highland Ave.	1278	R	Courtenay Dr. to Amsterdam Ave.	0		
North Highland Ave.	1272	R	Courtenay Dr. to Amsterdam Ave.	0		
North Highland Ave.	1266	R	Courtenay Dr. to Amsterdam Ave.	0		
North Highland Ave.	1260	R	Courtenay Dr. to Amsterdam Ave.	0		
North Highland Ave.	1254	R	Courtenay Dr. to Amsterdam Ave.	0		
North Highland Ave.	1250	R	Courtenay Dr. to Amsterdam Ave.	0		
North Highland Ave.	1242	R	Courtenay Dr. to Amsterdam Ave.	2	20' Elm, 15' Redbud	
North Highland Ave.	1234	R	Courtenay Dr. to Amsterdam Ave.	1	Elm	
North Highland Ave.	1224	R	Courtenay Dr. to Amsterdam Ave.	0		
North Highland Ave.	1216-18	R	Courtenay Dr. to Amsterdam Ave.	0		
North Highland Ave.	1214	R	Courtenay Dr. to Amsterdam Ave.	0		
Amsterdam Ave.	1214	R	Courtenay Dr. to Amsterdam Ave.	7	Pink Crape Myrtle	15'

Appendix F: Inventory of Street Trees E. Amsterdam to Los Angeles

Street	Address		Block	Trees	Tree Species	Tree Size
Amsterdam Ave.	1199	C	Amsterdam Ave. to Bellevue Dr.	0		
North Highland Ave.	1199	C	Amsterdam Ave. to Bellevue Dr.	0		
North Highland Ave.	1189	R	Amsterdam Ave. to Bellevue Dr.	0		
North Highland Ave.	1179	R	Amsterdam Ave. to Bellevue Dr.	0		
North Highland Ave.	1175	R	Amsterdam Ave. to Bellevue Dr.	0		
North Highland Ave.	1171	R	Amsterdam Ave. to Bellevue Dr.	0		
Bellevue Dr.	1171	R	Amsterdam Ave. to Bellevue Dr.	0		
Bellevue Dr.	1155		Bellevue Dr. to Rosewood Dr.	0		
North Highland Ave.	1155		Bellevue Dr. to Rosewood Dr.	6	White Crape Myrtle	5'
North Highland Ave.	1129	R	Bellevue Dr. to Rosewood Dr.	3	White Crape Myrtle	5'
Rosewood Dr.	1129	R	Bellevue Dr. to Rosewood Dr.	4	Redbud	15'
Rosewood Dr.	1117	R	Rosewood Dr. to Kentucky Ave.	0		
North Highland Ave.	1117	R	Rosewood Dr. to Kentucky Ave.	2	White Crape Myrtle	10'
North Highland Ave.	1113	R	Rosewood Dr. to Kentucky Ave.	3	White Crape Myrtle	10'
North Highland Ave.	1109	R	Rosewood Dr. to Kentucky Ave.	0		
North Highland Ave.	1103	R	Rosewood Dr. to Kentucky Ave.	1	White Crape Myrtle	10'
North Highland Ave.	1099	R	Rosewood Dr. to Kentucky Ave.	2	Bradford pear	10'
North Highland Ave.	1095	R	Rosewood Dr. to Kentucky Ave.	2	Maple	10'
Kentucky Ave.	1095	R	Rosewood Dr. to Kentucky Ave.	0		
Kentucky Ave.	1085	R	Kentucky Ave. to Los Angeles Ave	0		
North Highland Ave.	1085	R	Kentucky Ave. to Los Angeles Ave	0		
North Highland Ave.	1079	R	Kentucky Ave. to Los Angeles Ave	0		
North Highland Ave.	1075	R	Kentucky Ave. to Los Angeles Ave	0		
North Highland Ave.	1071	R	Kentucky Ave. to Los Angeles Ave	0		
North Highland Ave.	1067	R	Kentucky Ave. to Los Angeles Ave	0		
North Highland Ave.	1063	R	Kentucky Ave. to Los Angeles Ave	0		
Los Angeles Ave.	1063	R	Kentucky Ave. to Los Angeles Ave	0		

Appendix F: Inventory of Street Trees W. Amsterdam to Los Angeles

Street	Address		Block	Trees	Tree Species	Tree Size
Amsterdam Ave.	1180	C	Amsterdam Ave. to Highland Ter.	1	Bradford pear	20'
Amsterdam Ave.	1180	C	Amsterdam Ave. to Highland Ter.	5	Dogwood	20'
Amsterdam Ave.	1180	C	Amsterdam Ave. to Highland Ter.	1	Bradford pear	25'
Amsterdam Ave.	1180	C	Amsterdam Ave. to Highland Ter.	2	Dogwood	20'
Amsterdam Ave.	1180	C	Amsterdam Ave. to Highland Ter.	1	Bradford pear	25'
North Highland Ave.	1182	C	Amsterdam Ave. to Highland Ter.	0		
North Highland Ave.	1186	C	Amsterdam Ave. to Highland Ter.	3	Dogwood	10'
North Highland Ave.	1170	R	Amsterdam Ave. to Highland Ter.	0		
North Highland Ave.	1158	R	Amsterdam Ave. to Highland Ter.	3	Maple	15'
North Highland Ave.	1148	R	Amsterdam Ave. to Highland Ter.	0		
Highland Terrace	1148	R	Amsterdam Ave. to Highland Ter.	0		
Highland Terrace	1138	R	Highland Terrace to Glen Arden	0		
North Highland Ave.	1138	R	Highland Terrace to Glen Arden	0		
North Highland Ave.	1132	R	Highland Terrace to Glen Arden	0		
North Highland Ave.	1126	R	Highland Terrace to Glen Arden	0		
North Highland Ave.	1120	R	Highland Terrace to Glen Arden	2	Maple	10'
North Highland Ave.	1116	R	Highland Terrace to Glen Arden	1	Maple	10'
North Highland Ave.	1110	R	Highland Terrace to Glen Arden	4	Buckthorn?	20'
Glen Arden Way	1110	R	Highland Terrace to Glen Arden	0		
Glen Arden Way	1100	R	Glen Arden to Los Angeles Ave.	0		
North Highland Ave.	1096	R	Glen Arden to Los Angeles Ave.	0		
North Highland Ave.	1092	R	Glen Arden to Los Angeles Ave.	0		
North Highland Ave.	1088	R	Glen Arden to Los Angeles Ave.	0		
North Highland Ave.	1082	R	Glen Arden to Los Angeles Ave.	0		
North Highland Ave.	1078	R	Glen Arden to Los Angeles Ave.	0		
North Highland Ave.	1074-72	R	Glen Arden to Los Angeles Ave.	0		
Los Angeles Ave.	1074-72	R	Glen Arden to Los Angeles Ave.	0		

Appendix F: Inventory of Street Trees E. Los Angeles to Rosdale Dr.

Street	Address		Block	Trees	Tree Species	Tree Size
Los Angeles Ave.	1051	C	Los Angeles Ave. to Virginia Ave.	0		
North Highland Ave.	1045	C	Los Angeles Ave. to Virginia Ave.	1	Bradford pear	25'
North Highland Ave.	1043	C	Los Angeles Ave. to Virginia Ave.	1	Bradford pear	25'
North Highland Ave.	1039-41	C	Los Angeles Ave. to Virginia Ave.	1	Bradford pear	25'
North Highland Ave.	1031-33	C	Los Angeles Ave. to Virginia Ave.	1	Bradford pear	25'
Virginia Ave.	1025	C	Los Angeles Ave. to Virginia Ave.	0		
Lanier Blvd.	1034	R	Los Angeles Ave. to Virginia Ave.	0		
Virginia Ave.	1019	C	Virginia Ave. to Lanier Blvd.	0		
Virginia Ave.	1021	C	Virginia Ave. to Lanier Blvd.	0		
North Highland Ave.	1043	C	Virginia Ave. to Lanier Blvd.	0		
North Highland Ave.	995	R	Virginia Ave. to Lanier Blvd.	1	Dogwood	20'
North Highland Ave.	993	R	Virginia Ave. to Lanier Blvd.	0		
North Highland Ave.	991	R	Virginia Ave. to Lanier Blvd.	2	Pink Crape Myrtle	10'
North Highland Ave.	989	R	Virginia Ave. to Lanier Blvd.	1	Pink Crape Myrtle	15'
North Highland Ave.	983	R	Virginia Ave. to Lanier Blvd.	2	Pink Crape Myrtle	15'
North Highland Ave.	977	R	Virginia Ave. to Lanier Blvd.	1	Pink Crape Myrtle	15'
North Highland Ave.	971	R	Virginia Ave. to Lanier Blvd.	2	Pink Crape Myrtle	10'
North Highland Ave.	971	R	Virginia Ave. to Lanier Blvd.	1	Dogwood	15'
Lanier Blvd.	971	R	Virginia Ave. to Lanier Blvd.	1	Maple	25'
Lanier Blvd.	median		North Highland Ave. to Hudson	1	Maple	35'
Lanier Blvd.	median		North Highland Ave. to Hudson	1	Gingko	20'
Lanier Blvd.	median		North Highland Ave. to Hudson	5	Maple	5'
Lanier Blvd.	median		North Highland Ave. to Hudson	2	Maple	25'
Lanier Blvd.	957	R	Lanier Blvd. to Rosedale Drive	0		
North Highland Ave.	957	R	Lanier Blvd. to Rosedale Drive	4	Pink Crape Myrtle	10'
North Highland Ave.	939-41	R	Lanier Blvd. to Rosedale Drive	2	White Crape Myr	5'
North Highland Ave.	933	R	Lanier Blvd. to Rosedale Drive	1	White Crape Myr	10'
North Highland Ave.	929	R	Lanier Blvd. to Rosedale Drive	2	Pink Crape Myrtle	10'
Rosedale Dr.	929	R	Lanier Blvd. to Rosedale Drive	0		

Appendix F: Inventory of Street Trees W. Los Angeles to Highland View

Street	Address		Block	Trees	Tree Species	Tree Size
North Highland Ave.	1068	C	Los Angeles Ave. to Virginia Ave.	0		
North Highland Ave.	1050-54	C	Los Angeles Ave. to Virginia Ave.	3	Bradford pear	25'
North Highland Ave.	1044-48	C	Los Angeles Ave. to Virginia Ave.	2	Bradford pear	25'
North Highland Ave.	1042-44	C	Los Angeles Ave. to Virginia Ave.	2	Bradford pear	25'
North Highland Ave.	1032-40	C	Los Angeles Ave. to Virginia Ave.	3	Bradford pear	25'
North Highland Ave.	1024-30	C	Los Angeles Ave. to Virginia Ave.	2	Bradford pear	25'
Virginia Ave.	992-1000	C	Los Angeles Ave. to Virginia Ave.	4	Bradford pear	25'
Virginia Ave.	970	R	Los Angeles Ave. to Virginia Ave.	2	Bradford pear	25'
Virginia Ave.	952	R	Los Angeles Ave. to Virginia Ave.	1	Dogwood	10'
Virginia Ave.	median		trolley triangle median	3	Maple	25'
Virginia Ave.	979	C	Virginia Ave. to Adair Ave.	0		
Virginia Ave.	997	C	Virginia Ave. to Adair Ave.	0		
North Highland Ave.	1006	R	Virginia Ave. to Adair Ave.	0		
North Highland Ave.	1002	R	Virginia Ave. to Adair Ave.	0		
North Highland Ave.	996	R	Virginia Ave. to Adair Ave.	0		
North Highland Ave.	992	R	Virginia Ave. to Adair Ave.	0		
North Highland Ave.	988	R	Virginia Ave. to Adair Ave.	0		
North Highland Ave.	982	R	Virginia Ave. to Adair Ave.	0		
North Highland Ave.	978	R	Virginia Ave. to Adair Ave.	0		
North Highland Ave.	974	R	Virginia Ave. to Adair Ave.	1	Redbud	10'
North Highland Ave.	974	R	Virginia Ave. to Adair Ave.	1	Hibiscus shrub	5'
North Highland Ave.	970	R	Virginia Ave. to Adair Ave.	3	Hibiscus shrub	5'
North Highland Ave.	970	R	Virginia Ave. to Adair Ave.	3	Dogwood	5'
North Highland Ave.	964	R	Virginia Ave. to Adair Ave.	2	Redbud	10'
North Highland Ave.	960	R	Virginia Ave. to Adair Ave.	2	Bradford pear	30'
North Highland Ave.	956	R	Virginia Ave. to Adair Ave.	1	Dogwood	20'
North Highland Ave.	952	R	Virginia Ave. to Adair Ave.	3	White Crape Myrtle	20'
North Highland Ave.	952	R	Virginia Ave. to Adair Ave.	1	Dogwood	15'
North Highland Ave.	946	R	Virginia Ave. to Adair Ave.	1	Dogwood	15'
Adair Ave.	946	R	Virginia Ave. to Adair Ave.	2	Pink Crape Myrtle	10'
Adair Ave.	936-38	R	Adair Ave. to Highland View	1	Elm	25'
Adair Ave.	936-38	R	Adair Ave. to Highland View	1	White Crape Myrtle	10'
North Highland Ave.	936-38	R	Adair Ave. to Highland View	0		
North Highland Ave.	932	R	Adair Ave. to Highland View	2	White Crape Myrtle	5'
North Highland Ave.	928	R	Adair Ave. to Highland View	0		
North Highland Ave.	922	R	Adair Ave. to Highland View	0		
North Highland Ave.	916	R	Adair Ave. to Highland View	3	White Crape Myrtle	15'
North Highland Ave.	914	R	Adair Ave. to Highland View	1	White Crape Myrtle	5'
North Highland Ave.	908	R	Adair Ave. to Highland View	1	Elm	30'
Highland View	908	R	Adair Ave. to Highland View	4	Redbud	20'
Highland View	908	R	Adair Ave. to Highland View	1	Elm	20'

Appendix F: Inventory of Street Trees E. Rosedale to Ponce de Leon

Street	Address		Block	Trees	Tree Species	Tree Size
Rosedale Drive	919	C	Rosedale Dr. to Briarcliff Place	0		
North Highland Ave.	919	C	Rosedale Dr. to Briarcliff Place	2	Pink Crape Myrtle	10'
North Highland Ave.	915	C	Rosedale Dr. to Briarcliff Place	1	Pink Crape Myrtle	15'
North Highland Ave.	913	C	Rosedale Dr. to Briarcliff Place	0		
North Highland Ave.	907	C	Rosedale Dr. to Briarcliff Place	2	Pink Crape Myrtle	15'
North Highland Ave.	903	C	Rosedale Dr. to Briarcliff Place	2	Pink Crape Myrtle	15'
North Highland Ave.	881	C	Rosedale Dr. to Briarcliff Place	0		
North Highland Ave.	875	C	Rosedale Dr. to Briarcliff Place	2	Crape Myrtle	15'
North Highland Ave.	871	C	Rosedale Dr. to Briarcliff Place	2	Crape Myrtle	10'
North Highland Ave.		C	Rosedale Dr. to Briarcliff Place	2	Pink Crape Myrtle	10'
North Highland Ave.		C	Rosedale Dr. to Briarcliff Place	3	White Crape Myrtle	25'
North Highland Ave.		C	Rosedale Dr. to Briarcliff Place	1	Crape Myrtle	15'
North Highland Ave.	853	C	Rosedale Dr. to Briarcliff Place	4	Crape Myrtle	10'
North Highland Ave.	841	C	Rosedale Dr. to Briarcliff Place	5	Crape Myrtle	15'
Briarcliff Place	841	C	Rosedale Dr. to Briarcliff Place	0		
Briarcliff Place	823	R	Briarcliff Place to St. Louis Pl.	0		
North Highland Ave.	823	R	Briarcliff Place to St. Louis Pl.	0		
North Highland Ave.	819	R	Briarcliff Place to St. Louis Pl.	2	Crape Myrtle	15'
North Highland Ave.	811	R	Briarcliff Place to St. Louis Pl.	1	Crape Myrtle	15'
St. Louis Place	1074	R	Briarcliff Place to St. Louis Pl.	2	Crape Myrtle	15'
St. Louis Place	1074	R	Briarcliff Place to St. Louis Pl.	0		
St. Louis Place	1073	R	St. Louis Pl. to St. Charles Pl.	0		
North Highland Ave.	1073	R	St. Louis Pl. to St. Charles Pl.	3	Crape Myrtle	15'
North Highland Ave.		R	St. Louis Pl. to St. Charles Pl.	5	Crape Myrtle	15'
St. Charles Ave.		R	St. Louis Pl. to St. Charles Pl.	0		
St. Charles Ave.	1073	R	St. Charles Pl. to St. Autustine Pl.	0		
North Highland Ave.	1073	R	St. Charles Pl. to St. Autustine Pl.	3	Crape Myrtle	15'
North Highland Ave.	1076	R	St. Charles Pl. to St. Autustine Pl.	4	Crape Myrtle	15'
St. Augustine Ave.	1076	R	St. Charles Pl. to St. Autustine Pl.	0		
St. Augustine Ave.	1077	R	St. Augustine to Ponce de Leon	0		
North Highland Ave.	1077	R	St. Augustine to Ponce de Leon	2	Crape Myrtle	15'
North Highland Ave.	1074	R	St. Augustine to Ponce de Leon	0		
Ponce de Leon Ave.	1074	R	St. Augustine to Ponce de Leon	0		



Appendix G

History of Virginia Highlands

The earliest record of the neighborhood known as Virginia-Highland appears shortly after the War of 1812. At the time land was plentiful and the area had abundant natural resources - both desirable qualities to settlers. These features are probably what attracted William Zachary, a veteran of the war, to the area. In 1812, Zachary, bought 202.5 acres of land in Land Lot 17, the present location of the Virginia-Highland neighborhood, and built a farm on it. Zachary farmed in the area for a few years but did not stay there long. In 1822 he sold his farm to Richard Copeland Todd and moved on.¹

Richard Copeland Todd came to the area from Chester, South Carolina, and soon built his home at what is now 816 Greenwood Avenue.² He lived and farmed in the area for the rest of his life and was eventually buried at the Todd Family cemetery. The cemetery was located on a small plot between what is now Ponce de Leon Terrace and Drewry Street.³

Daniel Johnson and Hezekiah Cheshire settled in the area shortly after Todd's arrival. Johnson, who served as a State Legislator and deputy sheriff, built his farm in the fork created by the intersection of what are now North Highland Avenue and Johnson Road in the mid 1820s. Johnson Road was, in fact, named for this early settler. Cheshire, also a veteran of the War of 1812, built his home nearby on eight acres of land at 1184 North Highland Avenue.⁴ Years later, his sons Napoleon and Jerome would build farms to the north along the South Fork Peachtree Creek connected by a bridge. The road passing through these farms is now known as Cheshire Bridge Road.

When the Civil War reached Atlanta, the Virginia-Highland area, like the rest of the present-day City of Atlanta, was greatly affected. With the encroachment of Union forces, many families were forced to flee the unprotected periphery of Atlanta. In doing so, they

left their homes and possessions behind in uncertainty. During this time many farms were looted and homes burnt.

The Cheshire home was one such home that was left behind. As Union forces approached Atlanta, Hezekiah Cheshire and his daughters left their home for the presumed safety afforded by the Atlanta defenses. As the war raged on, their house at what is now 1184 North Highland Avenue was used as a hospital by Union forces. When the war finally ended and the Cheshire family returned, they found only the charred remains of their home and were forced to rebuild. They finished their new home and increased their land holdings to forty acres in 1866.⁵

After the Civil War, the next great period of change occurred in the 1880s. Two of Atlanta's leading citizens, Georgia Railroad executive and land owner Richard Peters and real estate developer George Washington Adair, purchased the charter of a dormant streetcar company and organized the Atlanta Street Railway Company. Their first project was the Nine Mile Trolley, which opened up the Virginia-Highland area to suburban development,⁶ including Adair's new home at 964 Rupley Drive.

When it opened in 1890, the Nine Mile Trolley started in downtown Atlanta and ran north along North Boulevard (now Monroe Drive) to Virginia Avenue. It then turned east and ran uphill along Virginia Avenue towards North Highland Avenue. From the intersection at Virginia Avenue, the trolley ran south along North Highland Avenue until it reached Ponce de Leon Avenue, from which point it veered right and headed back to downtown.⁷ (see Figure 1)

At locations where the trolley had to change direction, wide turning radii were constructed to accommodate them. Today the graceful curve at the southwestern corner of the North Highland Avenue and Virginia Avenue intersection exists not because of some forward-thinking citizen of the 1920s, but because the trolley required it. Such is also the case with the gentle curve at the intersection of Monroe Drive and Virginia Avenue.

Service barns for the trolley were built on Virginia Avenue near the intersection with Monroe Avenue. These barns were long structures that housed the trolleys while they were undergoing repairs. Well suited for holding long machines, the barns were used by MARTA as bus maintenance facilities until the 1980s, when they were razed and replaced by the Trolley Square Apartments.

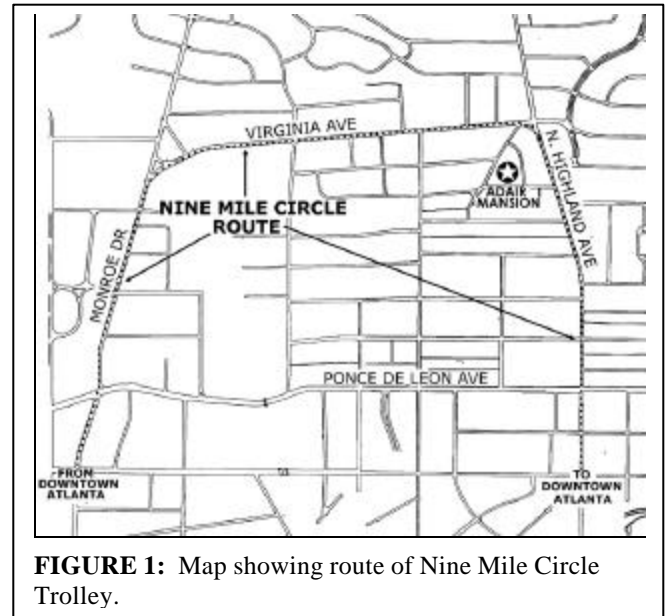


FIGURE 1: Map showing route of Nine Mile Circle Trolley.

After the trolley made it convenient for residents to live this far away from Five Points, developers began buying farms in the area and subdividing them for residential and limited commercial uses. Viewed by today's standards, the types of neighborhoods developed around the trolley seem urban, but they were actually quite suburban when compared to older neighborhoods closer to Five Points. All across the nation, the trolley encouraged high density, transit-oriented development around its stops. Houses and streets were developed to relate directly to the trolley line and minimize the walk between homes and transit. Small commercial blocks were also developed within a few feet of the trolley stops to capitalize on both trolley riders and neighbors alike.

One of the earliest sections of Virginia-Highland developed in this manner was the Atkins Park District. Atkins Park was a planned residential community located in the northeastern quadrant of the intersection formed by Highland and Ponce de Leon Avenues. Atkins Park was conceived in 1908, when Edwin Wiley Grove bought thirteen acres of land for a speculative new neighborhood. Grove was at the time known for his patent medicines and Grove Park Inn in Asheville, North Carolina. By 1910 he had drawn up plans for the commuter suburb and the area had been incorporated into the City of Atlanta in 1912, but the onset of World War I brought development to a virtual standstill.

With the end of World War I development resumed at Atkins Park, as well as in other, smaller developments. In Atkins Park, Grove bought an additional thirteen acres and began developing St. Charles Avenue. By 1918, St. Charles, St. Augustine and St. Louis Avenues were completed, giving the neighborhood the orderly, intimate scale still prevalent today.⁸

The bungalow home, today often associated with Virginia-Highland, was one such style of home constructed in Atkins Park and other neighborhoods during the 1910s and 1920s. In fact, the majority of the houses and streets that we think of as Virginia-Highland were constructed during this period. (see Figure 2) Most of the streets in these new subdivisions were laid out in interlocking grids.

There were, however, a few exceptions to this rule, including North Boulevard Park and Orme Park, which were laid out in a curvilinear fashion. Regardless of their layout, however, all new streets were required to connect to

existing streets in other subdivisions, resulting in the rich street pattern that exists today.



Figure 2: Virginia-Highland bungalows.

North Boulevard Park was developed between 1915 and 1925 on 64 acres of land east of Piedmont Park. In 1916 the North Boulevard Park Development Company joined forces with the City of Atlanta and the Southern Railway Company to build a bridge over the railroad tracks. The construction of the Park Drive Bridge created a direct connection between Piedmont Park and Virginia-Highland. The North Boulevard Park development filled this void and extended east to Highland Avenue, south to 10th Street and North to Orme Circle. Its gently curving streets reflected the Olmstedian pattern of neighborhood development and created a smooth transition between Piedmont Park and the grid of the trolley suburbs to the east.

The Olmstedian street plan was extended in the mid 1920s to fill the remaining gap of undeveloped land between Piedmont Park and Highland Avenue. During this time Orme Park was developed as the last large bungalow development in the central portion of Virginia-Highland. The lack of available land pushed development northward, and in 1923, development began on Morningside Park, which was also developed a curvilinear fashion.⁹

Businesses quickly followed the residential growth. Although there were a few small commercial establishments near the intersection of Virginia Avenue and North Highland Avenue in 1908, the bulk of the commercial development at this intersection began in 1925. At the same time, commercial development had also begun to change the other areas along North Highland Avenue, including the portion near Atkins Park. In 1922 a home on North Highland Avenue was raised by twenty feet and had two storefronts added. One of these store fronts would house Charlie's Restaurant, which would become Atkins Park restaurant in 1927.¹⁰ (see Figure 3) Today Atkins Park Restaurant is reported to have the oldest liquor license in the City of Atlanta.



Figure 3: View of Atkins Park Restaurant today.

Commercial development around the intersection of North Highland Avenue and University Drive also occurred during this time.

In 1926, the Horen W. Preston Pharmacy and a small grocery store were built to serve the burgeoning residential population of surrounding neighborhoods. A few years later, between 1928 and 1930, commercial development brought the Howard Dry Cleaning Company and the Phelps Millard Grocery to the North Highland Avenue and Amsterdam Avenue intersection.¹¹ Several of these buildings, along with those at the North Highland Avenue and University Drive intersection, still exist today.

Growth of other neighborhood services occurred as well in the Post World War I period. In 1917 a Baptist Minister founded Lanier University to the east of North Highland Avenue in today's Morningside-Lenox Park neighborhood. The clergyman envisioned a campus of buildings recalling famous mansions from around the South, but only one building, a copy of the Custis-Lee mansion, was built before the university failed. Ironically, the school property was quickly purchased by the Ku Klux Klan, and then sold to Jewish residents one year later for the site of the Shearith Israel Synagogue.

In 1922, a \$4 million city bond issue was floated which allowed for further infrastructure development in the neighborhood. The Samuel N. Inman School, named after the nineteenth century cotton merchant, was designed by Warren Powell and constructed with the bond money in 1923 to meet the educational demands of the growing neighborhood . (see Figure 4) Around the same time, in 1924, Fire Station #19 was built on North Highland Avenue. Three years later, in 1929, the G. Lloyd Preacher-designed auditorium was added to the Samuel N. Inman School.



Figure 4: Samuel N. Inman School as seen today.

Virtually all the large tracts of open land around Virginia-Highland had been developed by the end of the 1920s. The only exception to this was Johnson Estates, which was developed in the 1930s on the former farm of Daniel Johnson. Even many of the smaller tracts were developed into subdivisions of only one or two streets or small apartment buildings of two or three stories. This small-scale infill development would represent the primary residential development type in the area from the 1920s on.

With the close of the 1920s, Virginia-Highland entered a long period of stability that would last until after the 1960s. When trolley service to Virginia-Highland ceased in the 1940s the neighborhood hardly noticed, for the trolley had been replaced by the automobile as the preferred form of transportation.¹² Even during the booming Post World War II period, the neighborhood did not see much change. A small number of infill houses were constructed on scattered sites throughout the neighborhood and there was even one small development built on the east side in the 1950s between Briarcliff Place and Rosedale Drive. This new development, however, did not represent a dramatic change in the character of the neighborhood.

With the arrival of the 1960s, Virginia-Highland, like many other intown neighborhoods, entered a period of disinvestment and neglect. As middle class families moved farther out into the suburbs, they left disinvestment in their wake. Single family homes were converted into apartments, and property values and incomes decreased. By the end of the 1960s, a small number of hippies began moving into the neighborhood from “The Strip” at Peachtree and 10th Street¹³ Unlike the Little Five Points neighborhood to the south, however, Virginia-Highland never developed a large hippie population.

Disinvestment also hit Virginia-Highland’s commercial areas in the 1960s. Some of the neighborhood’s businesses closed and were replaced by lower-rent tenants such as pawn shops. Others, such as Moe’s and Joe’s (which opened in 1947) and Atkins Park Restaurant stayed open.¹⁴ Many of the structures began to deteriorate as the rents were reduced, which further contributed to the neighborhood’s decline.

What could have been the death knell for the neighborhood sounded in the mid 1960s when the Georgia Department of Transportation began buying up land to build the ill-fated Interstate 485 to connect the proposed Georgia 400 south along Jonesboro Road to Interstate 285. The freeway was designed to run in a north/south direction, bisecting several neighborhoods along the way. In Virginia-Highland it would have included a massive interchange at Virginia Avenue that would have decimated the area and encouraged strip development along the neighborhood’s major street.¹⁵

While the proposal for Interstate 485 moved forward, winds of change began sweeping across Virginia-Highland. After years of

neglect, a few middle class families had begun moving back into the neighborhood and renovating homes. Between 1972 and 1975, property values in the area increased anywhere from 20 to 50 percent. Home ownership levels in the area also rose 20 percent. By 1972, the neighborhood had even started a tour of thirteen renovated homes.

June of 1975 was an important month for revitalization efforts. During that month, six young couples, led by former Atlanta Councilperson Mary Davis, founded the Virginia-Highland Civic Association. The early mission of the Virginia-Highland Civic Association was to fight and ultimately defeat the Interstate 485 proposal.¹⁶ They joined forces with other affected neighborhoods to begin a long and costly battle that was eventually successful in stopping the freeway.

After the defeat of I-485, the Georgia Department of Transportation began disposing of properties it had acquired for the freeway's right of way. Virtually all of the property in Virginia-Highland was sold to developers and individuals for infill housing. The land intended for the proposed Virginia Avenue exit, however, was developed into a community park now known as John Howell Memorial Park, named for the neighborhood activist.

Another early goal of the Civic Association was to deal with the issue of fair inspections of homes. In 1972, the City had started enforcing housing inspections. Upon finding violations, the City informed property owners that they had sixty days to bring their homes into compliance. This placed a financial burden on renovators and hindered revitalization efforts. The Civic Association addressed this by working with the City to develop a committee to ensure fair inspections.

The Civic Association also helped to develop a resource network to aid people renovating homes in the area. This network included plumbers, carpenters, and electricians who could provide quality work at affordable rates. This was quite helpful in revitalization efforts because it provided the tools necessary for change while at the same time recognizing monetary limitations.¹⁷

It would take almost a decade for the wave of residential revitalization to spill over into commercial areas. It would finally

happen, however, in the early 1980s when two important commercial renovation projects in the area occurred simultaneously in two different parts of Virginia-Highland.

In the southernmost portion of Virginia-Highland, Atkins Park restaurant was renovated.¹⁸ Meanwhile, Stuart Meddin bought the 1925 commercial block located at the intersection of North Highland and Virginia Avenues and renovated it. His long term goal was to make it compatible with the neighborhood's residential needs as well as an enjoyable place to visit.¹⁹

Gradually, other developers and real estate investors bought up other commercial properties in Virginia-Highland. Exterior renovation work was done on the buildings, as well as parking improvements behind them. After renovation work was done, the retail spaces in the buildings were leased "as is" to tenants at low rates in order to encourage new and unique businesses to locate in the neighborhood. By doing this, developers worked to ensure the creation of a truly distinct commercial district.²⁰

Today Virginia-Highland is one of Atlanta's most desirable neighborhoods. The neighborhood's historic structures, which include the Samuel M. Inman School, the 1904 Adair Mansion, Fire Station #19 (see Figure 5), as well as historic homes, give the community a distinct sense of place.

Virginia-Highland's rich urban fabric and walkability create a pleasant environment that all can appreciate. Furthermore, many of its businesses provide unique goods and services not available



Figure 5: Fire Station #19's architecture recalls Virginia-Highland's past.

anywhere else in the Atlanta region. As a result, people are willing to travel many miles to enjoy the area.

This success, however, has not been without its price. Today the neighborhood is plagued by parking and traffic problems.

Furthermore, the business composition of the neighborhood is gradually changing and becoming more tourist and less resident-oriented. Each weekend thousands of cars descend on neighborhood streets and wreak havoc. Many area residents can not leave their homes because of blocked driveways and many patrons can not find parking. While all this is a sign of an economically healthy neighborhood, this growth is the very thing that threatens the quality of life that makes Virginia-Highland an attractive place to live and visit.

¹ City of Atlanta. Department of Budget and Planning. [NPU F Profile](#). Atlanta: City of Atlanta, 1982.

² City of Atlanta, Department of Budget and Planning. [NPU F Profile](#). Atlanta: City of Atlanta, 1982.

³ City of Atlanta. Department of Budget and Planning. [NPU F Profile](#). Atlanta: City of Atlanta, 1982.

⁴ Boutwell, Ann. "North Highland Home Served as Civil War Hospital." [Atlanta 30306](#). January 1997.

⁵ Boutwell, Ann. "North Highland Home Served as Civil War Hospital." [Atlanta 30306](#). January 1997

⁶ Shavin, Norman and Bruce Galphin. [Atlanta: Triumph of a People](#). Atlanta: Capricorn Press, 1985.

⁷ City of Atlanta. Department of Budget and Planning. [NPU F Profile](#). Atlanta: City of Atlanta, 1982.

⁸ Atlanta Urban Design Commission. [Atlanta's Lasting Landmarks](#). Atlanta: City of Atlanta, 1987.

⁹ Garrett, Franklin. [Atlanta and Environs](#). 2 vols. Athens, University of Georgia Press, 1954.

¹⁰ Fabian, Nick. "Atkins Park Celebrates its 75th Year." [Atlanta 30306](#). April 1997.

¹¹ Atlanta City Directory Company. [Atlanta City Directory](#). Atlanta: Atlanta City Directory Company, 1930.

¹² Carson, O.E. [The Trolley Titans: A Mobile History of Atlanta](#). Glendale, CA: Interurban Press, 1981.

¹³ Hopkins, Sam. "Hippies Gradually Leaving 10th Street for New Areas." [The Atlanta Constitution](#). 7 August 1970.

¹⁴ Meddin, Stuart. Personal Interview. 1 February, 1996.

¹⁵ Gailey, Phil. "I-485 Critics Fight Virginia Avenue Outlet." [The Atlanta Constitution](#). 11 June, 1969.

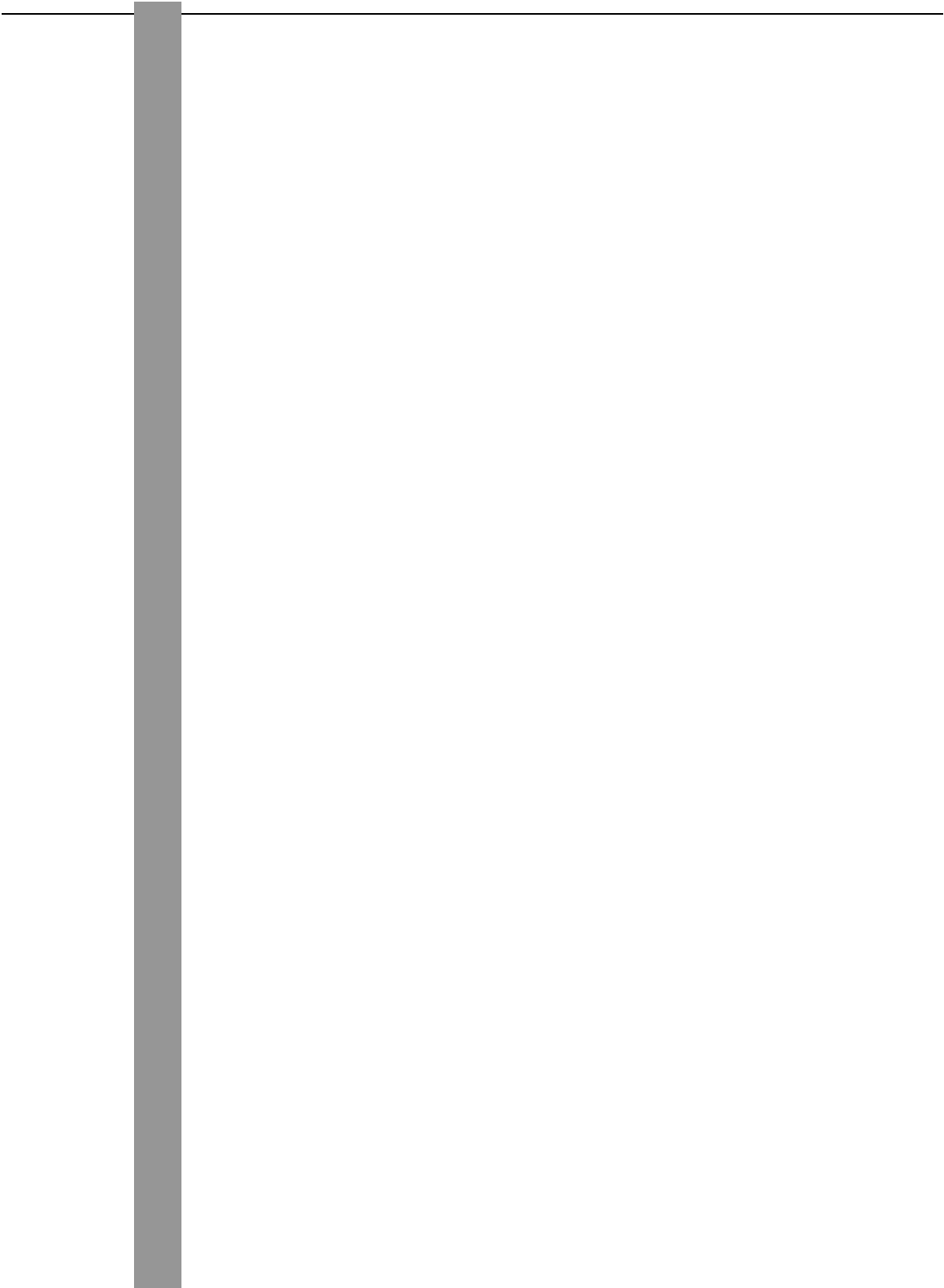
¹⁶ Urban Life Associates. [Atlanta Neighborhoods: 1975](#). Atlanta: Georgia State University, 1975.

¹⁷ Urban Life Association. [Atlanta Neighborhoods 1975](#). Atlanta: Georgia State University, 1975.

¹⁸ Fabian, Nick. "Atkins Park Celebrates its 75th Year." [Atlanta 30306](#). April, 1997.

¹⁹ Fabian, Nick. "Redeveloper Eyes the Future, Preserves the Past." [Atlanta 30306](#). March 1998.

²⁰ Meddin, Stuart. Personal Interview. 1 February, 1996.



Appendix H

Corridor Issues

Traffic

Issue: Congestion

- Congestion in the afternoon (4 P.M.-7 P.M.) is the worst time.
- How much of the traffic on N. Highland is through-traffic?
- How much of the traffic is generated by local activities?
- Signal coordination on Ponce is very bad.
- Assess trade-off between reducing congestion on Highland and increasing traffic speeds.
- People just cruising and looking for a place to park compounds traffic.
- People who live in the neighborhood use MARTA to get to and from work but people who live outside the neighborhood do not use it to go to the neighborhood bars and restaurants.
- Sometimes there is a conflict between buses and traffic when buses are loading and unloading riders.
- People go the wrong way down St. Louis.

Issue: Capacity

- Congestion could be addressed by adding a left turn only lane on Briarcliff southbound at the Ponce De Leon intersection.
- If more lanes are added it will just attract more cars. More lanes will not solve the problem.
- If we narrow the street it would force commuters off Highland and onto Briarcliff.
- Street is wider than it needs to be in front of Indigo Grill.
- University area is much too wide, also at Rocky's.
- Could do some narrowing on Ponce by getting rid of some of the accel/decel lanes.

- Widen sidewalks, add angled parking and narrow lanes where you can even if it means taking out a row of on-street parking, in order to slow down traffic

Pedestrian Conditions

Issue: Crosswalks

Focus: General

- Pedestrian access has degenerated crossing Highland. Crossing Highland is simply dangerous.
- Ponce/Highland is DOT intersection and is one of the most dangerous in the city for pedestrians. Ponce is rapidly losing its pedestrian scale because all new development is auto-oriented. Could not get cooperation from DOT to improve Ponce crossing at library.
- Crosswalk needs to be moved to front of the bank because it is too close to the Virginia and Highland intersection. Some question as to how often it will be used if it in fact is moved.
- There are 5-6 places where crosswalks are simply too dangerous. Some are because of where the crosswalk is located and nobody uses it and others are because both pedestrians and vehicles ignore the traffic signals.
- The most dangerous places are:
 1. Virginia and Highland
 2. Virginia and Todd
 3. Between the Mo's & Jo's side of Highland and the other side.
 4. Briarcliff Place and Highland
 5. Midblock between Mombo and Indigo
 6. Rocksprings to Highland
- There needs to be a mid-block crossing at the Morningside commercial area. People do not cross at the intersection because it is so far out of their way.
- Crosswalks cannot continue to go in areas that are dangerous.
- Pedestrian crossing problems are really street design problems that include parking, street furniture, street width, etc.

Focus: Automobiles

- Pedestrian crosswalks have a lot of encroachment by vehicles.
- Look at restricting right-turn-on-red because vehicles do not respect pedestrians.
- Line-of-sight issues are problems getting out of side streets, which blocks pedestrian crosswalks by cars that are trying to see around corner.
- Use/make signage to increase awareness: "Slow pedestrian districts", "Cross walk ahead", "State law - must stop for pedestrians at crosswalk".
- Traffic light at 'Majestic' needs to be better phased to protect pedestrians.
- Give motorists a signal that they need to keep eyes open and look around. Innovative solutions may help to keep their attention.
- Crosswalks need to be better striped and signed to warn motorists. Make crosswalks more identifiable through print materials or raised delineations.
- Drivers do not pay attention to school kids who are crossing both legally and illegally. The intersection of Barnett and Virginia is especially bad. There needs to be a flashing light warning people that kids are crossing the street.
- Rumble strips do not affect people's speed, but they do draw the driver's attention to approaching intersections.

Focus: Pedestrians

- Pedestrians only have the right-of-way when they are crossing legally.
- Pedestrians completely ignore walk signals, particularly at Virginia and Highland, which blocks traffic. Pedestrians need to obey signals.
- Most pedestrians have the impression that buttons do not work. Perhaps we could have more interactive type signals.
- For many intersections, you have to push the button to get a walk signal. It should automatically give a walk signal.
- School kids do not pay attention to signals.
- Chirping sound on Ponce intended to help visually impaired, but require directional hearing. A box that ticks and that a person can touch and feel it vibrating is more helpful for the visually impaired.
- People see the LA/Virginia block as a pedestrian area and cross at any point in between.

- People in Virginia Highlands ignore pedestrian crosswalk signals. Neighborhood finally succeeded in putting pedestrian signals in to protect pedestrians, but they are ignored.
- Children on their way to school at Inman are particularly bad.

Issue: Sidewalks

Focus: Sidewalk Widths

- Certain street furniture can block an already narrow sidewalk.
- Sidewalk width is unfortunately narrow.
- Would be willing to give up street parking if it meant getting wider sidewalks.
- A small obstruction such as a person standing or a sandwich sign blocks the sidewalk in a big way.
- Opportunities for using bulb-outs facilitate smooth traffic flow and increase sidewalk widths.
- Need 2.5 feet per person for sidewalk width.
- People like benches and trees. Do not want to get rid of them, but they take away the ability to walk on the sidewalk.
- The Highland Tap side of the Virginia/Highland intersection only has 2½ feet of walking space in front of the stores because the street furniture crowds the sidewalk.
- A few years ago the neighborhood talked with the city about widening the sidewalk at the Highland Tap area. Yellow sticks and white cones were put in and nothing else happened. Fire and MARTA buses can still make these narrower turns. This would also possibly increase on street parking here.
- Sidewalks are 5-6 feet along residential areas, which is sufficient for 2 people passing each other.
- It is important to encourage people to walk from node to node but it is a waste of money to widen the sidewalks along the residential areas.

Focus: Sidewalk Environment

- Need to bury power lines and get rid of poles.
- Sidewalk on the north side of Virginia between the school and N. Highland is terrible.
- Certain areas of the sidewalks cause people to trip.

- A bulb-out or other space can be used as the street's living room.
- Need to improve pedestrian access.
- Why not get rid of the right turn lane from Virginia onto Highland, which separates the little park from the street. Could that area be better used as a park and/or parking?
- Inman Park School is a five-minute walk and is safe. May need more lighting and an off-duty policeman.
- Sidewalks are in horrible shape. This is the number 1 problem in both commercial and neighborhood areas, second only to public safety in a recent neighborhood study.
- Neighborhood has planted a lot of trees and wants to see more of them.
- Bradford Pears are dead and need to be replaced at the Virginia/Highland intersection.
- Even though trees can block stores everyone agrees that they want them. Nobody needs to see the tops of the buildings.
- Fewer and larger trees that can be limbed up would be better than the Bradford Pears.
- More lights would be great in the retail areas. Light is generally sufficient in the neighborhood areas.
- Residents do not want a powerful streetlight shining into their window. Streets need to be lit but not with as much intensity where there are houses.
- The only type of sheltered/structured MARTA stop is at the Virginia/Highland intersection. Gang graffiti and advertising make these types of stops ugly.
- Additional bus shelters are not desired.
- Need to look at where buses are stopping and how it relates to the sidewalks.
- Neighborhood vigilante is good about going around and making sure that there are no illegal signs posted in the neighborhood.
- Business signs are okay. They do not intrude upon the sidewalk.
- Sign on the triangle is not very attractive. Part of it was stolen: "Best Living in Town".
- Sidewalks can have more room by replacing parking meters with a single electronic parking box.
- Must be careful that street furniture does not block people from getting out of their cars.

Parking Conditions

Issue: Types of Parking

Focus: Shared/Off-Street

- Assess joint use of curb space for loading during day and parking at night (@ 21st Century).
- Some institutional uses could participate in shared parking. The church at Ponce has a huge lot that can be shared.
- Some off-site parking has been wanted for more than one business.
- The YWCA has parking, but is zoned residential. If businesses could park employees there, it would free up parking for customers. The YWCA needs the lot for their own use until 9 P.M. Some local residents are against it being used for parking. They do not want people getting in cars and slamming doors late at night.
- Shuttle buses are an option but failed in the past. People did not use it.
- We need to continue to make amenities available to encourage people to use transit. Need to provide more information. Need shelters and places to sit. At least provide information that is needed within the corridor.
- Finding employee parking someplace else with a shuttle service would work.
- Businesses do not want the liability if their employees go to off-site parking at early-morning hours and get accosted.
- A parking deck cannot be more than 35 feet tall. Should not impact adjacent neighborhoods.
- Businesses could build a deck and not charge, but people would rather not park in decks.
- Some residents park in their driveways or on the sidewalk.
- There are a number of residential units, even apartments that do not provide off-street parking. The alleys have been closed and are no longer used for parking. This is not just a business problem; everyone needs to work together.

Focus: On-Street

- Excel/decel lane at 'Majestic' and grocery store could be better used for parking.

- Could add parking on "magical second lane" on Highland between the YWCA and the CVS.
- Wide streets like St. Charles encourage speeding. Could implement angled parking to gain more spaces and slow traffic. There is even room to alternate angled parking from side to side to offset the street and slow traffic.
- At Highland and Virginia a bulb-out would increase parking because it puts parking closer to the corner.
- People park on the island median on Lanier all the time.
- Angled parking may work in front of Indigo Grill.
- With angled parking it is harder to see when backing-up, but more spaces can be created.
- Fifty to sixty percent more parking spaces with angled parking, unless there are more curb cuts.
- This past year the neighborhood had 'no parking, tow-away' signs posted at the Virginia/Highland triangle.
- At South Trust Bank people ignore the no parking signs and park there anyway.
- People pull out the 'no parking' signs on St. Louis so that they can park on-street.
- After 6 P.M. people should be allowed to park in the loading zones.
- Parking in front of stores should have a time limit to keep a certain amount of turnover. A 2-hour time limit would be great during the day and 3-4 hours at night since customers eat and shop.
- Employees should not be allowed to park on the street.
- If angled parking is recommended, make sure it works well. In some places it works very well and in other places it is more difficult.

Focus: Pay vs. Free

- People are using the CVS lot to charging illegally for parking. They do not have a license or permit.
- People do not want to pay to park and will park in front of someone's house and walk rather than pay.
- Places people used to park for free at certain areas are now pay to park areas.
- Free parking is better because pay parking encourages people to park in residential areas.

- A customer should be able to park for free near where they are going, and then be able to walk a few blocks to another location because the sidewalks are wide and pleasant enough that it is an enjoyable walk.
- The lot at N. Highland and Briarcliff serves as off-site parking and also charges to park.
- Many other retail areas in other cities have plenty of free parking.
- The issue is how to pay for parking amenities without charging.
- Pay meters for on-street parking could be pulled and replaced with a single electronic pay box that can be programmed to charge different prices during different times and days during the week.
- Pay meters add nothing to the neighborhood. After 6 P.M. the meters are free and it is around this time that the parking problem begins.

Focus: Permit

- Businesses oppose permit parking in neighborhoods. Neighborhoods generally support it but may see it as a hassle. Ansley residents have problems with sticker parking. Visitors get ticketed.
- Permit parking is necessary only 4 nights a week and only certain hours of those nights.
- Enforcement is an issue for permit parking.

Issue: Parking Management

Focus: Leadership and Enforcement

- We need to accept a status quo - assess conditions and determine a basis for future decisions.
- Identify areas where commercial parking is inappropriate such as Greenwood. We need to look at ways of reserving parking for residential demand.
- A parking authority for the entire city would help.
- We need better management of parking. There are no curb bumpers and people park on the sidewalk at the 'Neighbors' development.
- Enforcement is a problem. Nine out of ten times people park in no-parking areas and do not get towed.
- A tax district solution is consistent for what we want to do.

- Identify and make a case for additional parking: new lots, densification of parking, parking decks.
- How many variances have been given? Do we know the total square footage of all the buildings? Certain whole blocks are entirely grandfathered.
- There is no consistency in knowing whether a lot is full, where to park and who can park where.
- Should not add capacity at expense of parking.
- City offered to try using a special enforcement officer between the hours of 7 A.M. and 2:30 P.M. but those are not the hours the neighborhood has parking problems.
- Parking meters aren't checked or enforced.
- Signage that better illustrates where parking facilities are will help people avoid confusion in finding parking spaces.
- People illegally park in driveways and on sidewalks. There should be a huge fine issued in such cases.
- Boots are very effective and should be used more in lieu of towing.
- It took a while to get the police to stop people from parking on the sidewalks at Highland and Briarcliff.
- Areas need to be identified for public parking.

Focus: Businesses

- Businesses do not want to increase parking in order to increase use.
- Residents are against conversion of more retail to bar/restaurant if the business can provide all of the parking on-site.
- Some business owners and employees will park directly in front of their business.
- The neighbors believe that businesses primarily want more restaurants/bars and therefore are not willing to work on some of the property/parking solutions.
- It would benefit both commercial property owners and residents to find a centralized place for free parking.
- Parking decks are very expensive for property owners. The property owners would agree to take a mil to pay for a deck.
- If a new parking facility is created it does not mean the businesses should increase the density of their patrons. It is only to accommodate what exists.
- A special tax district could pay for free parking.

North Highland Avenue Study
Property Owners

Appendix I

Property Owners

PROPERTY	OWNER1	OWNER2	ST_NUM	ADD_OWN1	CITY_OWN1	STATE_OV	ZIP_OWN1
946 AMSTERDAM	ISAAC BRENDA G		00946	AMSTERDAM	ATLANTA	GA	30306
951 AMSTERDAM	GERRARD DARCY J		01280	MIDDLESEX	ATLANTA	GA	30306
989 AMSTERDAM	HUGHES DIANE & COKER ROY E		00989	AMSTERDAM	ATLANTA	GA	30306
852 ARLINGTON	WEIR PAUL & KACEY		00852	ARLINGTON	ATLANTA	GA	30306
1332 AVALON	SASNETT BOLLING H III & MARY J		01332	AVALON	ATLANTA	GA	30306
1338 AVALON	LAWRENCE FRANCIS W		01338	AVALON	ATLANTA	GA	30306
1346 AVALON	BARLETT PEGGY F		01346	AVALON	ATLANTA	GA	30306
1350 AVALON	ARTHUR GEDDINGS G JR &	GRAHAM JOHN F M	01350	AVALON	ATLANTA	GA	30306
990 BELLEVUE	MC ELVEEN CLAIRE E &	WAGNER PAUL J JR TRS	03756	LAVISTA	TUCKER	GA	30084
BELLEVUE	GRACE EVANGELICAL LUTHERAN CH		01155	N HIGHLAND	ATLANTA	GA	30306
1091 BRIARCLIFF	BOISSEAU LAURA K		01091	BRIARCLIFF	ATLANTA	GA	30306
1095 BRIARCLIFF	COTE MARY F		01095	BRIARCLIFF	ATLANTA	GA	30306
1101 BRIARCLIFF	KAUFMANN HETTIE D EXTR	EST DEWALD CLYDE R	05524	REYNOLDS	SAVANNAH	GA	31405
915 COURTENAY	RAEDEL JOYCE E		00915	COURTNEY	ATLANTA	GA	30306
921 COURTENAY	JOHNSON DAVID V		00921	COURTENAY	ATLANTA	GA	30306
927 COURTENAY	CALHOUN CHARLES M JR		00927	COURTENAY	ATLANTA	GA	30306
931 COURTENAY	COOPER DONNA M &	SHEAROUSE DIXIE	00931	COURTNEY	ATLANTA	GA	30306
939 COURTENAY	CARDOSO SHELBY & ALVARO		01588	ALDERBROOK	DECATUR	GA	30033
981 COURTENAY	DODSON THOMAS B & ELLEN S		00981	COURTENAY	ATLANTA	GA	30306
982 COURTENAY	HICKS THOMAS F		01750	PEACHTREE	ATLANTA	GA	30309
985 COURTENAY	MC HANEY KAREN H		00985	COURTNEY	ATLANTA	GA	30306
1040 DREWRY	BLODGETT JANICE B		01040	DREWRY	ATLANTA	GA	30306
854 DREWRY	SAINT CHARLES PL HARDWARE INC		00854	N HIGHLAND	ATLANTA	GA	30306
1043 GREENWOOD	HILAN VENTURE		00792	NORTH HIGHLAND	ATLANTA	GA	30306
1044 GREENWOOD	PICHULIK LOUIS ET AL		01186	LENOX	ATLANTA	GA	30306
1047 GREENWOOD	MOORE GEORGE JR ET AL		01404	N DECATUR	ATLANTA	GA	30306
1028 HIGHLAND VIEW	LANE LUCIEN B & JACQUELINE G		01028	HIGHLAND VIEW	ATLANTA	GA	30306
1045 HUDSON	YOUNG WOMENS CHRISTIAN ASSN OF	GREATER ATLANTA INC	00100	EDGEWOOD	ATLANTA	GA	30303
1051 HUDSON	YOUNG WOMENS CHRISTIAN ASSN OF	GREATER ATLANTA INC	00957	N HIGHLAND	ATLANTA	GA	30306
1055 HUDSON	BROWN RONALD R &	PITTERS DENNIS	01055	HUDSON	ATLANTA	GA	30306

North Highland Avenue Study Property Owners

PROPERTY	OWNER1	OWNER2	ST_NUM	ADD_OWN1	CITY_OWN1	STATE_OW	ZIP_OWN1
1063 HUDSON	MATTHEWS THOMAS V JR		02521	S	TOPEKA	KS	66605
1067 HUDSON	LUSE THOMAS H & CARRI G		01069	HUDSON	ATLANTA	GA	30306
HUDSON	YOUNG WOMENS CHRISTIAN ASSN		00100	EDGEWOOD	ATLANTA	GA	30303
1011 KENTUCKY	HICKEY HELEN M &	CARTLEDGE CHERYL A	01011	KENTUCKY	ATLANTA	GA	30306
1012 KENTUCKY	BRADSHAW VIRGINIA		01012	KENTUCKY	ATLANTA	GA	30306
920 KINGS	STONE JOANNE H		00920	KINGS	ATLANTA	GA	30306
924 KINGS	HUDGENS ANN R		00924	KINGS	ATLANTA	GA	30306
928 KINGS	LLOYD MICHAEL H & PHYLLIS W		00928	KINGS	ATLANTA	GA	30306
932 KINGS	BUTTERWORTH CAROL		00932	KINGS	ATLANTA	GA	30306
936 KINGS	VAN DERVEER DONALD		00936	KINGS	ATLANTA	GA	30306
1000 LANIER	REED RICHARD E & JUNE C		01000	LANIER	ATLANTA	GA	30306
1030 LANIER	CORRA LINDA M & KOELTL LYNN C		01030	LANIER	ATLANTA	GA	30308
1034 LANIER	STROTHER JOHN R JR		00018	WEST ANDREWS	ATLANTA	GA	30305
1343 LANIER	NOTRICA JEFFREY		00000	P O BOX 11987	ATLANTA	GA	30355
1356 LANIER	FLYNT AGNES L		01356	LANIER	ATLANTA	GA	30306
1362 LANIER	STATHAKIS T S & KATHERINE T		01362	LANIER	ATLANTA	GA	30306
1366 LANIER	LEATHERS AMY L & CRAIG A		01366	LANIER	ATLANTA	GA	30306
1374 LANIER	PLACERES ANA C		01374	LANIER	ATLANTA	GA	30306
970 LANIER	NOE DAVID L		00970	LANIER	ATLANTA	GA	30306
980 LANIER	STRAWN JOHN &	SAUNDERS HOWARD S	00980	LANIER	ATLANTA	GA	30306
988 LANIER	THROCKMORTON CHARLES D		00988	LANIER	ATLANTA	GA	30306
994 LANIER	DE WITT DOROTHY L		04545	DUDLEY	ATLANTA	GA	30327
1015 LOS ANGELES	HIGHLAND HARDWARE INC		01045	NORTH HIGHLAND	ATLANTA	GA	30306
922 LOS ANGELES	BLOUNT BARBARA M		00000	8373	ATLANTA	GA	30306
979 LOS ANGELES	WALKER KNOX JR		00979	LOS ANGELES	ATLANTA	GA	30306
980 LOS ANGELES	GLOVER WAYNE L		00813	SPRINGDALE	ATLANTA	GA	30306
LOS ANGELES	MURPHY THOMAS L		00997	VIRGINIA	ATLANTA	GA	30306
990 MCLYNN	VON GAL CHRISTOPHER		00990	MCLYNN	ATLANTA	GA	30306
1002 N HIGHLAND	KAPLAN MARVIN DR		01002	N HIGHLAND	ATLANTA	GA	30306
1006 N HIGHLAND	WAKEHAM DESIREE L		01006	NORTH HIGHLAND	ATLANTA	GA	30306
1023 N HIGHLAND	CHEVRON CHEMICAL CO		00000	285	HOUSTON	TX	77001
1024 N HIGHLAND	VIRGINIA HIGHLAND ASSOCIATES		01360	PEACHTREE	ATLANTA	GA	30309
1033 N HIGHLAND	GOLDBERG SARAH S ET AL		01252	W PTREE	ATLANTA	GA	30309
1034 N HIGHLAND	VIRGINIA HIGHLAND ASSOCIATES		01360	PEACHTREE	ATLANTA	GA	30309
1041 N HIGHLAND	GOLDBERG SARAH S ET AL		01252	W PTREE	ATLANTA	GA	30309
1042 N HIGHLAND	VIRGINIA HIGHLAND ASSOCIATES		01360	PEACHTREE	ATLANTA	GA	30309
1043 N HIGHLAND	BAGBY SHARON M & CHRISTOPHER G		01362	WAYNE	ATLANTA	GA	30306

North Highland Avenue Study Property Owners

PROPERTY	OWNER1	OWNER2	ST_NUM	ADD_OWN1	CITY_OWN1	STATE_OW	ZIP_OWN1
1043 N HIGHLAND	HERRINGTON HOKE D		00995	N HIGHLAND	ATLANTA	GA	30306
1046 N HIGHLAND	VIRGINIA HIGHLAND ASSOCIATES		01360	PEACHTREE	ATLANTA	GA	30309
1051 N HIGHLAND	BAGBY SHARON M & CHRISTOPHER G		01362	WAYNE	ATLANTA	GA	30306
1052 N HIGHLAND	MILLEDGE DORIS L		02426	CLAIRMONT	ATLANTA	GA	30329
1056 N HIGHLAND	PROTOS PROPERTIES INC		00014	ROSEGATE	ATLANTA	GA	30342
1063 N HIGHLAND	CITY OF ATLANTA		00000	HIGHLAND	ANG	XX	00000
1067 N HIGHLAND	CHURCH OF OUR SAVIOUR		01068	N HIGHLAND	ATLANTA	GA	30306
1068 N HIGHLAND	CHURCH OF OUR SAVIOR		01068	N HIGHLAND	ATLANTA	GA	30306
1071 N HIGHLAND	V H ASSOCIATES		00300	PLAZA, ONE SHELL	NEW ORLEANS	LA	70139
1072 N HIGHLAND	ALLEN JAMES R		01072	NORTH HIGHLAND	ATLANTA	GA	30306
1075 N HIGHLAND	SCHLOSSER PAUL M		00173	MEADOR	ATLANTA	GA	30315
1078 N HIGHLAND	COLL KIMBERLEE C &	KENDRICK BEVERLEE C	01078	NORTH HIGHLAND	ATLANTA	GA	30306
1079 N HIGHLAND	MC CARTHY ALICE M		01079	N HIGHLAND	ATLANTA	GA	30306
1084 N HIGHLAND	QUILLIAN GEORGE W		01482	N DECATUR	ATLANTA	GA	30306
1085 N HIGHLAND	MC GEHEE RUTH ANN		01085	N HIGHLAND	ATLANTA	GA	30306
1088 N HIGHLAND	MARINO DANIEL P		01088	N HIGHLAND	ATLANTA	GA	30306
1092 N HIGHLAND	MARINO DANIEL P		01088	N HIGHLAND	ATLANTA	GA	30306
1095 N HIGHLAND	GUNTHER MICHAEL A		01095	N HIGHLAND	ATLANTA	GA	30306
1096 N HIGHLAND	JUGOVIC JOHN P		01096	N HIGHLAND	ATLANTA	GA	30306
1099 N HIGHLAND	MARTIN ROLFE M & CHRISTA G		01099	N HIGHLAND	ATLANTA	GA	30306
1100 N HIGHLAND	FARMAKIS MARY		01100	N HIGHLAND	ATLANTA	GA	30306
1103 N HIGHLAND	DIERAUF PETER V & DIANA L		01103	N HIGHLAND	ATLANTA	GA	30306
1109 N HIGHLAND	MARKS JETT A & MICHAEL BETH J		01109	N HIGHLAND	ATLANTA	GA	30306
1110 N HIGHLAND	ONEAL EDITH GLASCO		02500	SUMMER OAK	TUCKER	GA	30084
1113 N HIGHLAND	FRIESEN JACOB L & IVEY BRYAN G		01113	NORTH HIGHLAND	ATLANTA	GA	30306
1116 N HIGHLAND	LASS JOAN N ET AL		03001	ST ANNES	ATLANTA	GA	30327
1120 N HIGHLAND	KLOTZ HUGH A		03400	TUXEDO	ATLANTA	GA	30305
1126 N HIGHLAND	ARNOLD MARK & LEAH J		01126	N HIGHLAND	ATLANTA	GA	30306
1129 N HIGHLAND	TOBIN R SCOTT & VICTORIA H		01129	N HIGHLAND	ATLANTA	GA	30306
1132 N HIGHLAND	LATHBURY JONATHAN D		00959	HIGHLAND	ATLANTA	GA	30306
1138 N HIGHLAND	RANDALL LAWRENCE G &	FORTIN KELLY A	01138	N HIGHLAND	ATLANTA	GA	30306
1148 N HIGHLAND	LATHBURY JONATHAN D & RAMONA		01148	N HIGHLAND	ATLANTA	GA	30306
1158 N HIGHLAND	WATERS LAURA J		01158	NORTH HIGHLAND	ATLANTA	GA	30306
1162 N HIGHLAND	PIERCE MARTIN G		01164	NORTH HIGHLAND	ATLANTA	GA	30306
1171 N HIGHLAND	MC ELVEEN CLAIRE E &	WAGNER PAUL J JR TRS	03756	LAVISTA	TUCKER	GA	30084
1175 N HIGHLAND	MC ELVEEN CLAIRE E &	WAGNER PAUL J JR TRS	03756	LAVISTA	TUCKER	GA	30084
1179 N HIGHLAND	ELASMAR JAS J & BARBARA D		00000	BOX 8538	ATLANTA	GA	30306

North Highland Avenue Study Property Owners

PROPERTY	OWNER1	OWNER2	ST_NUM	ADD_OWN1	CITY_OWN1	STATE_OW	ZIP_OWN1
1182 N HIGHLAND	STERN SCOTT A		00078	INMAN	ATLANTA	GA	30309
1185 N HIGHLAND	EASON DEBORAH F		01289	BEECH VALLEY	ATLANTA	GA	30306
1198 N HIGHLAND	STERN SCOTT A		00078	INMAN	ATLANTA	GA	30309
1199 N HIGHLAND	COBB MARSHALL L		01199	NORTH HIGHLAN	ATLANTA	GA	30306
1209 N HIGHLAND	HARICH JOHN T		01209	NORTH HIGHLAND	ATLANTA	GA	30306
1214 N HIGHLAND	EBERHART ELISE S		01214	N HIGHLAND	ATLANTA	GA	30306
1215 N HIGHLAND	TOWNLEY ALVIN M		01006	AMSTERDAM	ATLANTA	GA	30306
1216 N HIGHLAND	ROLLINS ROBIN L & C DIANE		01337	BRIARCLIFF	ATLANTA	GA	30306
1221 N HIGHLAND	PARKS JOHN W		00618	S MAIN	BLAKELY	GA	31723
1224 N HIGHLAND	ROLLINS ROBIN L & DIANE		01337	BRIARCLIFF	ATLANTA	GA	30306
1227 N HIGHLAND	PETRIDES THEODORE H II		08446	LAKE DRIVE		GA	30058
1233 N HIGHLAND	PARKS JOHN WILLIAM ET AL		00618	S MAIN	BLAKELY	GA	31723
1239 N HIGHLAND	DAURIA YVONNE L H & DALEY LYNN		01239	N HIGHLAND	ATLANTA	GA	30306
1242 N HIGHLAND	BLANCO DORITA		01242	N HIGHLAND	ATLANTA	GA	30306
1250 N HIGHLAND	SMITH CYNTHIA E		01250	NORTH HIGHLAND	ATLANTA	GA	30306
1253 N HIGHLAND	CLARK ROBERT B & LORRY E		01253	N HIGHLAND	ATLANTA	GA	30307
1254 N HIGHLAND	PHELPS LAURA H & JAMES G		01254	N HIGHLAND	ATLANTA	GA	30306
1259 N HIGHLAND	LEWIS TODD T & JEANIE P		00195	17TH	ATLANTA	GA	30309
1260 N HIGHLAND	DOBES WILLIAM S ET AL		01260	N HIGHLAND	ATLANTA	GA	30306
1265 N HIGHLAND	DAVIS WALTER R III		00595	PIEDMONT	ATLANTA	GA	30308
1269 N HIGHLAND	ALEMBIK JULIUS		01167	CORONATION	DUNWOODY	GA	30338
1272 N HIGHLAND	DIEDRICH RICHARD J		00008	BROOKHAVEN	ATLANTA	GA	30319
1275 N HIGHLAND	WORTMAN WILLIAM J & BARBARA R		01275	N HIGHLAND	ATLANTA	GA	30306
1276 N HIGHLAND	DEFRANCIS STEVEN J		01276	NORTH HIGHLAND	ATLANTA	GA	30306
1279 N HIGHLAND	VASTAKIS GOLFO L		01279	N HIGHLAND	ATLANTA	GA	30306
1289 N HIGHLAND	O DRISCOLL SHARON		01289	N HIGHLAND	ATLANTA	GA	30306
1295 N HIGHLAND	PANOS COSTA E		01488	N HIGHLAND	ATLANTA	GA	30306
1301 N HIGHLAND	MC FARLAND DARIAN R		01301	NORTH HIGHLAND	ATLANTA	GA	30306
1307 N HIGHLAND	FRIEDLOB ALAN S &	STEELE ELIANA	01307	NORTH HIGHLAND	ATLANTA	GA	30306
1308 N HIGHLAND	CONSTANTINIDES PANOS P &	OLYMPIADIS MICHELLE D	01308	NORTH HIGHLAND	ATLANTA	GA	30306
1310 N HIGHLAND	KOWALSKI THOMAS		01310	N HIGHLAND	ATLANTA	GA	30306
1313 N HIGHLAND	FINESTONE STUART & DEBBIE L		01505	FAIRVIEW	ATLANTA	GA	30306
1316 N HIGHLAND	BOYD TIMOTHY L		01316	N HIGHALND	ATLANTA	GA	30306
1317 N HIGHLAND	SIMMONS BRYAN		01317	N HIGHLAND	ATLANTA	GA	30306
1323 N HIGHLAND	CONSTANTINIDES PANOS P		01323	NORTH HIGHLAND	ATLANTA	GA	30306
1325 N HIGHLAND	WADE ALONZA D		01325	N HIGHLAND	ATLANTA	GA	30306
1329 N HIGHLAND	INKAMP KLAUS J		01329	N HIGHLAND	ATLANTA	GA	30306

North Highland Avenue Study Property Owners

PROPERTY	OWNER1	OWNER2	ST_NUM	ADD_OWN1	CITY_OWN1	STATE_OW	ZIP_OWN1
1330 N HIGHLAND	BOHM JAMES W		01330	N HIGHLAND	ATLANTA	GA	30306
1333 N HIGHLAND	JUDY ARTHUR F & SHEILA K		01461	N MORNINGSIDE	ATLANTA	GA	30306
1334 N HIGHLAND	CHERNIAVSKY FYODOR A & LINDA L		01334	NORTH HIGHLAND	ATLANTA	GA	30306
1337 N HIGHLAND	WARMATH JOHN KEVIN &	SCHRADER SYLVIE K	01337	N HIGHLAND	ATLANTA	GA	30306
1338 N HIGHLAND	WEBSTER KAREN S &	FORETICH PAUL G	01338	N HIGHLAND	ATLANTA	GA	30306
1340 N HIGHLAND	CONGREGATION BEISHAMEDRESH HGD		01324	N HIGHLAND	ATLANTA	GA	30306
1341 N HIGHLAND	DUGAN TERRENCE M & EMILY L		01341	NORTH HIGHLAND	ATLANTA	GA	30306
1344 N HIGHLAND	GELLER MICHAEL		02249	CHYSLER	ATLANTA	GA	30345
1345 N HIGHLAND	PETERSON DAVID		01345	N HIGHLAND	ATLANTA	GA	30306
1349 N HIGHLAND	FEARS JOHN K		01349	N HIGHLAND	ATLANTA	GA	30312
1350 N HIGHLAND	WILSON ELLA H		01350	N HIGHLAND	ATLANTA	GA	30306
1351 N HIGHLAND	GRAVES JAMES W		01351	N HIGHLAND	ATLANTA	GA	30306
1354 N HIGHLAND	FUCHS BARRY M &	MUTNICK PAULETTE S	01105	VIRGINIA	ATLANTA	GA	30306
1356 N HIGHLAND	MARCHANT REBECCA J &	GREENE MELISSA S	01356	N HIGHLAND	ATLANTA	GA	30306
1357 N HIGHLAND	CARSON ALIX K		01355	NORTH HIGHLAND	ATLANTA	GA	30306
1358 N HIGHLAND	LOVETT WARREN S		00573	AMSTERDAM	ATLANTA	GA	30306
1361 N HIGHLAND	CARNES ROBERT W		01322	LANIER	ATLANTA	GA	30306
1363 N HIGHLAND	KEEBLE ALICE B		06676	MONTICELLO	MEMPHIS	TN	38115
1370 N HIGHLAND	THIRTEEN SEVENTY N H A ASSOC	L P	27221	LAS RAMBLAS	MISSION VIEJO	CA	92691
1371 N HIGHLAND	MC DONALD DAVID H		01371	NORTH HIGHLAND	ATLANTA	GA	30306
1375 N HIGHLAND	NOONAN PATRICK S & JO H		01375	N HIGHLAND	ATLANTA	GA	30306
1376 N HIGHLAND	THIRTEEN SEVENTY N H A ASSOC	L P	27221	LAS RAMBLAS	MISSION VIEJO	CA	92691
1379 N HIGHLAND	BALSHAN ALON		01379	NORTH HIGHLAND	ATLANTA	GA	30309
1385 N HIGHLAND	MC LURE ELAINE		00021	MUSCOGEE	ATLANTA	GA	30305
1393 N HIGHLAND	HIGHLAND PARK LTD		02970	CLAIRMONT	ATLANTA	GA	30329
1394 N HIGHLAND	FEINBERG SOLOMON R		01697	DUNWOODY	ATLANTA	GA	30324
1395 N HIGHLAND	HIGHLAND PARK LIMITED		02970	CLAIRMONT	ATLANTA	GA	30329
1402 N HIGHLAND	HIGHLAND PARK LTD		02970	CLAIRMONT	ATLANTA	GA	30329
1421 N HIGHLAND	THROWER GREGORY C & TERRI L		01421	N HIGHLAND	ATLANTA	GA	30306
1424 N HIGHLAND	HIGHLAND PARK LTD		02970	CLAIRMONT	ATLANTA	GA	30329
1431 N HIGHLAND	RUST MICHAEL J & LORA G		01431	N HIGHLAND	ATLANTA	GA	30306
1433 N HIGHLAND	WILLIAMS MARILYN A		01435	HIGHLAND	ATLANTA	GA	30306
1439 N HIGHLAND	AVESON STEVEN B & HEATHER A		01439	NORTH HIGHLAND	ATLANTA	GA	30306
752 N HIGHLAND	BROWN RICHARD J ET AL		00000	BOX 54746	ATLANTA	GA	30308
772 N HIGHLAND	SIMMONS JAMES C JR		00772	N HIGHLAND	ATLANTA	GA	30306
778 N HIGHLAND	HILAN VENTURE L P		03756	LAVISTA	TUCKER	GA	30084
780 N HIGHLAND	ALLEY PARTNERS THE		00000	BOX 8208	ATLANTA	GA	30306

North Highland Avenue Study Property Owners

PROPERTY	OWNER1	OWNER2	ST_NUM	ADD_OWN1	CITY_OWN1	STATE_OW	ZIP_OWN1
784 N HIGHLAND	HILAN VENTURE L P		03756	LAVISTA	TUCKER	GA	30084
794 N HIGHLAND	BRUNO WARREN A ET AL		00794	NORTH HIGHLAND	ATLANTA	GA	30306
798 N HIGHLAND	AVALON PROPERTIES L P		00800	N HIGHLAND	ATLANTA	GA	30306
810 N HIGHLAND	MOORE GEORGE JR ET AL		01404	N DECATUR	ATLANTA	GA	30306
811 N HIGHLAND	NOTRICA JEFFREY M		00000	P O BOX 11987	ATLANTA	GA	30355
816 N HIGHLAND	JODACO INC &	DAVIS JOE	00000	BOX 70186	MARIETTA	GA	30007
817 N HIGHLAND	AROGETI PHYLLIS		01332	JODY	ATLANTA	GA	30329
820 N HIGHLAND	PICHULIK LOUIS ET AL		01186	LENOX	ATLANTA	GA	30306
825 N HIGHLAND	MOBLEY LYNN D		00823	N HIGHLAND	ATLANTA	GA	30306
832 N HIGHLAND	SIMS DAVID		00832	N HIGHLAND	ATLANTA	GA	30312
841 N HIGHLAND	HIGHLAND PARKING COMPANY L L C		00985	PONCE DE LEON	ATLANTA	GA	30306
842 N HIGHLAND	EIGHT FOURTY TWO GROUP		03756	LAVISTA	TUCKER	GA	30084
853 N HIGHLAND	NIMIT RICKY ET AL		00853	N HIGHLAND	ATLANTA	GA	30306
865 N HIGHLAND	NASTOPOULAS GEORGE		01810	LENOX	ATLANTA	GA	30306
870 N HIGHLAND	CAMPBELL & WRIGHT ASSOC		00870	NORTH HIGHLAND	ATLANTA	GA	30306
880 N HIGHLAND	STEPHENSEN DANTE S		00000	P O BOX 98309	ATLANTA	GA	30359
881 N HIGHLAND	PICHULIK RUBIN &	ZUCKOR JEANNETTE P	01186	LENOX	ATLANTA	GA	30306
890 N HIGHLAND	BIZZOSO JULIA M		09000	TERRACE CLUB	ROSWELL	GA	30076
894 N HIGHLAND	LASSETTER MOZELLE D		00894	N HIGHLAND	ATLANTA	GA	30312
897 N HIGHLAND	DAREN VISTA LTD		02151	LENOX	ATLANTA	GA	30324
898 N HIGHLAND	LAWRENCE W SHEPPARD		00000	P.O. BOX 971	ROSWELL	GA	30077
907 N HIGHLAND	STOGNER JUDITH &	STARNES L RANDY	01595	JOHNSON	ATLANTA	GA	30306
908 N HIGHLAND	BAGLEY M B TR		01951	PIEDMONT	ATLANTA	GA	30324
914 N HIGHLAND	LANCASTER PHILLIP L & ZOE W		00914	N HIGHLAND	ATLANTA	GA	30306
915 N HIGHLAND	KELSEY CHRISTOPHER SCOTT		00915	N HIGHLAND	ATLANTA	GA	30306
918 N HIGHLAND	KONFINO CAROL O		00918	NORTH HIGHLAND	ATLANTA	GA	30306
919 N HIGHLAND	THOMPSON MICHELLE T		00000	HIGHLAND	ATLANTA	GA	30308
922 N HIGHLAND	EVANS PETER C		00819	HERITAGE SQUARE	DECATUR	GA	30033
928 N HIGHLAND	SCHEINBAUM HELEN K		00928	N HIGHLAND	ATLANTA	GA	30306
929 N HIGHLAND	GERRARD DARCY		01280	MIDDLESEX	ATLANTA	GA	30306
932 N HIGHLAND	NICHOLAS ANTHONY L		00023	N AVONDALE	AVONDALE EST	GA	30002
933 N HIGHLAND	WRIGHT GARY		00933	NORTH HIGHLAND	ATLANTA	GA	30306
938 N HIGHLAND	NICHOLAS VERNA L		00023	N AVONDALE	AVONDALE EST	GA	30002
939 N HIGHLAND	WATSON JAMES F		00941	N HIGHLAND	ATLANTA	GA	30306
946 N HIGHLAND	WARREN WILLIAM L & MARGARET A		00946	N HIGHLAND	ATLANTA	GA	30306
952 N HIGHLAND	DAVIS GREGG E &	TOWNSEND SHAWNDA K	00952	N HIGHLAND	ATLANTA	GA	30306
956 N HIGHLAND	DE WITT DOROTHY L		04545	DUDLEY	ATLANTA	GA	30327

North Highland Avenue Study Property Owners

PROPERTY	OWNER1	OWNER2	ST_NUM	ADD_OWN1	CITY_OWN1	STATE_OW	ZIP_OWN1
960 N HIGHLAND	BERLIN ROBERT M & SHELLEY E		00960	N HIGHLAND	ATLANTA	GA	30306
964 N HIGHLAND	PENN DAVID THOMAS K & N RUTH		00964	N HIGHLAND	ATLANTA	GA	30306
970 N HIGHLAND	GRIFFIN KIMBERLY D		00970	NORTH HIGHLAND	ATLANTA	GA	30306
971 N HIGHLAND	PERLOE CHARNA S		00971	N HIGHLAND	ATLANTA	GA	30306
974 N HIGHLAND	DE WITT DOROTHY L		04545	DUDLEY	ATLANTA	GA	30327
977 N HIGHLAND	WORDEN PENN W JR ET AL		02159	SUPERIOR	DECATUR	GA	30033
978 N HIGHLAND	CLARK WILLIAM M		00000	P.O. BOX 8642 STA F	ATLANTA	GA	30306
982 N HIGHLAND	CLARK WILLIAM M		00000	P.O. BOX 8642 STA F	ATLANTA	GA	30306
983 N HIGHLAND	WILLIAMS WILLA H MRS		00983	N HIGHLAND	ATLANTA	GA	30306
988 N HIGHLAND	DE WITT DOROTHY L		04545	DUDLEY	ATLANTA	GA	30327
989 N HIGHLAND	STEINER GREGORY L		00989	NORTH HIGHLAND	ATLANTA	GA	30306
991 N HIGHLAND	GRAUMLICH STEPHEN L &	KIRK RUSSEL C JR	00000	P.O. BOX 8112	ATLANTA	GA	30306
992 N HIGHLAND	DE WITT DOROTHY L		04545	DUDLEY	ATLANTA	GA	30327
993 N HIGHLAND	MASTERS DON W MRS		00000	P.O. BOX 6666	ATHENS	GA	30604
995 N HIGHLAND	HERRINGTON HOKE D		00995	N HIGHLAND	ATLANTA	GA	30306
998 N HIGHLAND	DE WITT DOROTHY L		04545	DUDLEY	ATLANTA	GA	30327
N HIGHLAND	SMITH CYNTHIA E		01250	N HIGHLAND	ATLANTA	GA	30306
N HIGHLAND	BROWN RICHARD J ET AL		00000	P O BOX 54746	ATLANTA	GA	30308
1305 N MORNINGSIDE	MC CABE SUSAN M & MARK		01305	N MORNINGSIDE	ATLANTA	GA	30306
1307 N MORNINGSIDE	BROCK ALFRED M		01307	N MORNINGSIDE	ATLANTA	GA	30306
1309 N MORNINGSIDE	GREEN SUSAN B & PHILLIP R		01309	MORNINGSIDE	ATLANTA	GA	30306
1311 N MORNINGSIDE	LYLES RICHARD F		01311	N MORNINGSIDE	ATLANTA	GA	30306
1313 N MORNINGSIDE	SOLOMON NANACY B		01313	NORTH MORNINGSIDE	ATLANTA	GA	30306
1314 N MORNINGSIDE	GLOVER WAYNE L		00813	SPRINGDALE	ATLANTA	GA	30306
1341 N MORNINGSIDE	SMITH LAURIE D		01341	NORTH MORNINGSIDE	ATLANTA	GA	30306
1350 N MORNINGSIDE	MARTIN DONALD B & MARGARET A		00000	P.O. BOX 450233	ATLANTA	GA	31145
1357 N MORNINGSIDE	CAVALIER CONSTANCE A		01357	N MORNINGSIDE	ATLANTA	GA	30306
1299 NORTHVIEW	ELLIS WILSON H JR &	WOODHAM JAMES T	00774	YORKSHIRE	ATLANTA	GA	30306
1300 NORTHVIEW	KUNIANSKY MILTON		01536	NANTAHALLA	ATLANTA	GA	30329
1304 NORTHVIEW	WOODHAM JAMES T		00774	YORKSHIRE	ATLANTA	GA	30306
1309 NORTHVIEW	WOODSON CARMEN G		01467	WOODSHIRE	DECATUR	GA	30033
1315 NORTHVIEW	GOODWIN DOROTHY V		01315	NORTHVIEW	ATLANTA	GA	30306
1026 PONCE DE LEON	DRUID HILLS PRESBYTERIAN CH		01026	PONCE DE LEON	ATLANTA	GA	30306
1050 PONCE DE LEON	BRIARCLIFF SUMMIT L P II		00501	CLINCH	KNOXVILLE	TN	37902
1074 PONCE DE LEON	HIGHLAND GROUP ET AL THE		05883	GLEN RIDGE	ATLANTA	GA	30328
1084 PONCE DE LEON	TENNYSON WILLIAM K ET AL		01113	NORTH HIGHLAND	ATLANTA	GA	30306
1052 ROSEDALE	HARRELL CONSTANCE C		00000	450233	ATLANTA	GA	31145

North Highland Avenue Study Property Owners

PROPERTY	OWNER1	OWNER2	ST_NUM	ADD_OWN1	CITY_OWN1	STATE_OW	ZIP_OWN1
1117 ROSEWOOD	CHILDS SCOTT D & SUZANNE B		01117	NORTH HIGHLAND	ATLANTA	GA	30306
1076 ST AUGUSTINE	NICHOLS LARRY W & JUDITH C		01076	ST AUGUSTINE	ATLANTA	GA	30306
1077 ST AUGUSTINE	HARROD GREGORY D		01077	SAINT AUGUSTINE	ATLANTA	GA	30306
1084 ST AUGUSTINE	MC DUFFIE KENNETH P & LAURA R		01084	ST AUGUSTINE	ATLANTA	GA	30306
1085 ST AUGUSTINE	WESTLEY MARTIN		01085	SAINT AUGUSTINE	ATLANTA	GA	30306
1092 ST AUGUSTINE	GASLOWITZ ADAM R & ELIZABETH M		01092	ST AUGUSTINE	ATLANTA	GA	30306
1095 ST AUGUSTINE	KENDALL B DENISE		01095	ST AUGUSTINE	ATLANTA	GA	30306
1054 ST CHARLES	COKER CAPITAL CORP		03756	LAVISTA	TUCKER	GA	30084
1073 ST CHARLES	MENEAR THOMAS H &	ROOF VOLIE L JR	01073	ST CHARLES	ATLANTA	GA	30306
1081 ST CHARLES	IVIE DEBORAH L		01680	COTSWOLD	ATLANTA	GA	30319
1082 ST CHARLES	SEARS ADA B		01160	ST CHARLES	ATLANTA	GA	30306
1085 ST CHARLES	SAPERSTEIN DAVID A		01085	ST CHARLES	ATLANTA	GA	30306
1086 ST CHARLES	MATTHEWS JAMES P & RAMONA W		01086	ST CHARLES	ATLANTA	GA	30306
1092 ST CHARLES	CAMERON DAVID H &	WARD CAMERON CONSTANCE	01092	ST CHARLES	ATLANTA	GA	30306
ST CHARLES	SEARS ADA B		01160	ST CHARLES	ATLANTA	GA	30306
1073 ST LOUIS	LEE JAMES E JR		01073	SAINT LOUIS	ATLANTA	GA	30306
1074 ST LOUIS	NOTRICA JEFF		00000	BOX 11987	ATLANTA	GA	30355
1078 ST LOUIS	MC CAA CAMERON		01078	ST LOUIS	ATLANTA	GA	30306
1079 ST LOUIS	JONES LARRY T		01079	ST LOUIS	ATLANTA	GA	30306
1084 ST LOUIS	HAYNES THOMAS B &	BERMAN BETSY A	01084	SAINT LOUIS	ATLANTA	GA	30306
1085 ST LOUIS	WILLCOX ROCHARD J &	CHUMLEY RANDALL G	01085	ST LOUIS	ATLANTA	GA	30306
1092 ST LOUIS	WELDON ELIZABETH L		01092	ST LOUIS	ATLANTA	GA	30306
1098 ST LOUIS	EISENHAUER WILLIAM C		00354	NINTH	ATLANTA	GA	30309
1102 ST LOUIS	GRIFFIN MARSHA G		01102	SAINT LOUIS	ATLANTA	GA	30306
1098 UNIVERSITY	FIVGAS MARIE D & DEMETRIOS G		01098	UNIVERSITY	ATLANTA	GA	30306
1101 UNIVERSITY	ZUMMO SYLVIA & WELLONS TIMOTHY		01561	CHATEAU	DUNWOODY	GA	30338
1001 VIRGINIA	KLIROS ALEX C		01158	LANIER	ATLANTA	GA	30306
1019 VIRGINIA	VIRGINIA HIGHLAND REAL EST INV	CORP	00078	INMAN	ATLANTA	GA	30309
1031 VIRGINIA	COLBERT JOSEPH		03399	WILLIAMS	MARIETTA	GA	30062
1035 VIRGINIA	DE WITT DOROTHY L		04545	DUDLEY	ATLANTA	GA	30327
965 VIRGINIA	FAUVER ANNE		01703	NOBLE	ATLANTA	GA	30306
968 VIRGINIA	JAMES RANDOLPH S ET AL		00968	VIRGINIA	ATLANTA	GA	30306
972 VIRGINIA	CODIAS MARIA A		00972	VIRGINIA	ATLANTA	GA	30306
978 VIRGINIA	CARTER ROY G		00978	VIRGINIA	ATLANTA	GA	30306
979 VIRGINIA	SOUTHTRUST BANK		00225	PEACHTREE	ATLANTA	GA	30303
982 VIRGINIA	HAND PETER H ET AL		00280	ELIZABETH	ATLANTA	GA	30307
997 VIRGINIA	KLIROS ALEX C		01158	LANIER	ATLANTA	GA	30306

North Highland Avenue Study

Property Owners

PROPERTY	OWNER1	OWNER2	ST_NUM	ADD_OWN1	CITY_OWN1	STATE_OV	ZIP_OWN1
1369 WESSYNGTON	GELLER MICHAEL		02249	CHYSLER	ATLANTA	GA	30345
1370 WESSYNGTON	NIX ROBERT L		01370	WESSYNGTON	ATLANTA	GA	30306
1117 ZIMMER	MILLER GORDON H		01117	ZIMMER	ATLANTA	GA	30306

Appendix J

Progress Report

Virginia-Highland Progress Report: August 31, 1998

The following list represents work undertaken as part of the Virginia-Highland planning process. Work not undertaken solely for the purpose of the Virginia-Highland project has not been included in this list, although information gathered will be utilized in the planning process. For a list of such work, please refer to the “General Planning Progress Report: June 29, 1998.”

Fieldwork

Fieldwork was undertaken in the Virginia-Highland neighborhood as part of a complete inventory of existing conditions. After conditions were inventoried, they were entered into ArcView GIS to create a complete database that may be referenced for future use in the study.

Items inventoried and entered into ArcView GIS maps or tables include:

- **Number and location of parking spaces** located on both public and private lots throughout the neighborhood, as well as approximate number of on-street parking spaces. Map created and photos taken.
- **Resident demand on parking facilities** estimated by inventorying the number of cars parked on the street and in parking lots between approximately 6:00 am and 6:45 am during on a weekday. Map created.
- **MARTA** bus routes, stop location and type. Map created.
- **Curb cuts**. Map created.
- **Crosswalks**. Map created.
- **Existing businesses**, including location, hours of operation, business type, and phone number. Information put into ArcView GIS in table form that may be queried from map.
- **Location, species, and approximate size of street trees** located on North Highland Avenue. Map created.

- **Existing sidewalk conditions**, including conditions, materials, pattern and any intrusions that impact the usability of a given stretch of sidewalk. Map created.

Items inventoried:

- **Street conditions**, including width at a minimum of each intersection and striping plans.
- **Building facades**, pictures of every commercial building in the district were taken.
- **Photo elevation** produced through incremental photography.

General Research

Research was performed to gain an understanding of the Virginia-Highland neighborhood and to evaluate planning efforts in similar neighborhoods throughout the nation. Information gathered includes a comprehensive history of the neighborhood and several documents from other cities.

Research performed includes:

- **Comprehensive neighborhood history document.** Document was compiled utilizing resources from the Atlanta History Center, Atlanta Urban Design Commission, Atlanta-Fulton County Library, DeKalb County Historic Commission, and personal interviews. In-depth research was performed to assure the creation of the most complete and accurate history possible under current conditions.
- **City of Berkeley, CA, zoning ordinances** requested as they pertain to neighborhood commercial districts. Community has addressed many of the issues currently facing Virginia-Highland, particularly the change from a neighborhood-oriented district to a tourist-oriented one. City has adopted quotas on certain types of businesses to prevent further spread of type of business throughout the neighborhood.
- **Parking studies and transportation management programs** from other neighborhoods and cities have also been requested and reviewed for potential application in the Virginia-Highland neighborhood. Sources included the Atlanta Regional Commission, Street Smarts, Home Park residential parking program and LRE Engineering, Inc.

Task Force Meetings

Appendix K

Virginia Avenue and North Highland Avenue Intersection Design Comments

I would love to be a part of the urban design study. I am very interested in this and am thinking of returning back to school to study this very thing. Is there a way to become a part of this group? Any information would be helpful.

David Lazazzera
Atlanta Intown Real Estate Services
650 Bonaventure Avenue
Atlanta, Georgia 30306
Direct (404) 815-8463
Fax (404) 815-7469

Looks great for the businesses, but it will only increase the traffic congestion on N. Highland, north of Virginia. It is grid locked south bound from Highland Terr. to Virginia daily from early afternoon until late evening. This plan is as good for the neighborhood as the "Cotton Club".

Tom Manning
818 Brookridge Dr NE
Atlanta; GA; 30306-3619;USA
tleeman@bellsouth.net

My computer is old so I was unable to look at the detailed maps but I just want to make sure accommodations were made for bike riders. Right now, that intersection is very dangerous for bikes yet you hate to see the bikes on the sidewalks.

Steve Drahos

Appendix K: Intersection Comments

Dear Va-Hi,

Having lived in Va-Hi since 1986, I have seen an unbearable increase in the auto traffic (N.Highland clogged from Amsterdam to Ponce from 4:00pm through rush hour and weekend nights).

I believe the #1 problem is placing low priority on non-motorized traffic (bikes, runners, rollerbladers, shoppers, and neighborhood strollers). I travel extensively to Europe, and autos must stop for pedestrians in crosswalks. Is there a difference in our crosswalks without the diagonal lines? If so, we need the diagonal lines in the crosswalks, and we need our police to issue citations for autos violating this ordinance. Not only will this make it safer for pedestrians, but will deter traffic to the main arteries, as many will avoid the slowdown. This could also be a boost to public transportation, if scheduling by Marta would make it more convenient to traffic in the area.

Again, I realize there are many issues to address, but simply and inexpensively using diagonal crosswalks, would be a quick and major solution to the traffic problem in Va-Hi.

Sincerely,

Herb Orlansky

737 Park Dr. NE

Atlanta, GA 30306

P.S. Thanks for keeping me informed.

One of my greatest concerns as a 23 yr resident of VA Highland is how the backed up traffic on N Highland is changing our once quiet streets.

Backed up commuters now cut through any direct side street, flying down them in an effort to make up lost time. I live on Kentucky Ave and I see it in the early morning, at rush hour and on weekends. It is out of control!! I think a priority in neighborhood planning would be to slow the traffic down on our residential streets. Speed bumps are needed on Lanier Blvd, Amsterdam, Kentucky, Los Angeles etc. When will this be addressed? I think it is a more important issue than the aesthetic look of the main intersection.

Zena Rubin

1036 Kentucky Ave

(404) 894-0953

Wonderful!!!! It is great! Kari and Jan Knudsen

Appendix K: Intersection Comments

I was at the last meeting and was very impressed both with the presentation and your patience. I have a question about the plans for the island. I heard from people during the meeting and after the meeting about the desire to open up the island (fountain, benches, etc.) rather than a dense area of growth. I understand that recommendations to this affect were made during the planning process. Can you please let me know what happened to those recommendations and why they were rejected? I would appreciate it. Thank you.

Steven Kushner

(404) 586-9200

skushner@fjl-law.com

I have just had the opportunity to review your design comments and would like to say that you have done an excellent job. Very clever idea to move the trees into the street as parking spot separation. A good spot for mailboxes too. One thing to consider is if/when this takes place is to design the planting box such that when a vehicle is parking the tires will hit the curb of the box before the bumper could hit the tree. I've seen some similar designs in cities where they underestimated the distance between the wheels and the bumpers and the trees are heavily damaged – even more of a concern with the emergence of the monster SUV.

Also, I would recommend you modify the traffic island design in front of Murphy's and Taco Mac. Your design to eliminate thru-traffic and make that a parking area is good. However, it appears you have only included about a 2-foot curb between that area and the planting island. I would suggest you increase that to the standard sidewalk width since people do and will cut off the corner to get over to the Noche side from the N. Highland side and visa versa. This would require a smaller planting area surrounded by sidewalk that would be a lot safer. This approach subscribes to the cowpath theory where you build a sidewalk where people walk. I see your desire to control where people will cross but many will cut off the corner.

Another idea is to build in some seating into the retaining wall of the planting area for people who are waiting for the restaurants or just hanging out. An alternative to the planting would be to put in a fountain. This would provide the desired visual effect, provide some pleasant background white noise, and minimize the maintenance. One other technique for traffic control is the horizontal ribbed pavement stripes. These provide vibratory and auditory feedback to the driver to slow down and aren't the pain in the butt that speed bumps are.

Appendix K: Intersection Comments

If you need any help let me know. Looks like a fun project. My wife Cindy and I live at 1092 Rosewood so this has a great impact on us.

Craig Davis, P.E.

Director of Engineering

Ball Plastic Container Operations

4300 Highland Pkwy

Smyrna, GA, USA 30082-5127

Phone: 770-437-7142

Fax: 770-437-7185

cpdavis@ball.com

Regarding the proposed plans for the VH corridor, I feel that they reflect many of the townspeople's suggestions and hopes that were expressed at the January meeting. In my opinion, the proposed increases in sidewalk space with removal of obstructions, safer pedestrian crossings, removal of the old trolley cut-through, reduction of curb-cuts, and replanting of more appropriate trees-- are a beautiful result by the design team to accommodate the business' and resident's concerns.

However, I believe that one area has either not correctly interpreted the townspeople's input or their input has been dismissed. That is the traffic island.

I worked with other residents on this area in the January meeting and saw both finished ideas that were submitted on this portion of the corridor. In both plans, the townspeople wanted some sort of benches, and rest area.

Everyone agreed that the current "fully planted" area was not desirable, but instead wanted a penetrable area with some seating, but still having a good amount of plantings and trees--a shady area to stop, rest or enjoy--and a beautiful "gateway" for Virginia Highland. One idea had more plantings with benches and the other had a more open plaza with benches and a fountain.

When I addressed the oversight at the September meeting, it was stated that the townspeople's opinion would not be implemented because someone had concerns that the island would become a haven for the homeless. I do not feel that that a few people should have made a decision after the much larger group of people at the January meeting had expressed a completely different opinion. If a few people rejected what the townspeople had proposed, this should have been readdressed with the townspeople. Otherwise, their valuable time and valuable opinions were wasted. Since benches on all of the sidewalks are to be removed in the proposed plan in order to have fewer obstructions,

Appendix K: Intersection Comments

having benches on the island is even more imperative. The new proposed plan emphasizes returning priority in VH to the pedestrians. If this is to be truly pedestrian friendly, then Senior citizens, parents with babies & toddlers in strollers, handicapped people will all need a resting spot. The island could make a beautiful spot just for that. And benches could have arms to deter vagrants from sleeping.

As I reviewed the website, it appeared to me that there were, in fact, two paths drawn in on the island on the proposed view. Was this a recommendation by the designers that was changed later? Why is it drawn in here, but at the September meeting, it was stated that there would be NO pathways? Who decided the three "principles" listed at the bottom of the traffic island web page? Why have they been stated AFTER the fact? These principles were not stated at the town meeting in January. And they were not principles that the townspeople working on the traffic island planning agreed with as evidenced by the design proposals. Why are the two trees on the island "sacred" and can't be replanted yet other trees in VH can be replanted?

The homeless have never yet been deterred from VH streets, but you could deter the residents from becoming pedestrians if rest areas are not established. The argument against the island being a rest area for fear of appealing to the homeless is an argument against having any public open space or park. Let's not cut off our nose to spite our face. I urge you to reconsider the dismissal of ideas proposed by townspeople in January and re-involve them/us in the further design development of the island.

Also, since everyone was asked to sign in at the January meeting, I urge you to use these addresses to communicate and inform directly with those who have given their time on this project. Further meetings on this should be well advertised in our area newspapers. The memberships of the Civic and Business associations are small and cannot be relied on as a vehicle to reach the much greater neighborhood population.

Thank you,
Judy McCabe Smith
404/875-4909

I am concerned about the lack of support for cyclists. I did not observe bicycle lanes or secure parking facilities for cyclists. To spend this kind of money and omit such important facilities would be foolish.

Rob Vicevich
Atlanta, GA

Appendix K: Intersection Comments

Hi!

Atlanta-Midtown.com is a virtual guide to the neighborhoods of Midtown. We would like to host your Virginia-Highland Intersection Redevelopment site. We will provide free hosting, plus web design assistance. As an added bonus, there are *no annoying popup ad windows!!*

Please contact me so that we can discuss the possibility of moving your site from Tripod to Atlanta-Midtown.

Thanks!

Lisa

My apologies, if I sounded aggressive in my original message below, but I'm not the best computer-est person around. Having seen no instruction to click on the blue bar, I was puzzled, not angry, that I could not view the proposed plans. I have been redirected to the blue bar and clicked on it and found the information. Thanks. Arnold Gross Pardon me, but what am I missing? The picture on the website is the intersection as it looked on Sept 18, 1999, and today, October 11, 1999. I thought the picture was supposed to show renditions of proposed changes. Sorry, but I can't offer any suggestions to what I see, presently. If you were asking for my opinion of its present look, I'd say it looks pretty, with a lot of hard work showing in the flowerbed of the island. P.S. Where's the "software that can be downloaded"?

I have briefly looked at the plans for the Virginia-Highland intersection. My concern is the plan to narrow the street. I think this will create more traffic problems and create the potential for more accidents. I like the idea of being more pedestrian-friendly, but let's face it. We live in a city that is ruled by the automobile, and the number of cars that drive through our neighborhood will never decrease. By narrowing the streets, I think we set ourselves up for more problems. Please let me know if I've misunderstood the design. Just my 2 cents worth.
Jessamine Duvall

Thanks for your comprehensive web site on the corridor study. I otherwise probably would have never found the time to see the plans. I think it looks great and hope it gets fully implemented. What are the odds or the timeframe for work to be done? It appeared that there is only one lane headed west on Virginia as you approach the

Appendix K: Intersection Comments

intersection. This gets backed up in the morning, I don't know if they are residents or cut through drivers. Any way, good luck and thanks for the effort.

Mark Campis

Thanks for your response. This being the case, I have two contradictory comments, sort of.

1) If it is the intention to make traffic lanes so narrow as to make bicycle passage difficult w/out taking a traffic lane, I would hope there would be sufficient signage notifying motorists that those annoying cyclists belong in the traffic lane and that they should yield to cyclists, not run over them. This is Atlanta, you know. Something like "yield to bicycles" or whatever is appropriate.

2) At the other extreme, as a resident you must be aware that the Va-Hi intersection can become pretty congested as it is. I have seen vehicles backed up Highland nearly as far as the Post Office to the north. If throughput at that intersection is further reduced, what becomes of the already backed up traffic?

Rob Vicevich

Atlanta, GA

Highland and Virginia Avenues are major traffic arteries used by thousands of people to get from one place to another in all parts of the city. Already, the intersection is seriously clogged, to a great extent because of excessive traffic generated by the business district that has been built up over the years on a foundation of zoning exceptions. The businesses which opened up with the substandard parking on the turning lane from Virginia to Highland knew what the inconvenience would be when they decided to open the business in that busy location. The very idea of closing that turning lane from Virginia to Highland in order to substantially reduce the flow of traffic through the intersection is simply absurd. Has anyone done a traffic study to determine how much traffic goes through that turning lane? How much longer would they wait to sit through a light cycle simply to get by someone sitting at the stoplight intending to continue on Virginia? We need better throughput of traffic through this intersection--not more clogging achieved by taking away a major traffic lane. We don't need a bigger traffic island for people clogged in traffic to admire while they sit belching fumes from their exhausts while waiting simply to turn right onto Highland. The traffic island works fine now, just the way it is. The mailbox at this intersection serves the businesses and residences as well. A mailbox is utilitarian and necessary, regardless of whether

Appendix K: Intersection Comments

someone considers it ugly. The people who are drawn into this area utterly disregard the ordinances of Atlanta anyhow, but removing the "restrictive signage" is absurd also. These items are not obstructing pedestrian flow--it seems like the major obstacles are those intentionally erected by the businesses right in the middle of the sidewalk.

Robert W. Tate

Hats off to all who worked on this plan. The design is beautiful and will greatly enhance our neighborhood. I am so glad to see a plan that emphasizes the importance and safety of pedestrian traffic. I do hope this one gets implemented in this form.

Bobbie Wagoner

965 Drewry Street,
Atlanta, Georgia 30306 9/29/99
Commissioner Michael Dobbins
55 Trinity Avenue, Suite 1450
Atlanta, Georgia 30335

Dear Commissioner Dobbins,

Thank you for taking an interest in our neighborhood and attending the meeting regarding the North Highland Avenue Study on 9/18/99. As a resident of Virginia Highland (one of the few at the meeting who was not on some board or another) I am extremely concerned about the proposed changes offered,

1. I do not believe narrowing our streets will be of any advantage to our neighborhood, infact it will create a bigger mess than already exists.

(a) I foresee a problem with larger vehicles (i.e. Fire Trucks, Buses, Delivery trucks and todays use of larger cars ,trucks and sport utility / suburban vehicles.)

(b) The narrower streets will make North Highland unsafe for bicyclists and joggers.

(c) If our turn lanes are eliminated it will cause a further back up of traffic which inturn will encourage people to short cut and speed down our side streets. The traffic calming suggestions will also encourage extra traffic and speeding on our smaller streets.

2. The use of Street Furniture will encourage vagrants to sleep on our streets and pan handling will become more of a problem.

3.Out door dining is a major issue in our neighborhood .Rather than encourage any more we need to have the existing areas abide by

Appendix K: Intersection Comments

city zoning codes and likewise have the City of Atlanta enforce their laws.

It appears that this study does very little for the actual residents of the neighborhood putting our safety and consideration aside to benefit the visitors and business owners.

I would rather see the monies available for proposed "improvements" spent where we the residents need it (infrastructure etc.) With such large scale proposals and the dramatic impact they would have on our neighborhood I feel the Civic Association should inform all residents (not just email list or civic association members) of the proposed plans and advise all of them of upcoming meeting etc. Please do not allow this to become part of the Comprehensive Development Plan. I thank you for your time and consideration of this letter.

Hazel Ryan Wagner

Looks great for the businesses, but it will only increase the traffic congestion on N. Highland, north of Virginia. It is gridlocked south bound from Highland Terr. to Virginia daily from early afternoon until late evening. This plan is as good for the neighborhood as the "Cotton Club"; i.e.; it s..ks.

Tom Manning

tleeman@bellsouth.net

Appendix

Existing Conditions Maps

Proposed Changes Maps

Other