



MORNINGSIDE LENOX PARK

MASTERPLAN



Acknowledgements

Morningside Lenox Park Steering Committee

John Ayers
Kim Cobb
Sharon Ferguson
Aaron Goldman
Austin Hall
Ryan Howard
Jori Mendel
Charlie Nalbone
Suzanne Szabo
Magan Ward
Kari Watkins
Randy Young

City of Atlanta Elected Officials

Keisha Lance Bottoms

Mayor, City of Atlanta

Felicia Moore
Carla Smith
Amir Farokhi
Ivory Young, Jr.
Cleta Winslow
Natalyn Archibong
Jennifer Ide
Howard Shook
J.P. Matzigkeit
Dustin Hillis
Andrea Boone
Marci Overstreet
Joyce Shepard
Michael Bond
Matt Westmoreland
Andre Dickens

City Council President
Council District 1
Council District 2
Council District 3
Council District 4
Council District 5
Council District 6
Council District 7
Council District 8
Council District 9
Council District 10
Council District 11
Council District 12
Post 1 at Large
Post 2 at Large
Post 3 at Large

Acknowledgements

**City of Atlanta
Planning Staff**

Tim Keane
Keyetta Holmes
Jessica Lavandier

Commissioner of City Planning
Director, Office of Zoning & Development
Assistant Director, Strategic Planning

Project Team

Aaron Fortner
Nathan Gallentine
Addie Webber

Canvas Planning Group
Canvas Planning Group
Toole Design Group





Table of contents I

NEIGHBORHOOD OVERVIEW

08	History
14	Previous Plans and Studies
32	Existing Conditions
32	Land Use & Zoning
36	Transportation
44	Environment
47	Urban Design & Historic Resources
48	Infrastructure & Facilities
50	Public Safety
52	Demographics & Socio-Economics

NEIGHBORHOOD ENGAGEMENT

60	Process
72	Schedule

NEIGHBORHOOD VISION

76	Purpose, Vision, and Goals
78	Master Plan Implementation
80	Transportation Recommendations
114	Land Use Recommendations
124	Open Space Recommendations
128	Public Safety/Education Recommendations

IMPLEMENTATION

130	Implementation Strategy
-----	-------------------------

APPENDIX

146	Community Input
215	Other Relevant Studies
218	Neighborhood Crime Data



Table of contents II

MAPS	32-33	Map 1: Atlanta Future Land Use
	34-35	Map 2: Atlanta Current Zoning
	42	Map 3: Speed Bump Inventory
	43	Map 4: Missing Sidewalk Inventory
	50	Map 5: Crime Data Via Trulia
	83	Map 6: Neighborhood Bike/Ped Network
	86-87	Map 7: Comprehensive Traffic Calming Plan
	91	Map 8: Speed Limits/Speed Readers
	93	Map 9: New Sidewalks
	97	Map 10: One-Lane Slow Points
	101	Map 11: Mini-Circles
	103	Map 12: Pedestrian Refuges / Raised Intersections
	105	Map 13: HAWK Signals/Slip Lanes
	107	Map 14: Bulbouts/One-Way Diverters
	115	Map 15: Proposed Multi-Unit Housing Zoning
	117	Map 16: Proposed Piedmont Ave/Cheshire Bridge Rd Zoning
	117	Map 17: Proposed Monroe Dr/N. Highland Ave Zoning

TABLES	37	Table 1: Traffic Volumes
	51	Table 2: Atlanta Police Department Crime Report
	52	Table 3: Total Population
	52	Table 4: Households By Unit Type
	53	Table 5: Population By Age
	54	Table 6: Households By Unit Type
	54	Table 7: Households By Presence Of Children
	55	Table 8: Households By Unit Type
	55	Table 9: Households By Number Of Vehicles
	56	Table 10: Owner-Occupied Households By Value
	57	Table 11: Housing Units By Year Structure Built
	57	Table 12: Educational Attainment
	58	Table 13: Travel Time To Work
	58	Table 14: Travel Mode To Work
	59	Table 15: Household Income

Neighborhood Overview

Morningside Lenox Park is the quintessential Atlanta intown neighborhood. With its mature tree canopy and well-cared-for housing stock, it is what many intown neighborhoods aspire to become. From its inception, Morningside Lenox Park residents have actively participated in preserving, planning, and enhancing the neighborhood's quality of life.

Morningside Lenox Park benefits from being in one of the most central and well-traveled areas of the city. And as Atlanta has continued to grow, so has the popularity of areas like Morningside Lenox Park.

For this reason, the Morningside Lenox Park Association has recognized the pressing need to engage in a strategic planning in the form of a neighborhood master plan. This plan serves to document community consensus on issues and opportunities identified within the community and to articulate a vision for the next 20 years.





MORNINGSIDE

EST. 1895

Farmers' Market

Open Saturdays Year Round

Image via styleprint.com/atlanta

/////

- **History**
- **Previous Plans and Studies**
- **Existing Conditions**

////////////////////////////////////

Early History

The early history of Morningside Lenox Park is the same as that of most of present-day Atlanta. The Creek Indian Nation (also referred to as Muscogee) were original inhabitants of the area. Periodic skirmishes, fights, and continued questionable land deals eventually led to the forcible removal of Native American peoples via the Trail of Tears from 1831-1850.

The 1800's

In **1820**, a farming community where settlers raised cotton and corn, develops near the corner of present day Piedmont and Monroe.

In **1870**, Rock Spring Presbyterian is organized by 27 members with some familiar last names including, Cheshire, Reeder, Luckie, and Plaster.

In **1888**, the ~100 residents of Easton are now able to commute into Atlanta via a steam train depot at the present day Ansley Mall site. The Air-Line Belle was the steam train that went from Toccoa to Atlanta.

The 1900's

1911 : Plaster Bridge Rd is paved and renamed Piedmont. The Easton community is pressured by Ansley Park developing to the west and Virginia-Highland to the south.

1917 : Charles Lewis Fowler founded Lanier University as a co-ed Baptist School and builds Arlington Hall modelled after the Curtis-Lee Mansion in Arlington National Cemetery in Virginia. Since 2009, it has served as a small private school called the Canterbury School.

1921 : The University Park neighborhood develops around Lanier University.

1923 : JR Smith and MS Rankin begin developing Morningside, one of Atlanta's first auto suburbs.

1925 : The corner of Highland and University is developed by Byron Kistner with retail shops including an A&P and a drugstore (Highland Park Shopping Center).

1925-27 : Morningside Shopping Center, known by some as Atlanta's very first shopping center (originally with eleven stores), was built on Piedmont at Monroe Drive (where Smith's Olde Bar is today). At the time of development, Morningside was not yet a part of the City of Atlanta.



1906 postcard of the Arlington House
Image via <http://www.arlingtoncemetery.net/>

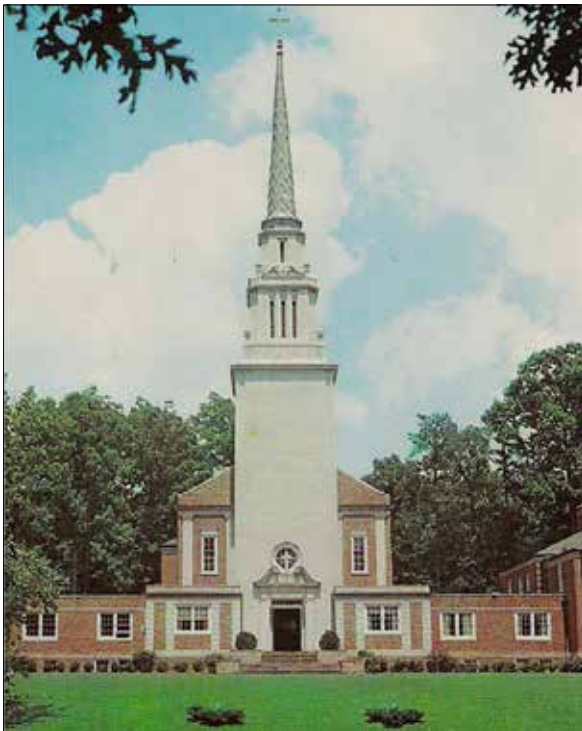


Former Arlington Hall of Lanier University,
now the Canterbury School modeled after
the Arlington House in Virginia
(pictured above) Image via wikipedia.com

History



Morningside Elementary Image (mid 1900's) from Ann Polan via www.grady69.org

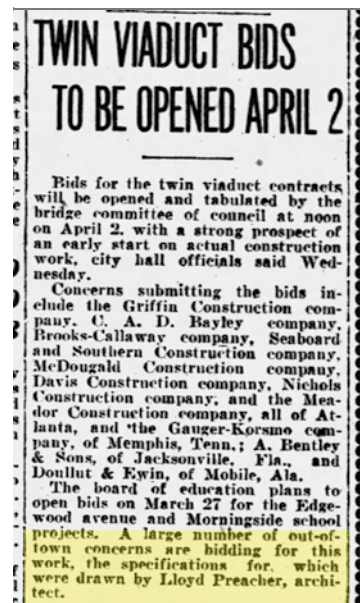


Morningside Presbyterian Church; Image (mid 1900's) via www.atlantatimemachine.com

1927 : Morningside Elementary, a six room school house, opens. *The school's architect, is thought to be G. Llyod Precher, who is credited with other schools in Atlanta like F.L. Stanton, Capitol View and Whiteford Elementary (who share a similar Renaissance Revival style aesthetic). Precher's assistant, Geoge Harwell Bond, is credited with the future design of the school's auditorium, completed in 1934.

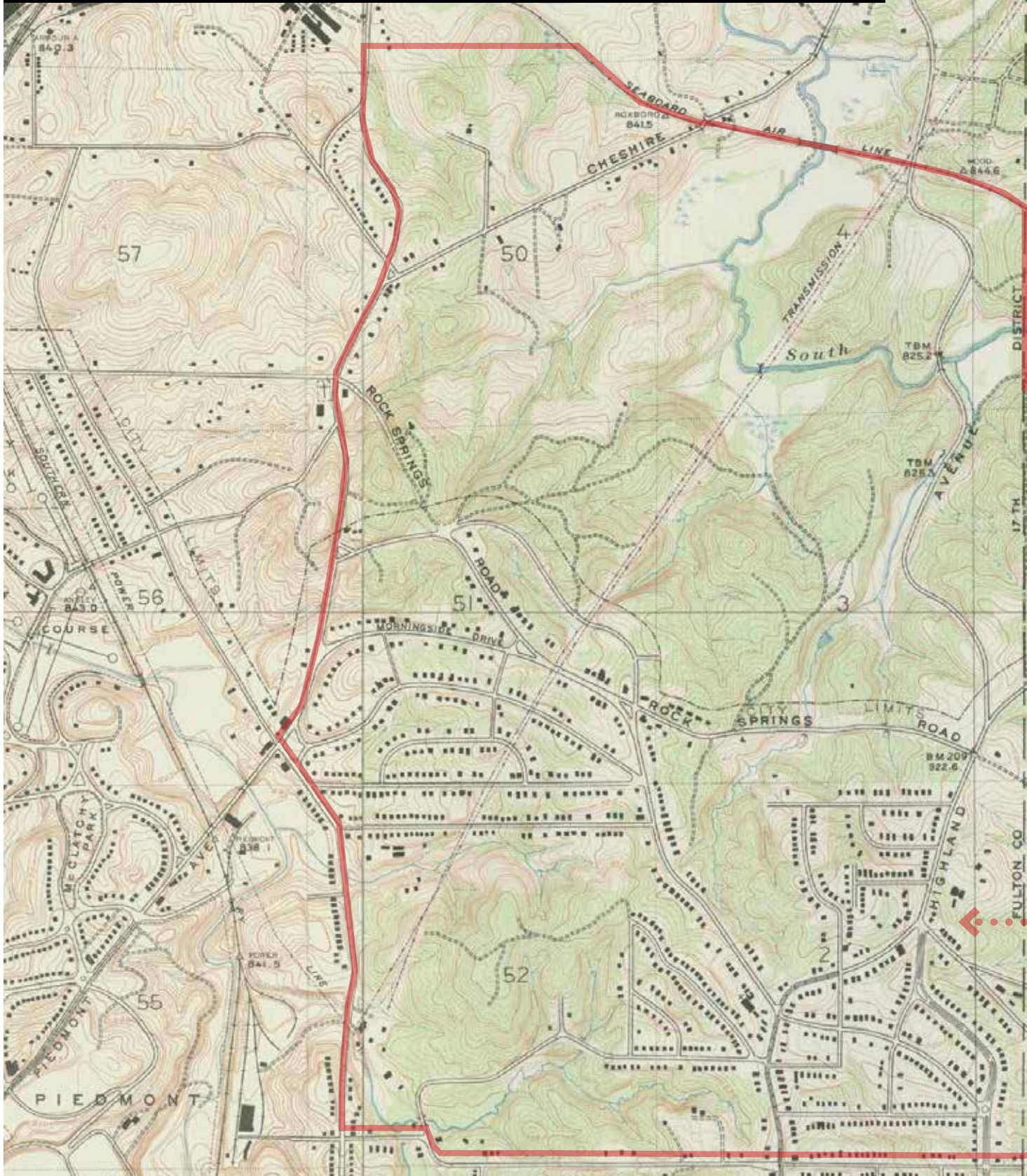
*Research by Patrick Sullivan of Atlanta's Historic Preservation Staff

1925 : Morningside Presbyterian opens. Chapel Building completed in 1949.

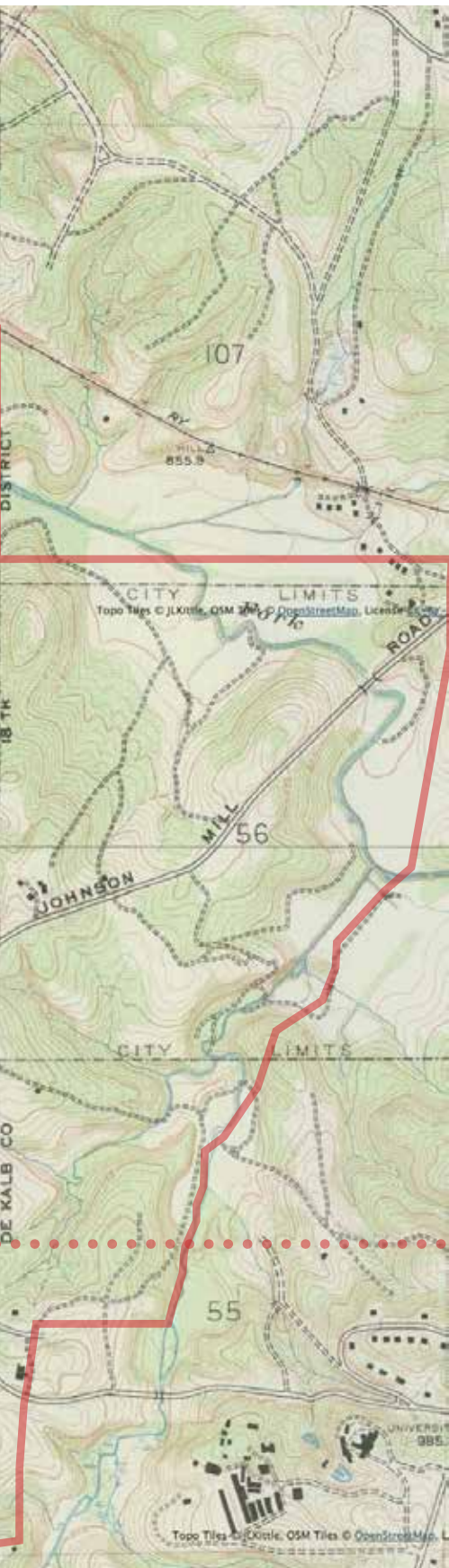


March 1928 posting from the Atlanta Constitution image via newspapers.com

Approximate present-day boundaries of Morningside Lenox Park



History



To the left is an Atlanta topographic map from approximately 1928 (Source: Emory University).

Today, over 3,500 households comprise the neighborhood which includes the original subdivisions of Morningside, Lenox Park, University Park, Noble Park, Johnson Estates and Hyland Park (the latter three were developed around 1930). The streets were wider and generally followed the topography of the area, looking more suburban in nature than many intown neighborhoods. The homes were developed as a 'new kind of suburb' for those commuting via street car and train. The neighborhood's historic housing stock is characterized by 1-1.5 story craftsmen bungalows and unique Victorian Tudors.

Around the turn of the 20th century, Kimballville Farm enticed Atlanta residents to come out into the 'country' to see exotic, rare, and well-bred animals (Jersey Cows, Berkshire Hogs, Peking Ducks). They offered tours, breeding, and purchase of the livestock as well. The grounds of the farm are near present-day Zimmer Ave, named after the owner of the farm, Mr. Will Zimmer. In the 1920's the farmland was converted into the housing tracts that we see today (via Georgia Historic Newspapers).

KIMBALLVILLE STOCK, DAIRY FARM

and POULTRY

Operated in Connection with THE NEW KIMBALL HOUSE, ATLANTA, GEORGIA

HAVE you ever been to Kimballville Farm? If not, a visit would at least be interesting and might prove profitable. Kimballville is the home of the famous Registered Jersey Cows, Berkshire Pigs, Angora Goats, Mountain Sheep, Highland Ponies, Muskoxen, Fenners, Squirrels, Indian Hens, Guinea Fow, N. C. White Leghorns, Barred Rocks, Buff Orpingtons, Buff Wyandotters, War House Geese and many other varieties of chickens, all kinds of fancy little mammals and—

The best collection of Fancy and Utility Figures in the South.

Also Alderney and Brown China Goats, Pygmy, White Honey, Grey Coll and Zebuona Mountain Ducks, a zoological collection of wild and rare animals and water fowls, a splendid line of domestic fowls.

Kimballville is also the home of the \$1,000,000 lot of Crystal White Opacities, assortments of the famous \$50,000.00 lot, "Fudge."

A visit would pay you. No admission charged. Visitors welcome. Come and look. Buy something if you want to. Get the grand best services at Kimballville Farm, Highland Ave., road, one-half mile beyond the end of the Boulevard, and Openville near City.

Operated in connection with the New Kimball House, Atlanta, Ga. Standard phone 4115.

Now is the time to place your orders for eggs. Eggs from choice N. C. White Leghorn settings, a specialty, \$1.25 per setting of 15, \$10.00 per 100. Nothing better at any price anywhere.

Mammoth Peking Duck Eggs, \$2.50 per setting of 15, \$10.00 per 100.



OUR JERSEYS

We have for sale a few Bull Calves, sired by our famous PEDRO'S GOLDEN FERN LAD, 70766, son of Golden Fern's Lad, P 2100 H. C., THE GREATEST JERSEY SIRE THAT EVER LIVED.

BERKSHIRE HOGS are at their best at Kimballville. Oldham's Friends 54 5775 is our best here.

Mr. J. E. Pugh, the acknowledged Berkshire expert of Springfield, Ill., says: "I consider Oldham's Friends 54 one of the greatest boars in America today, both in breeding, individuality and in size." "He was sired by Premier Francis, a son of Arthur Premier 5525, who was a son of Lord Francis, out of Artful Belle 246, the foundation boar of the Artful Belle family. His dam was a prize winning daughter of the Green Mountains."

We also have in our herd the great sow, **Manhattan's Majesty of O. H. P. 54 8926**, for which we paid \$1,250.00, the highest price ever paid in America for a sow.

We have for sale a splendid lot of pigs out of the famous, world-famous, American Amber Duroc's, **Blackburn's Duke of O. H. P. 54 8926**, and other, and of which would be a very desirable addition to your herd.

Quail—In our yards, and we have never yet set a pig that was not up to representation, individually and of production.

At the head of our herd of Jersey Cattle is the great Jersey bull, **Peter's Golden Fern Lad 7706**, a son of Golden Fern's Lad, the greatest Jersey sire that ever lived. He is the son of Buckner 21, who sold for \$10,000.00 at auction and afterwards at private sale for \$11,000.00. Also sire of Champion's Flying Fox, who sold for \$1,500.00 also sire of Champion's Fern Lad, who sold for \$1,500.00. Many other other famous names. Many of our cows are prize winners and from prize-winning blood. All being reliable.

We are much appreciated at the present time, and are offering some great bargains. Head to our yard today. It will receive careful attention, large or small.

VISITORS ALWAYS WELCOME AT KIMBALLVILLE FARM--THE SHOW PLACE OF ATLANTA

1909 advertisement in the Atlanta Georgian and News
Image via commons.wikimedia.org

October 2018

11

The 1900's ...continued

1931 : Architects Ivey & Crook develop and open the Lenox Park neighborhood.

1932 : Morningside Civic Association dedicates Smith Park in honor of JR Smith (corner of Piedmont and Monroe).

1935 : Morningside Elementary expands, providing much needed jobs during the Depression.

1946 : Congregation Shearith Israel begins moving from Summerhill (near Turner Field), after downtown connector construction plans are revealed, to Arlington Hall 1949, becoming the first synagogue in DeKalb County.

1965 : Morningside Lenox Park Association is founded to fight plans to build I-485 through the neighborhood, making them the first major group to fight the road expansion.

1973 : Governor Jimmy Carter stops State planning for the construction of I-485, due to pressure from neighborhood activists.

1985 : Condemned property between Cumberland and Sherwood Rd becomes Sidney Marcus Park, named after the state representative who helped stop the highway.

1990 : Morningside Lenox Park Association, MLPA, erects 12 monuments patterned after the original monuments fashioned by Smith and Rankin to mark the neighborhood borders.

Recent History

2000 : MLPA endorses Wildwood Urban Forest preservation project and refurbishes Sunken Garden Park Playground

2001 : The Morningside Nature Preserve is protected through a partnership with the City of Atlanta, the Nature Conservancy, Wildwood Urban Forest Group, MLPA, Trees Atlanta and Park Pride.

MLPA also conducts a comprehensive traffic study to act as a Traffic Calming Plan for the neighborhood.

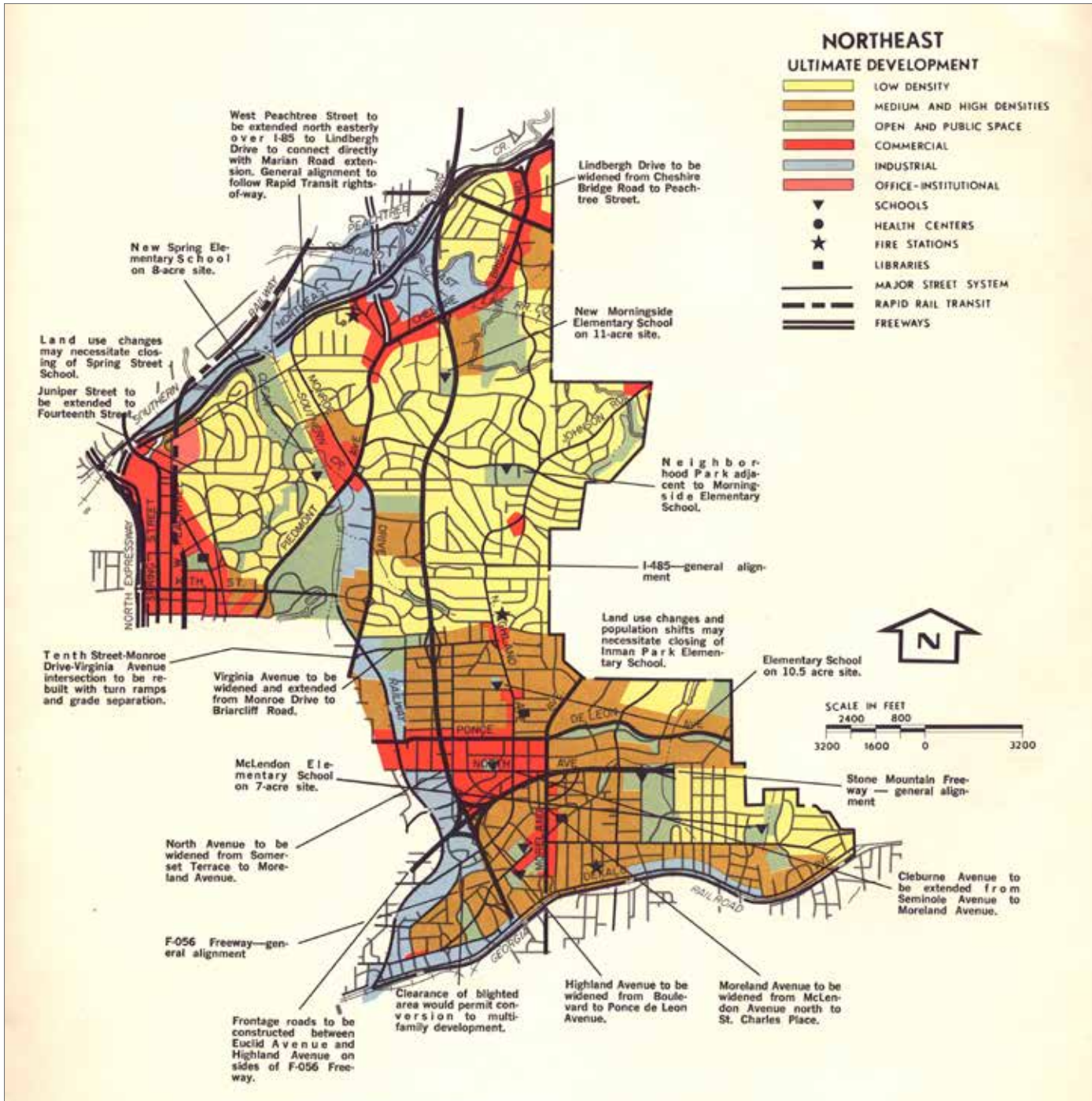
2003 : Sidney Marcus Park is rededicated with a new playground and boardwalk.

2017 : A massive fire underneath Interstate 85 results in the collapse of the viaduct/bridge rerouting significant traffic through the Morningside Lenox Park neighborhood.

2018 : *MLPA and the neighborhood embark on the creation of a Master Plan for the community.*

History

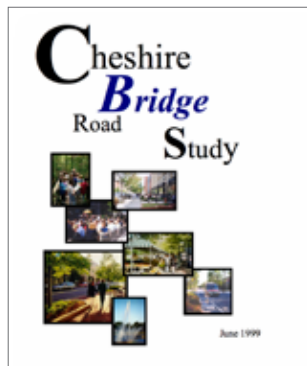
History



1970 Image of the I-485 plan via commons.wikimedia.org

This section highlights the previous plans that have been conducted in the area that affect Morningside Lenox Park.

CHESHIRE BRIDGE ROAD STUDY (1999)



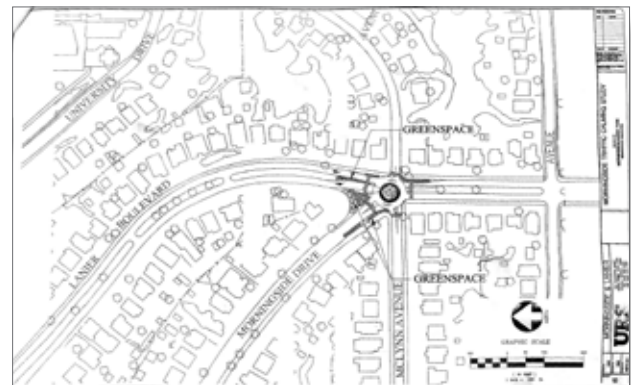
Adopted by
City of Atlanta

The following were key goals and take-aways for the Cheshire Bridge corridor study.

- Consolidate excessive curb cuts along the corridor.
- Create five foot wide bicycle lanes adjacent to the vehicular lanes along a newly paved Cheshire Bridge Rd from Buford Highway south to Piedmont Rd.
- Utilize traffic calming devices such as traffic circles and medians to slow down traffic.
- Redesign Cheshire Bridge Rd from Lenox Rd to Manchester St to allow for a four foot wide bicycle path and a 10 feet wide vehicular lane in each direction with an exclusive 12 feet side left turn lane in the middle.
- Develop trails along South Peachtree Creek to connect the neighborhoods to Cheshire Bridge Rd and to connect Cheshire Bridge Rd to Piedmont Rd and the Lindbergh MARTA Station.

2001 MLPA TRAFFIC CALMING PLAN

The traffic calming plan was a comprehensive technical document for the neighborhood that included improving key roundabouts, slowing streets, and marking on-street parking.



Previous Plans & Studies

Previous Plans & Studies



PIEDMONT HEIGHTS MASTER PLAN (2007)

The Piedmont Heights neighborhood produced a Master Plan for the area to the west of Morningside Lenox Park in 2007. This plan focused on land use, transportation, and connectivity and is summarized here.

- The small park at the intersection of Piedmont Rd and Monroe Dr provides an opportunity to add sidewalk space in front of Smith's Old Bar. By using some of the right-of-way from the park, the sidewalk in front of this historic block could be expanded. A median could also be added to Piedmont Rd, including two left turn lanes for access onto Monroe, to aid pedestrian movement from the historic block to the park by providing a Pedestrian Refuge when crossing the busy intersection.
- Piedmont Rd + Cheshire Bridge Rd intersection concept 1: Piedmont Cir's southern intersection with Piedmont Ave could be realigned to intersect north of the current Cheshire Bridge Rd and Piedmont Ave intersection. This alternative for Piedmont Cir would not have a traffic signal nor access to or from northbound Piedmont Ave. The Cheshire Bridge and Piedmont Ave intersection would remain but with improved signalization, pedestrian infrastructure, and alignment. Also the turn bay from southbound Piedmont Ave onto Cheshire Bridge Rd that was installed during the short term would remain. This project is dependent on the Armour Drive extension.
- Piedmont Rd + Cheshire Bridge Rd intersection concept 2: Piedmont Cir and Cheshire Bridge could be realigned directly across from each other, crossing Piedmont Ave at a slight diagonal, so that through-traffic will have a straight path through the intersection. This alternative would require Cheshire Bridge Rd to be shifted slightly northward and Piedmont Cir shifted south.
- Piedmont Rd + Cheshire Bridge Rd intersection concept 3: Piedmont Cir and Cheshire Bridge Rd could both be realigned so they are crossing Piedmont Ave in a completely perpendicular nature. Cheshire Bridge Rd and Piedmont Cir would both need to be realigned northward.

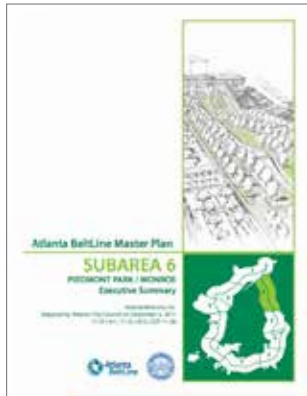


Piedmont & Monroe Street Improvements

Cheshire Bridge Rd and Piedmont Rd

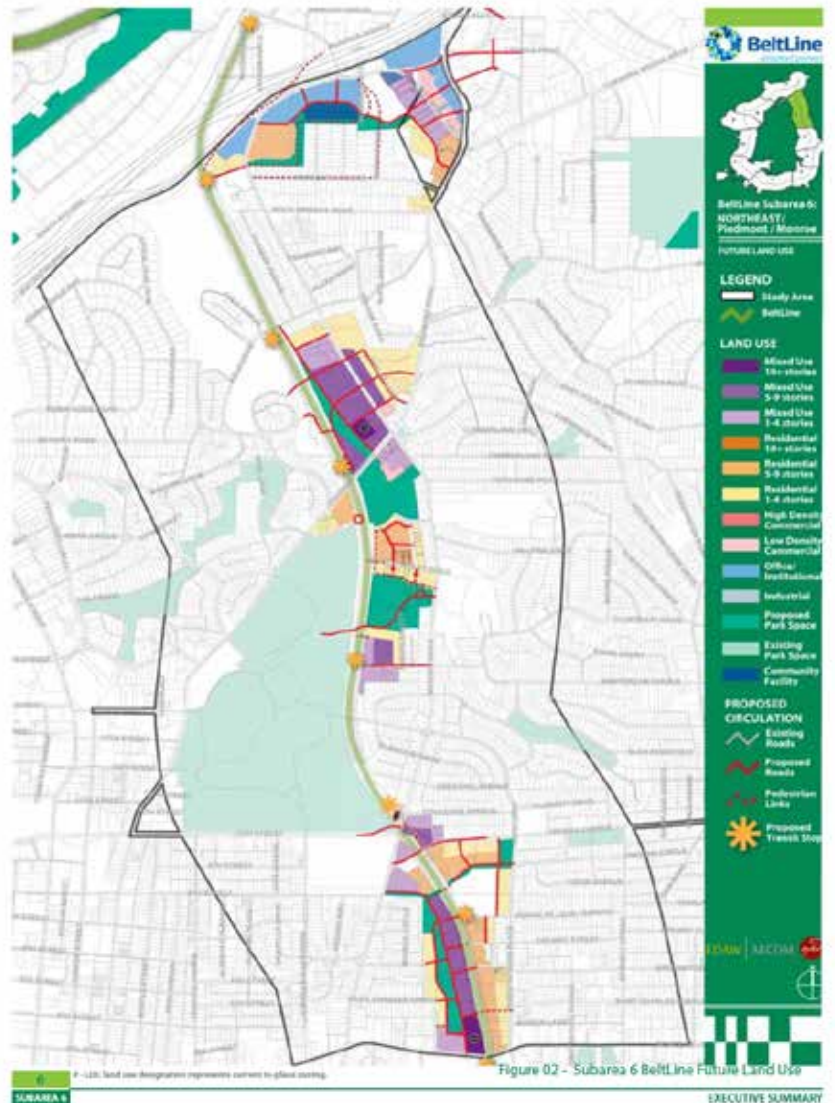


BeltLine SUBAREA 6 PLAN (2011)



Adopted
by City of
Atlanta

Atlanta BeltLine's Proposed Future Land Use



The portions of the BeltLine that are located in the Morningside Lenox Park neighborhood are further planned and envisioned in the BeltLine Subarea 6 Master Plan. Key information and maps from this plan are summarized in this section.

The purpose of the Subarea 6 Master Plan was to:

- Reflect recent development activity;
- Finalize the land use to be incorporated into the Atlanta Comprehensive Development Plan;
- Review and refine the proposed street framework;
- Create a framework for transit-supportive redevelopment;
- Define streetscape, pedestrian and roadway projects and associated cost estimates; and
- Incorporate recommendations from the Connect Atlanta Transportation Plan

Previous Plans & Studies

Previous Plans & Studies



City of Atlanta's Future Land Use

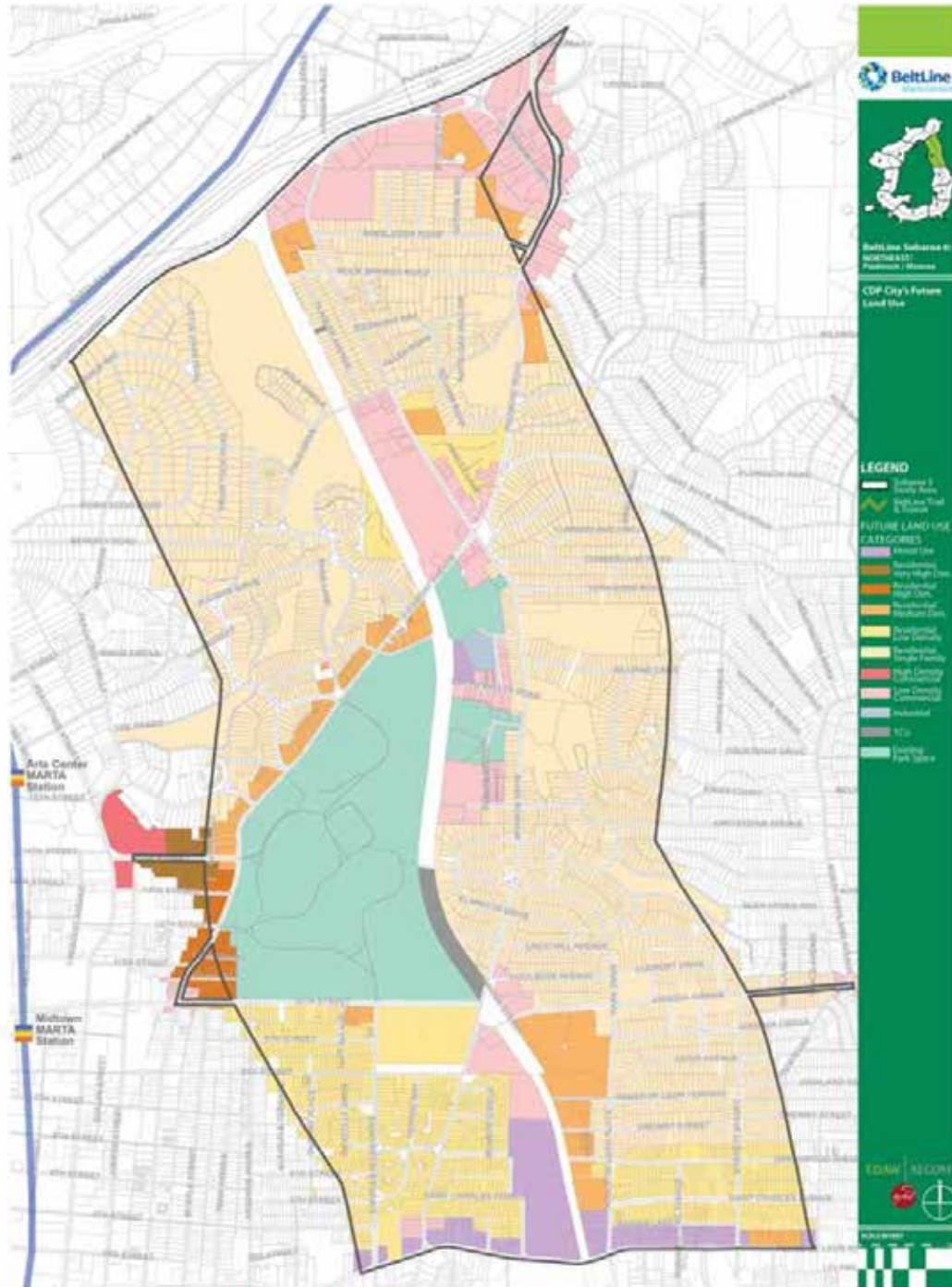


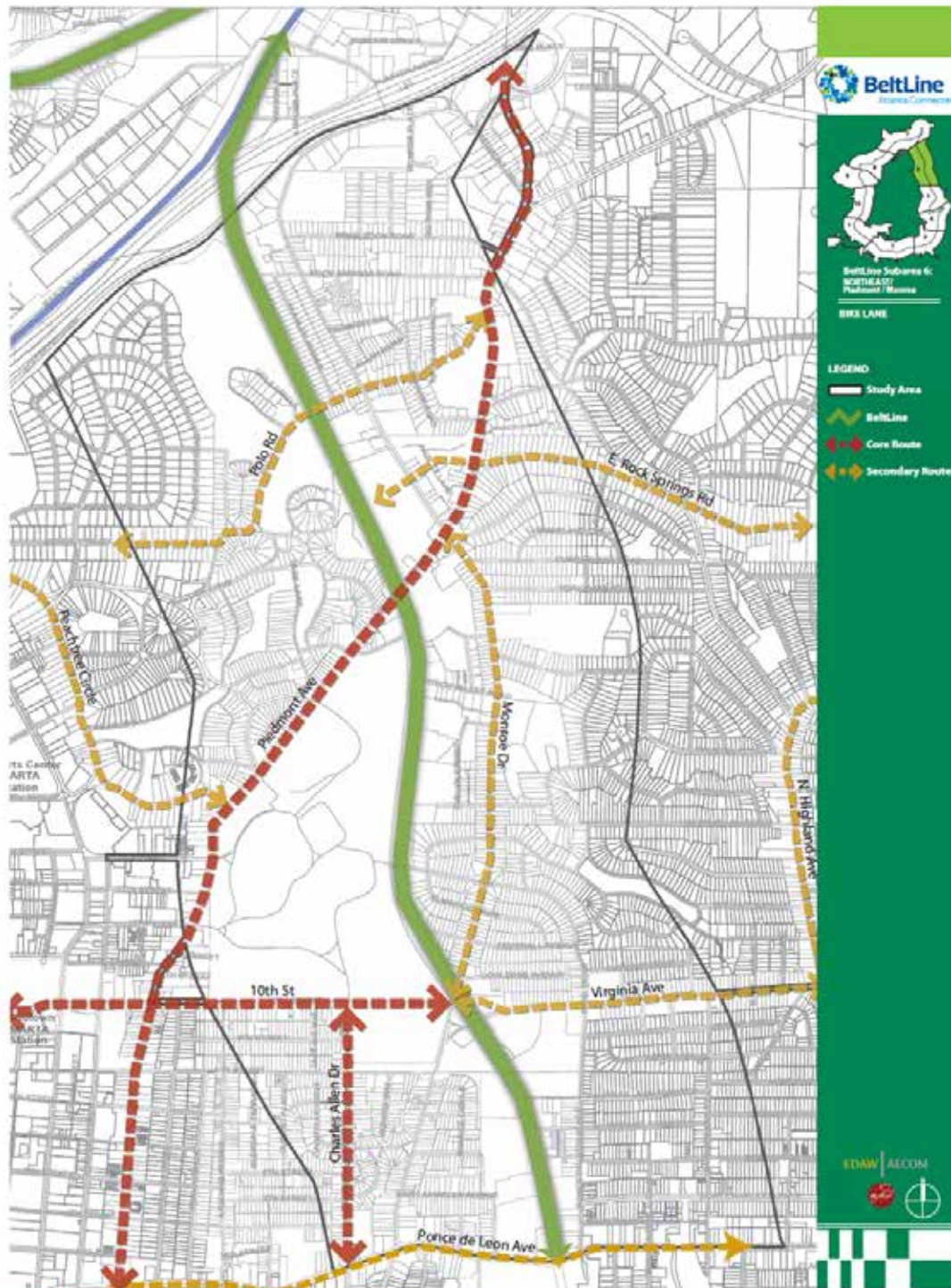
Figure 04 - Subarea 6 City of Atlanta Future Land Use

6
SUBAREA 6

LAND USE AND DESIGN

BeltLine SUBAREA 6 PLAN (2011)

Proposed Bike Lane Network



41 Figure 26 - Proposed Bike Lane Network
SUBAREA 6

MOBILITY

Previous Plans & Studies

Previous Plans & Studies



Proposed Bike Access Points

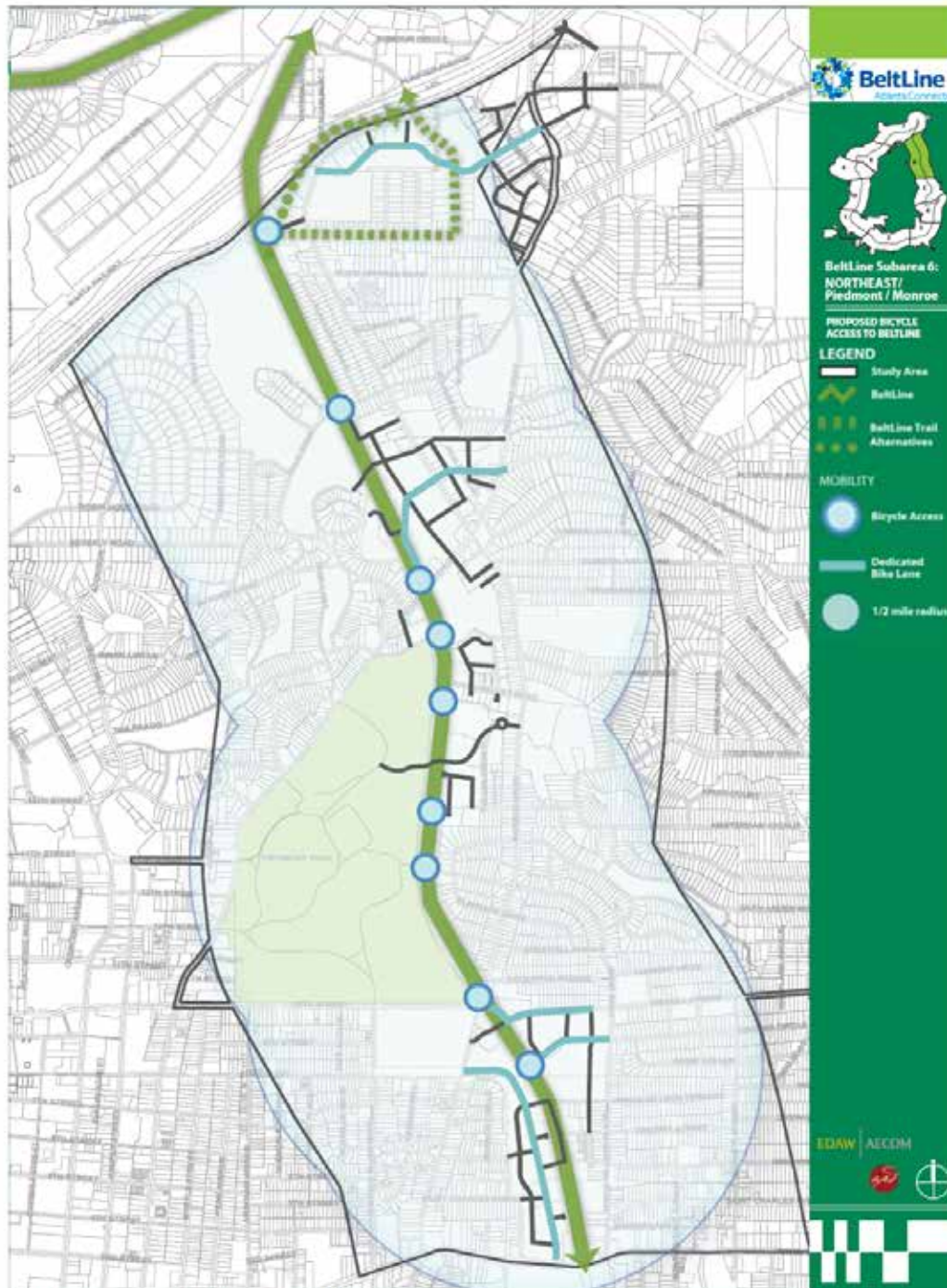


Figure 25 - Proposed Bike Access to BeltLine

40
SUBAREA 6

MOBILITY

BeltLine SUBAREA 6 PLAN (2011)

Mobility and Traffic Calming Improvements

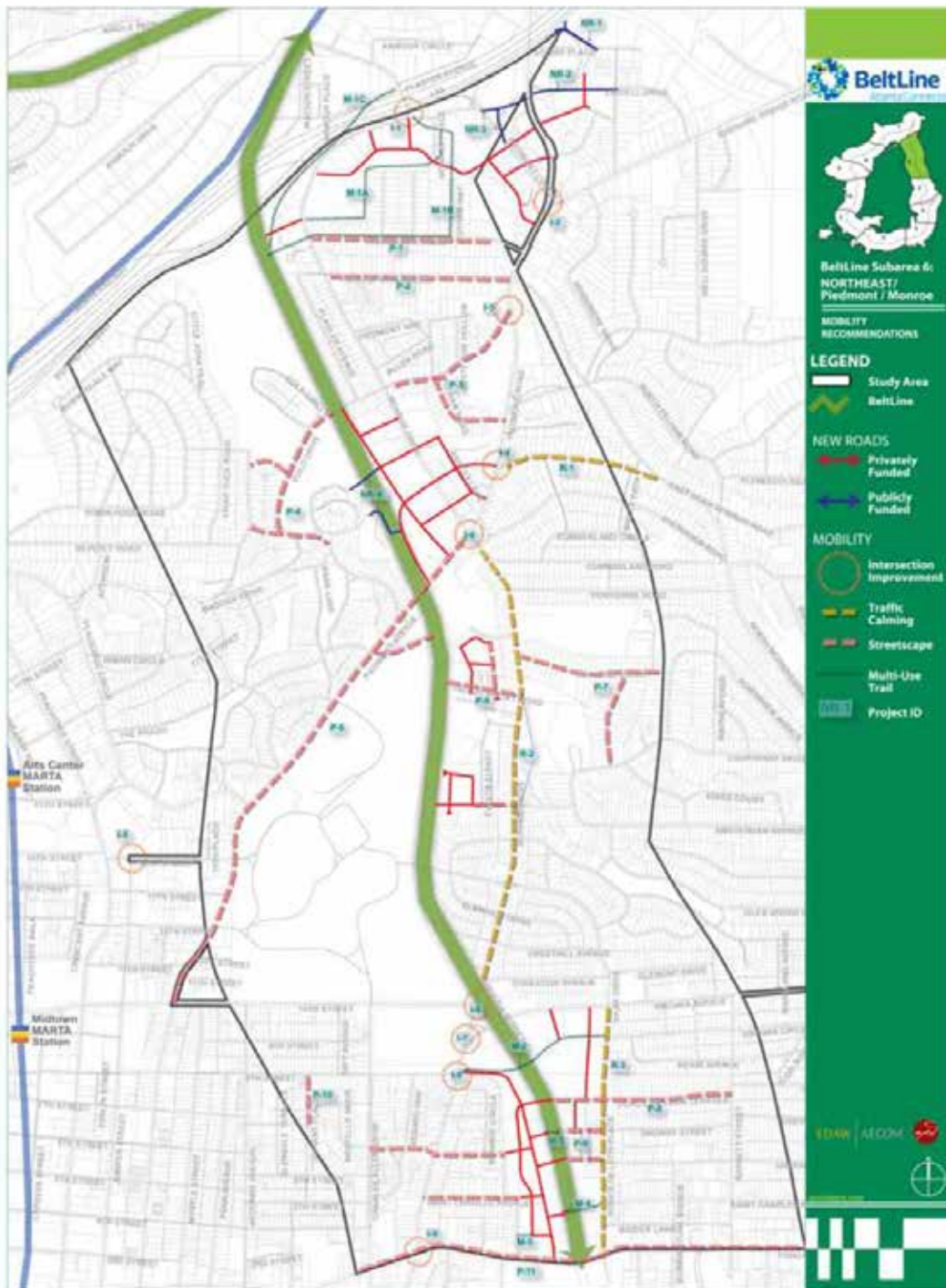


Figure 03 - Subarea 6 - Mobility Recommendations

ATLANTA BELTLINE PLAN RECOMMENDATIONS REPORT - DECEMBER 2011

7

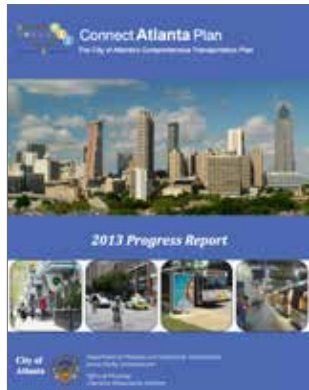
SUBAREA 6

Previous Plans & Studies

Previous Plans & Studies



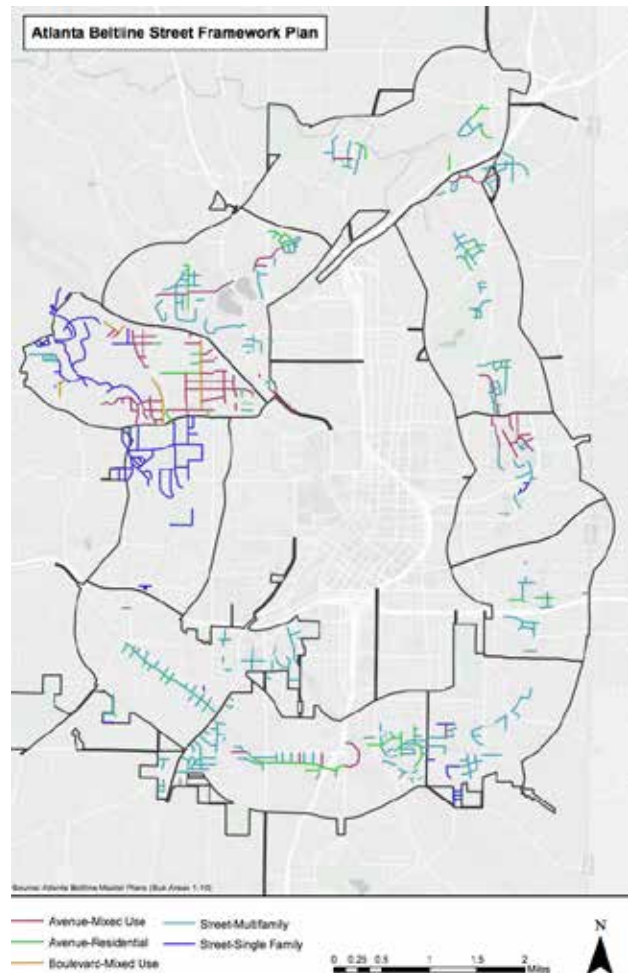
CONNECT ATLANTA PROGRESS REPORT (2013)



**Adopted
by City of
Atlanta**

The Connect Atlanta Progress Report completed in 2013 was a resource intended to augment the work that had been done in the City on the implementation of the 2011 Connect Atlanta Plan. New projects that were not in the original 2011 plan were added as part of this initiative. Area highlights of this work are described here.

- Monroe Dr/I-85 - Create New interchange.
- Cheshire Bridge Rd/La Vista Rd - Add turn lanes at intersection and receiving right turn lanes.
- Cheshire Bridge Rd Complete St Retrofit - Reconfigure lanes on Cheshire Bridge Rd from 4 lanes to a 3 lane facility between Piedmont Rd and Woodland Drive.
- Piedmont Rd Core Connection - Northbound bicycle lane between Cheshire Bridge Rd and N. Rock Springs Rd.
- Clifton Corridor Transit - 8.79 mile light rail connection from Lindbergh Center MARTA Station to Avondale MARTA Station.



This plan referenced the Beltline Subarea Plans to come up with a master street framework plan where new streets would connect to the Beltline.

ATLANTA COMPREHENSIVE DEVELOPMENT PLAN (2016)



**Adopted
by City of
Atlanta**

Atlanta's Comprehensive Development Plan is the City's legal framework for decision making and expenditures. This document is an overarching policy guide for all decisions related to transportation, land use, zoning, and open space throughout the City. Key NPU F policies from the 2016 document are included here.

- F -1: Protect the historic integrity and single-family character of the Atkins Park, Edmund Park, Lindridge Martin Manor, Morningside Lenox Park, Piedmont Heights and Virginia-Highland neighborhoods and the low density residential character of the St. Charles-Greenwood neighborhoods. Attempted assemblages of single family properties and rezonings of such assemblages to higher density residential, commercial or mixed use categories should be rejected.
- F-2: Noting the underutilization of property throughout the NPU which is currently zoned for denser development, new development should be focused on these properties which already support denser development, and lower density properties should not be rezoned to higher density categories.
- F-3: Consolidate strip commercial uses in order to create unified development having a minimum number of curb cuts. Discourage the occurrence of further strip development on Ponce de Leon Ave, Monroe Dr, Piedmont Ave, and Cheshire Bridge Rd.
- F-4: Contain the small commercial districts along N. Highland Ave and Virginia Ave within existing boundaries. Discourage uses having parking requirements that would adversely impact adjacent single family and low density residential neighborhoods.
- F-5: Preserve the single family neighborhoods in NPU F and provide density, height, and design guidelines, in particular, where applicable, parking deck screening requirements, to act as appropriate buffers between diverse land uses that serve to protect the character and livability of existing single family residential neighborhoods.
- F-6: Support low density residential land uses with a density of 1-8 units per acre along Ponce de Leon and Briarcliff where it is adjacent to single family residential uses.
- F-7: Retain all CDP per acre unit density caps currently in the CDP in NPU F.

continued on next page

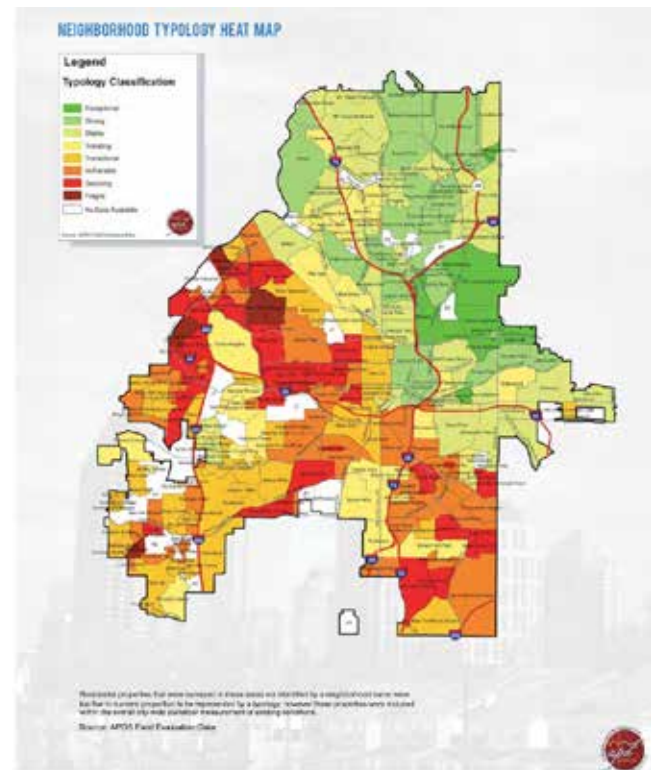
Previous Plans & Studies

Previous Plans & Studies



ATLANTA COMPREHENSIVE DEVELOPMENT PLAN (2016) continued

- F-8: Encourage a balanced mix of uses to promote mobility and foster pedestrian access. Encourage development consistent with the existing zoning designations, and without any increase in density along NPU F Arterial streets of Ponce de Leon and Piedmont Aves and Collector streets of Monroe Dr and Cheshire Bridge Rd that is pedestrian-oriented and provides neighborhood services.
- F-9: Protect and retain the residential character of Piedmont Ave and Monroe Dr, including where currently zoned single family.
- F-10: Create appropriate connectivity between new mixed-use developments and surrounding neighborhoods and parks, particularly connectivity to the BeltLine.
- F-11: Encourage pedestrian mobility by completing the sidewalks throughout the NPU and upgrading and adding crosswalks. Improve pedestrian amenities such as street trees and wide sidewalks to further encourage pedestrian travel. Encourage safe and responsible driving patterns throughout the NPU through implementation of traffic calming measures, rush hour traffic restrictions and enforcement of speed limits. Take into account new mapping and guidance technologies (e.g. Waze), when implementing both traffic calming measures and rush hour traffic restrictions.
- F-12: Maintain commercial uses in areas designated as Low Density Commercial and do not support High Density Residential uses in the areas designated Low Density Commercial.
- F-13: Preserve existing Open Space.
- F-14: Given the cumulative detrimental effect of significant development within NPU F over the last 5 years without any expansion of transit, recognize that transit facilities, in particular transit on the BeltLine must be constructed concurrently with any further redevelopment within NPU F generally, and in particular within Subarea 6 of the BeltLine Overlay District.



Map 3-4: SCI Report- Neighborhood Typology

ATLANTA TRANSPORTATION PLAN (2017)



**Adopted
by City of
Atlanta**

In 2017, the City of Atlanta initiated a new Transportation Plan for the City entitled the Atlanta Transportation Plan. This plan incorporated all previous planning initiatives related to transportation in the City and also pushed forward new concepts for transportation. Pertinent recommendations for the Morningside Lenox Park neighborhood are included here.

- Monroe Dr/I-85 - New interchange
- Buford Highway Interchange - Reconfiguration -- Eliminates Buford Highway exit/entrance ramps at Monroe Dr -- Relocates ramps to the east side of Piedmont Rd -- Extends Monroe Dr to Piedmont and Cheshire Bridge Rd
- Cheshire Bridge Rd Protected Facility - Protected facility on Cheshire Bridge Rd from Buford Highway to Piedmont Rd.
- Monroe Dr - Multi-modal street improvements inclusive of milling, repaving, striping, sidewalk and pedestrian crossing improvements, and possible dedicated bicycle facilities from Piedmont Cir to Woodward Ave.
- Piedmont Rd Diet 2 - Reconfigure lanes on Piedmont Rd from Lindbergh Drive



Clifton Corridor could look similar to this Light rail in the UK Image via lightrainow.org

to Lambert Drive. This project converts the existing six-lane section to two northbound lanes and three southbound lanes with exclusive left turn lanes at signalized intersections. The northbound lane being 'removed' is converted into a two-way left turn lane between signalized intersections.

- Piedmont / Roswell Rd Transit - High-frequency bus transit corridor (identified as an Arterial Rapid Transit corridor in MARTA's program of improvements); physical street changes to improve stop amenities, provide queue jumps and other operational improvements, and to enhance pedestrian facilities.
- Clifton Corridor Transit Initiative - Light rail from Lindbergh Center MARTA station to Avondale MARTA station via Emory University/CDC campus. Atlanta portion extends only from Lindbergh to approximately Cheshire Bridge Rd.
- BeltLine Northwest Corridor Transit Streetcar - Streetcar transit on the BeltLine Northwest corridor, connecting terminal points of West (DL Hollowell) and East (Armour-Lindbergh) Corridors (TR-027 and TR-030, respectively).

Previous Plans & Studies

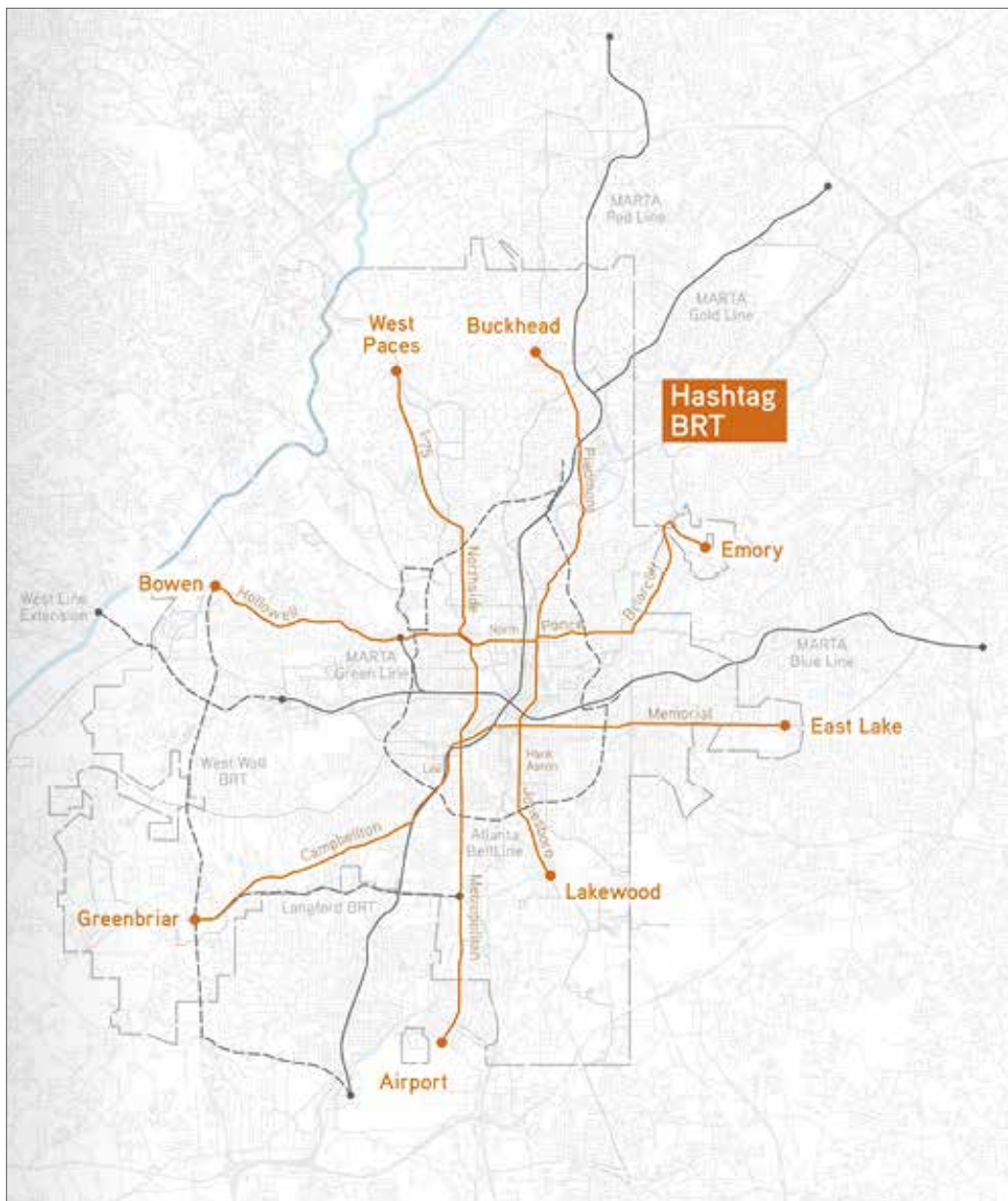
Previous Plans & Studies



**ATLANTA CITY DESIGN PROJECT
(2017)**

**Adopted
by City of
Atlanta**

Atlanta City Design was the City of Atlanta's first comprehensive urban design analysis for the entire City. Completed in 2017, this document established a vision for high growth corridors and natural corridors - both of which are contained in the Morningside Lenox Park neighborhood. The plan also envisions "Hashtag BRT" as a bus rapid transit proposal along the major east-west and north-south corridors throughout the City. Piedmont-Hank Aaron-Jonesboro is a designated north-south corridor in the Atlanta City Design document.



CYCLE ATLANTA PHASE 1&2



**Adopted
by City of
Atlanta**

Cycle Atlanta is a recently completed Bicycling Plan completed by the City of Atlanta. This document establishes an overarching vision and plan for expanding the network of cycling infrastructure within Atlanta. Relevant Cycle Atlanta recommendations are listed here.



- The Cycle Atlanta Studies are corridor studies looking at bicycle mobility around the City of Atlanta.
- The studies seek to complete and connect existing bicycle facilities around the core of the city by doubling the existing network of bikeways.
- They provide in-depth look at several corridors and present language and design guidelines for the future of bicycle infrastructure in the city.
- The studies had clear goals including: prioritization, upgrade designs, expand connectivity and accessibility to other trails and transit, develop a database for users, and to raise awareness.
- The below concepts and diagrams show cross sections for parts of N. Highland Ave that could be extended into Morningside Lenox Park.

Previous Plans & Studies

Previous Plans & Studies



CYCLE ATLANTA PHASE 1&2 *continued*

The Cycle Atlanta Bicycling Plan recommended The Commercial Greenway concept for the commercial sections of North Highland Ave. This would be a unique application for the City of Atlanta, as there would be a textured pavement that would be aligned with where vehicle tires would go - slowing traffic and creating an audible cue for drivers and cyclists sharing the road. The center of the lane would be smooth pavement for cyclists and have green highlighted sharrows for better visibility.

These two images help to better communicate what that would look like on the corridor.



CITY OF ATLANTA GREEN INFRASTRUCTURE STRATEGIC ACTION PLAN (2017)



**Adopted
by City of
Atlanta**

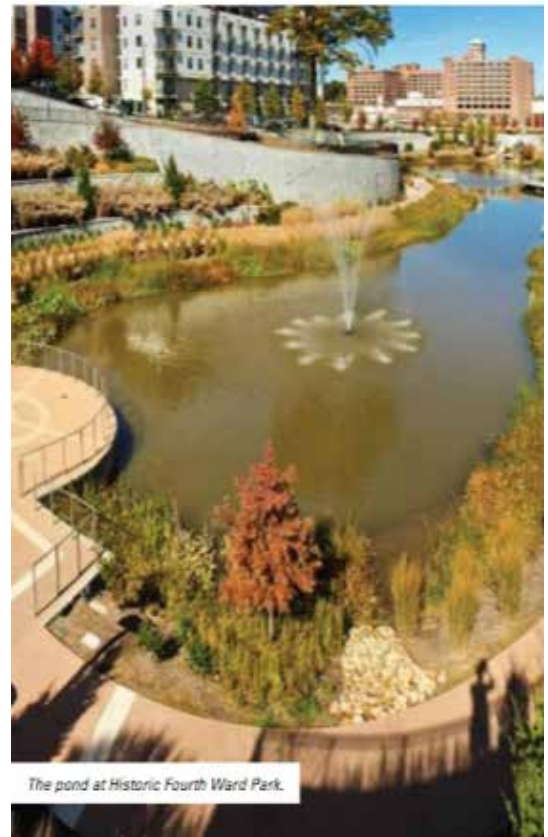


This unique plan highlights and supports the implementation of Green Infrastructure in the City of Atlanta. “Green” Infrastructure seeks to absorb and filter the “first flush” of stormwater runoff, as opposed to traditional “Gray” Infrastructure that utilizes concrete channels/pipes and other impervious surfaces.

This executive summary-like action plan breaks down recommended actions into four categories:

1. Policy, funding, and planning
2. Project implementation
3. Partnering and outreach
4. Data tracking and technical analysis

The most popular/visible example of Green Infrastructure is the Historic Fourth Ward Park. The water feature at the center of the park keeps stormwater out of the Combine Sewer System, is attractive, was significantly less expensive than a ‘Gray’ vault, works in concert with other stormwater management systems, and is required under our Consent Decree for water quality. This plan will highlight a similar opportunity for the neighborhood.

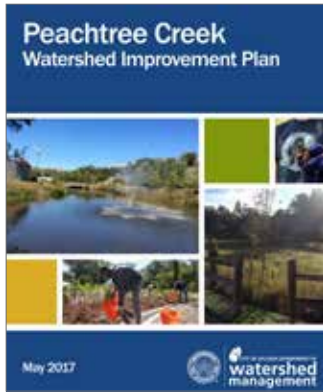


Previous Plans & Studies

Previous Plans & Studies



PEACHTREE CREEK (WIP) WATERSHED IMPLEMENTATION PLAN (2017)



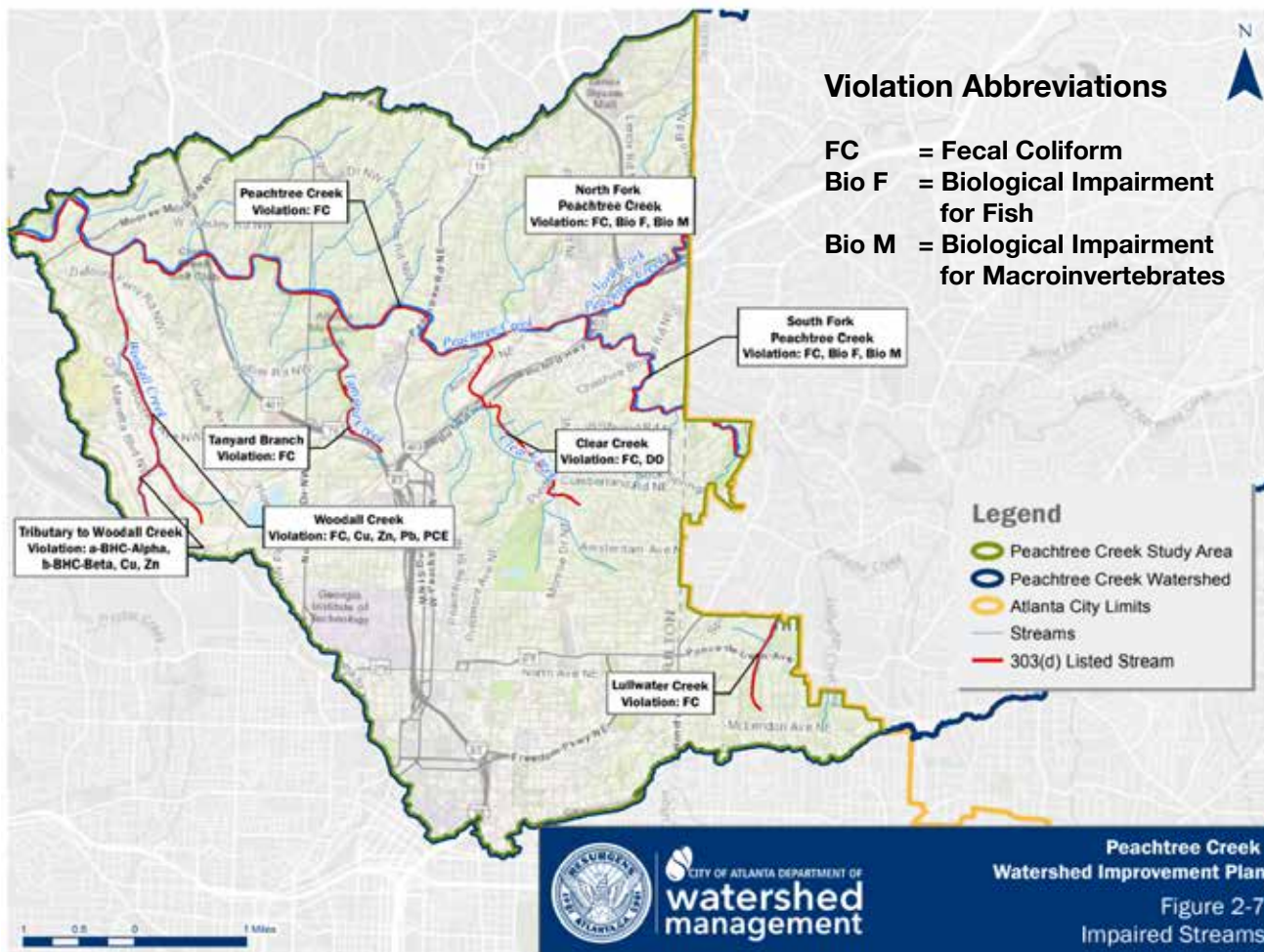
**Adopted
by City of
Atlanta**

WIPs are completed to comply with the MNGWPD (Metropolitan North Georgia Water Planning District) and City of Atlanta's MS4 (Municipal Separate Storm Sewer System) permit. This process is paramount in managing, protecting, and enhancing the City's water resources.

The document focuses on Peachtree Creek, its background, ongoing projects, proposed projects and what it will take for future protection to succeed. The plan highlights points of interest, degrees of impairment, water quality modeling and future project recommendations.

EPA's 303(d) Program from the Clean Water Act assists municipalities in submitting lists of impaired waters for water quality and developing appropriate Total Maximum Daily Loads (TMDLs).

The plan also highlights the Liddell Drive Storage Tank that was completed in 2014, which has significantly reduced sewage spills from the combined sewer overflow.



EXISTING CONDITIONS

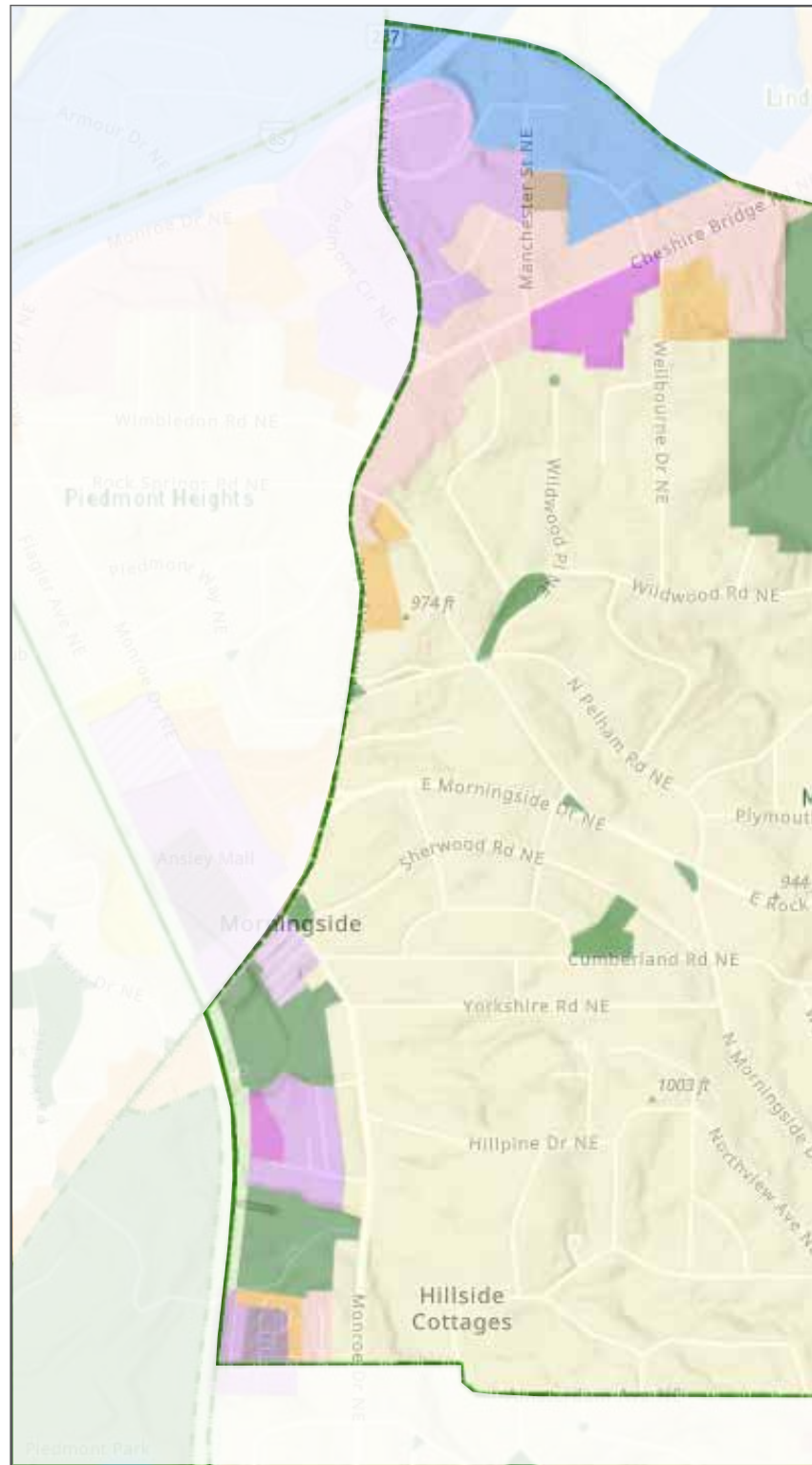
The following section highlights the existing conditions in Morningside Lenox Park.

This section includes pertinent information on Land Use & Zoning, Transportation, Environment, Urban Design & Historic Resources, Infrastructure & Facilities, Public Safety, Demographics & Socio-Economics.

ATLANTA FUTURE LAND USE MAP via GIS.atlantaga.gov

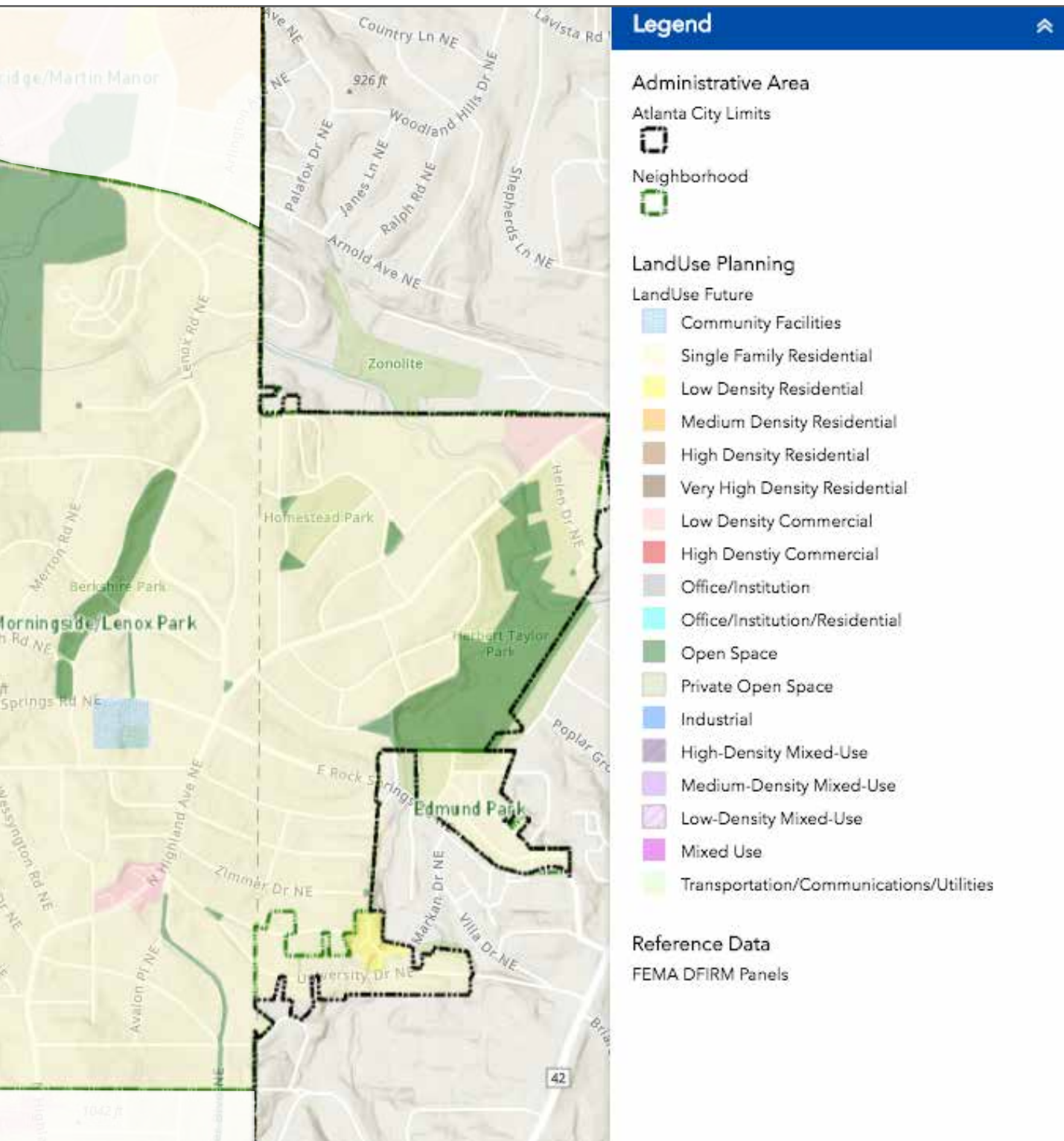
The City of Atlanta maintains a Future Land Use Map within the City Comprehensive Development Plan which establishes the desired future land use patterns for the entire City. The Future Land Use and Zoning Maps coordinate with one another and help guide future development in the city.

MAP 1: ATLANTA FUTURE LAND USE



Existing Conditions

Existing Conditions



FUTURE LAND USE

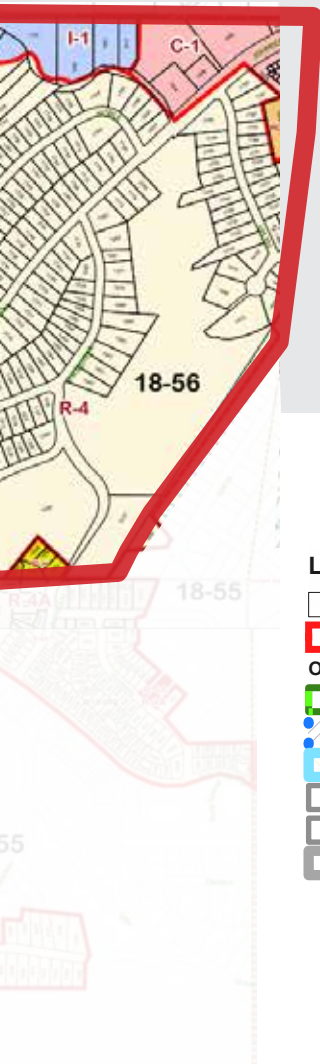
Existing Conditions



ATLANTA ZONING MAP (2017)

The Atlanta Zoning Map is updated over time based on new master plans, new development, and other proactive processes.

- The majority of Morningside Lenox Park is zoned single-family residential.
- Most of the single family zoning is R4, but there is a large collection of larger-lot R3 zoned properties in the northwest section of Morningside Lenox Park.
- The Cheshire Bridge Rd portion of Morningside Lenox Park is zoned to the Neighborhood Commercial (NC) zoning district.
- The RG zoned properties are for multi-family residential uses and are contained off of the major corridors of the neighborhood.
- Low density C1 commercial zones are located at the Monroe/Piedmont Intersection and the historic commercial zone on N. Highland Ave near University Ave.

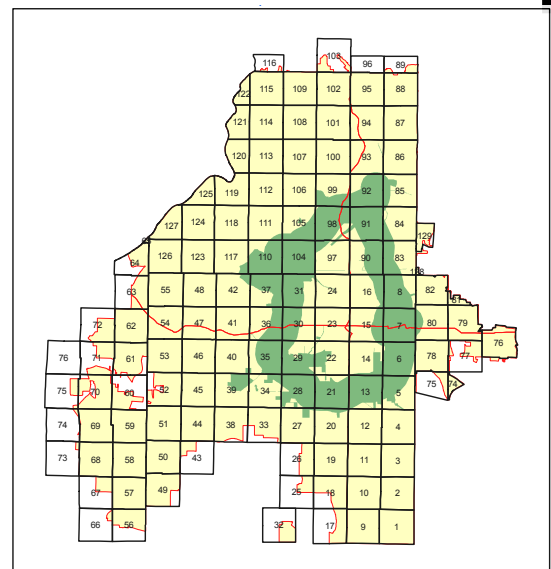


CURRENT ZONING

Legend

	Tax Parcels		Base Zoning
	Zoning District Outline		SPI - Special Public Interest
OVERLAY DISTRICTS			Industrial
	Beltline		Historic & Cultural;
	SPI Sign Overlay Districts		Live-Work
	All Others		QOL Multi-Family;
	Human Service Facilities		QOL Mixed Use
	Special Use Permits		Commercial
	LBS/HBS		Neighborhood Commercial;
			Residential - Single Family
			Office Institutional
			Planned Development
			Residential - Duplex
			Residential - Multi-Family
			Residential - Limited Commercial

This document was compiled on October 25, 2017



TRANSPORTATION OVERVIEW

Several of Atlanta’s major thoroughfares flow through or next to Morningside Lenox Park. Piedmont Ave, Piedmont Rd, Cheshire Bridge Rd, and Briarcliff Rd are designated as Arterial streets. Monroe Dr, Johnson Rd, N. Highland Ave, E. Rock Springs, E. Morningside Dr, and Lenox Rd are classified as Collector streets. The neighborhood is bound by the Atlanta Beltline, Piedmont Ave/Rd, and Cheshire Bridge Rd to the west and northwest. The southern boundary of Morningside Lenox Park blends seamlessly with the Virginia-Highland neighborhood to the south. The Clifton Corridor and Zonolite Park help form the neighborhood’s northern border, while a small sliver of Briarcliff Rd and the eastern edges of Herbert Taylor Park and Daniel Johnson Nature Preserve help form Morningside Lenox Park’s northeastern border.

The Monroe Dr corridor has been studied extensively through the Connect Atlanta Plan (2009, 2013) and the Atlanta BeltLine Subarea Plan (2011) and the Virginia Highland Master Plan (2014). N. Highland Ave was the subject of a City of Atlanta Master Plan in 1999. Other key neighborhood streets include Amsterdam Ave and Lanier Blvd, which are all busy local streets in Morningside Lenox Park. Briarcliff Rd is a State Route (42) which is under the supervision of GDOT, but all other streets fall under the supervision of the City of Atlanta.

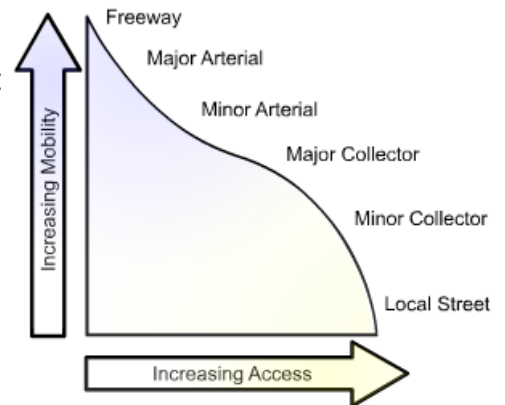
ACCESS MANAGEMENT

Access Management is the proactive management of vehicular access points to land parcels adjacent to all manner of roadways. Studies show that implementing access management provides three major benefits to transportation systems:

- Increased roadway capacity*
- Reduced crashes*
- Shortened travel time for motorists*

All of the three benefits cited above are essentially the result of minimizing or managing the number of “conflict points” that exist along a corridor (FHWA).

Access management arrangements along Cheshire Bridge are very poor. There are few shared driveways, and businesses typically have one or more curb cuts for each establishment. Monroe Dr has poor access management and it is one of the reasons a Road Diet has been suggested as it would minimize conflict points.



Access Management Hierarchy
Image via fhwa.dot.gov

Existing Conditions

Existing Conditions



TRUCK TRAFFIC

Piedmont Ave, Piedmont Rd, Piedmont Cir, Monroe Dr, and Cheshire Bridge Rd are all City-designated truck/freight routes in the City Comprehensive Development Plan. Monroe Dr serves as a north-south connection between I-85 to the north and I-20 to the south. Piedmont Ave, Piedmont Rd, and Piedmont Cir ensure trucks have good access to and from the Buford Connector / I-85. Cheshire Bridge Rd connects trucks to industrial areas further north and east.

KEY INTERSECTIONS

The key intersections within the neighborhood are:

- » Piedmont Ave/Rd (Circle) and Cheshire Bridge
- » Piedmont Ave and N. Rock Springs Rd
- » Piedmont Ave and E. Morningside Dr
- » Piedmont Ave and Monroe Dr
- » Monroe Dr and Amsterdam Ave
- » Amsterdam Ave and N. Highland Ave
- » N. Highland Ave and N. Morningside Dr
- » N. Highland Ave and University Dr
- » N. Highland Ave and E. Rock Springs Rd
- » Johnson Rd and Lenox Rd
- » N. Morningside Dr / N. Pelham Rd and E. Rock Springs Rd
- » E. Rock Springs Rd and Barclay Place
- » Johnson Rd and Zonolite Rd and Briarcliff Rd

TABLE 1: TRAFFIC VOLUMES (in annual average daily counts)

ROADWAY	HISTORIC HIGH (Year)	HISTORIC HIGH (Counts)	CURRENT YEAR 2016 (Counts)
Cheshire Bridge Rd	1999	24,100	18,600
Piedmont Ave	1999	29,800	22,400
Monroe Dr	2016	25,000	25,000
Lenox Rd	2007	8,490	8,840
Johnson Rd	2002	14,017	11,000
E. Morningside Dr	2016	7,410	7,410
E Rock Springs Rd (w)	2007	10,060	8,000
E Rock Springs Rd (e)	2001	13,000	10,400

* w denotes 'west' of N. Highland Ave

* e denotes 'east' of N. Highland Ave

Source: Georgia Department of Transportation - most current data

RAILROADS

The abandoned Norfolk Southern rail line on the western side of the neighborhood has been repurposed as the Atlanta BeltLine trail and proposed transit system. The Clifton Corridor still has an active CSX line. The image to the right shows the presence of CSX (orange) and Norfolk Southern (green) in Atlanta.



TRANSIT

Morningside Lenox Park is well-positioned with a growing number of transit options. The closest Atlanta BeltLine and Clifton Corridor transit proposals have light rail station locations at Cheshire Bridge / Clifton Corridor, Park Dr and the BeltLine, and one at the Ansley Mall.

MARTA bus routes service the neighborhood through the following routes:

+ **Bus #36 : N Decatur Rd / Virginia Highland**

(operating East/West between Midtown and Decatur stations MARTA Station).

+ **Bus #16 N. Highland Ave:** This route operates North/South between Five Points and Lenox stations.

**During the Master Plan process MARTA proposed the removal of the #36 and #16 bus routes from within the Morningside Lenox Park neighborhood. Residents advocated for the retention of these routes, and ultimately were successful in convincing MARTA to make no changes to these routes within Morningside Lenox Park.*

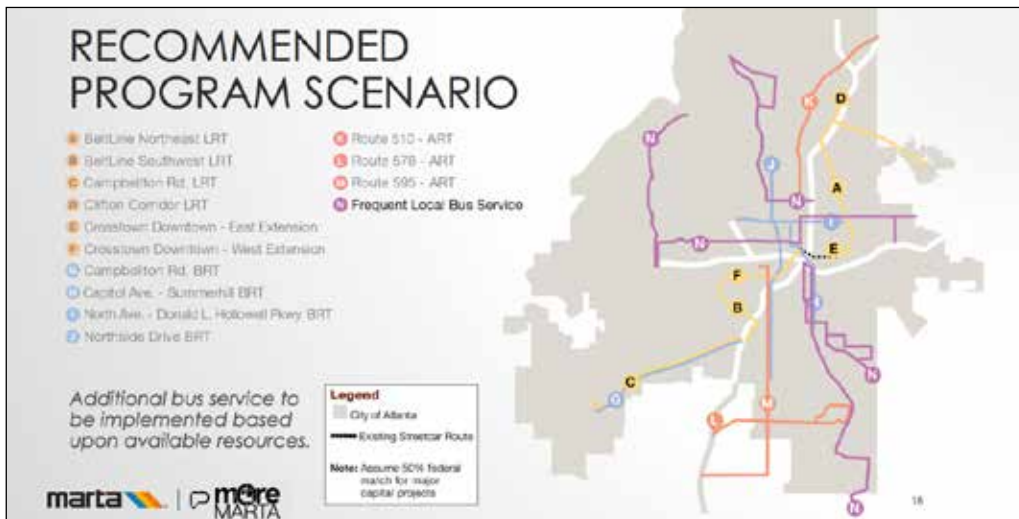


image via Anthony Sufran / Flickr.com

Existing Conditions

TRANSIT : LIGHT RAIL

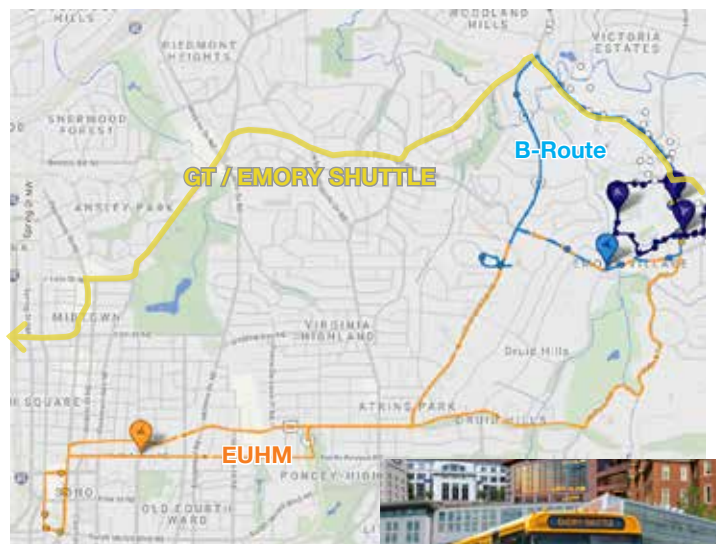
The City of Atlanta and MARTA are actively planning expanded transit facilities to improve mobility throughout the City. The proposed alignment that has the most relevance to Morningside Lenox Park is the Clifton Corridor Light Rail Transit line (D). This line would provide a light rail connection from the Lindbergh MARTA station to Emory University with stops along the way. Station areas are proposed at Cheshire Bridge Rd and Briarcliff Rd which are both accessible to the Morningside Lenox Park neighborhood. BeltLine Northeast Light Rail Transit (A) is also of note for the neighborhood as it would travel north from Ponce City Market, through Armour Yards and up to Lindbergh Station.



Recommended funding items from a recent MARTA presentation

TRANSIT : SHUTTLES

The Morningside Lenox Park neighborhood is served by smaller bus shuttle systems operated by Emory University and Georgia Tech. Emory’s Cliff Shuttle system includes the “B Route” and “Emory University Hospital Midtown (EUHM) Route”. These routes run closest to Morningside Lenox Park. The joint Georgia Tech/Emory Shuttle provides direct service between Georgia Tech and Emory University traveling through the Morningside Lenox Park neighborhood.



Existing Conditions

Existing Conditions



PEDESTRIAN AND BICYCLE CIRCULATION

The Atlanta BeltLine multi-use path is in operation on the western edge of the neighborhood, connecting the neighborhood to Piedmont Park to the west/south as well as Midtown and Inman Park to the south. Further south, the BeltLine connects users to The Freedom Park trail, offering connectivity to the Stone Mountain trail system to the east and to Downtown Atlanta to the west. To the north, work on the BeltLine is progressing toward the construction of an interim gravel trail that will connect to the Armour Yards district and Lindbergh Center.

Pedestrians can take advantage of the Zonolite Park's trails in the northern part of the neighborhood. In addition, hikers can enjoy paths in the Morningside Nature Preserve, Herbert Taylor Park, Daniel Johnson Nature Preserve, and Sydney Marcus Park.

In much of the neighborhood, sidewalks are in extremely poor condition. Broken sidewalks, gaps in the sidewalks, and buckled pavement are common on many streets.



Trail Maps from the neighborhood



Figure 3. Map of existing trails and features in Johnson-Taylor Park, DeKalb County, Georgia, November 2014.

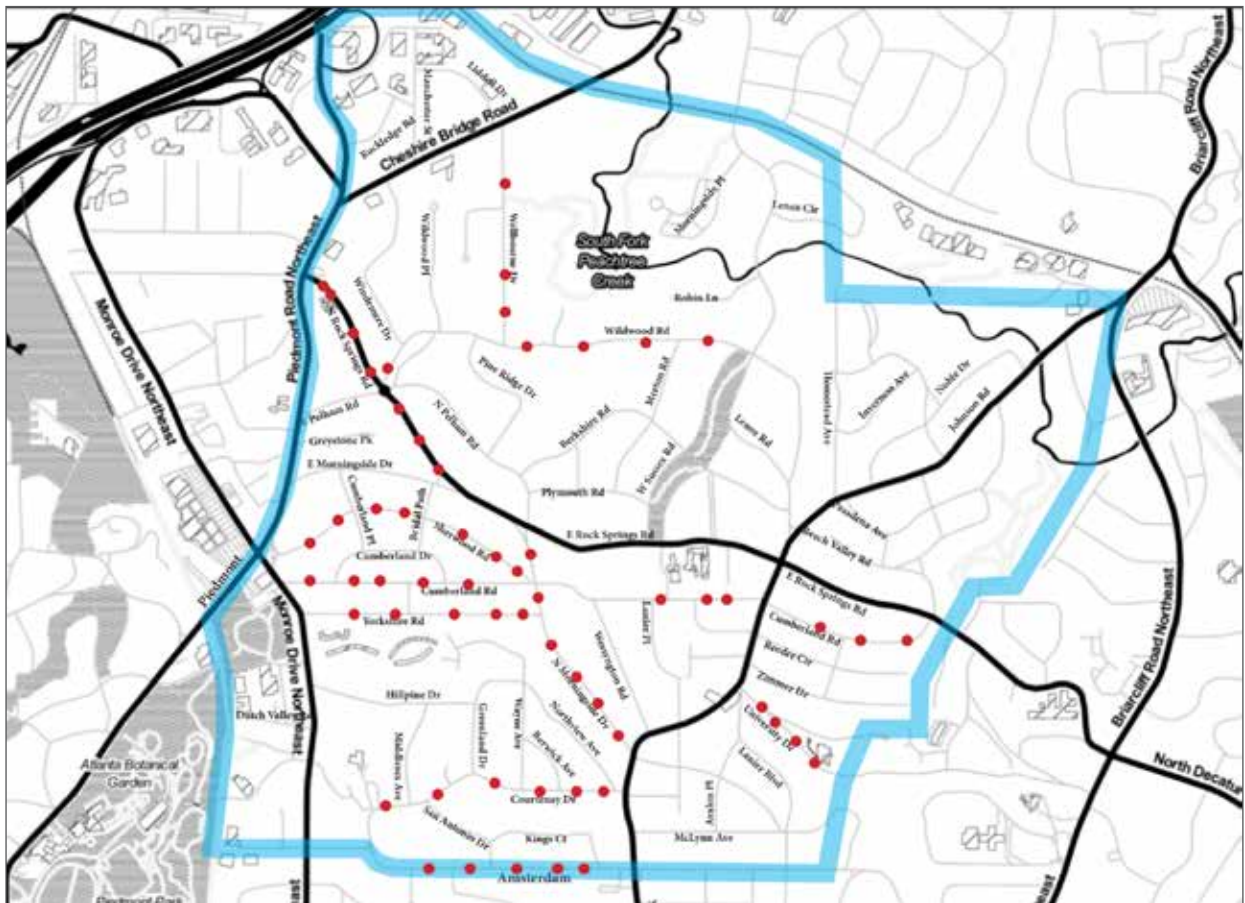
SPEED BUMP INVENTORY

The neighborhood has a large number of speed bumps used to calm traffic. Speed bumps are one of the more inexpensive road treatments for calming of speeds. As illustrated in the map below, the majority of the speed bumps in the Morningside Lenox Park have been placed south of N Rock Springs Rd and E Rock Springs Rd.

Many of these speed bumps were installed after the 2001 Morningside Lenox Park traffic plan. Speed bumps work to varying degrees depending on location, frequency, and driver awareness. This Master Plan seeks to utilize existing traffic calming while adding other elements for a safer and slower neighborhood experience.



Speed bumps on N. Morningside Dr
Image via Google Street view



Existing Conditions

MAP 3: SPEED BUMP INVENTORY

Existing Conditions



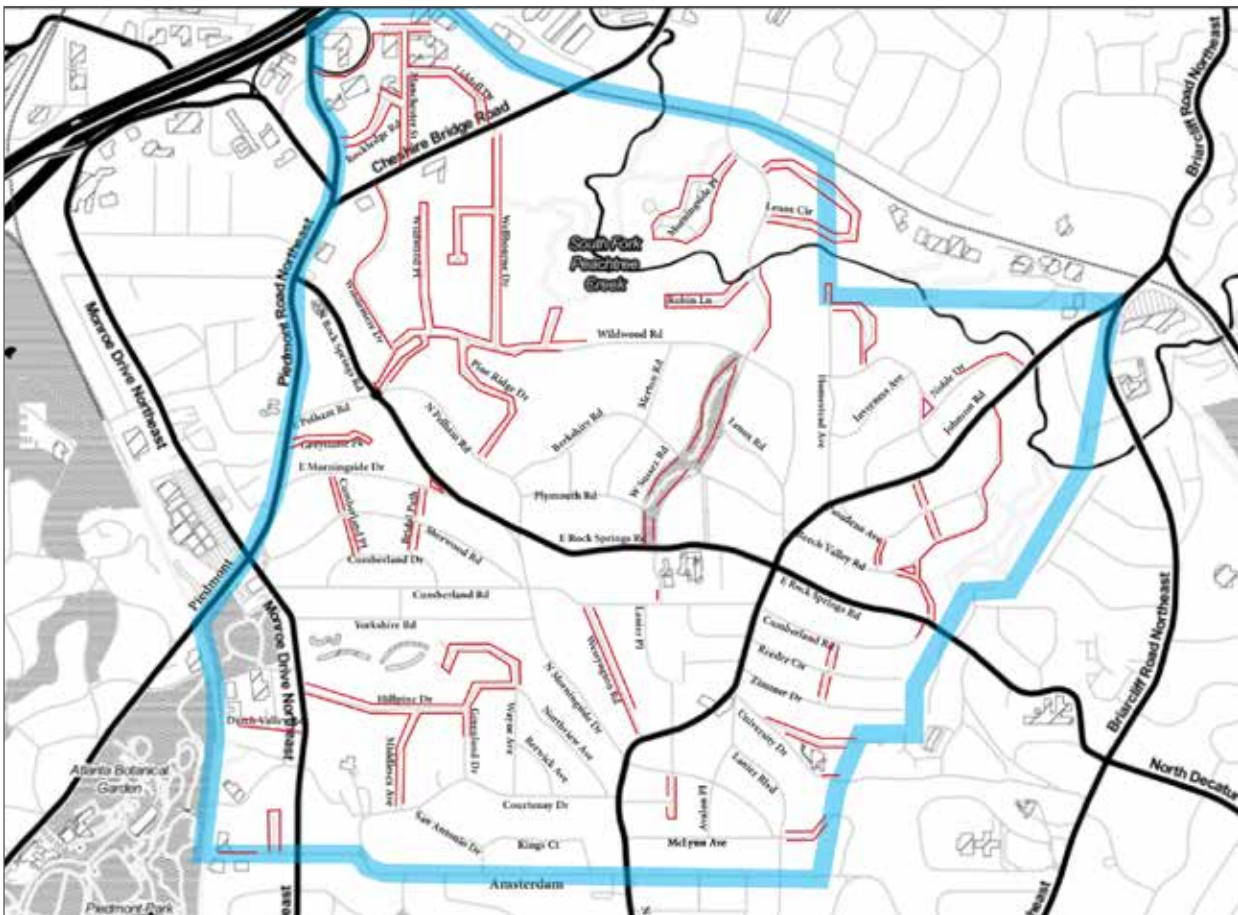
SIDEWALK INVENTORY

Morningside Lenox Park has sidewalks on a majority of the streets in the neighborhood. Many of the streets without sidewalks are 'newer' infill streets, small crossing streets, areas where topography constraints hinder new sidewalks, or areas adjacent to park space.

The Master Plan process highlighted some streets that may best benefit from new sidewalks to connect to schools, parks, and other key destinations.



MAP 4: MISSING SIDEWALK INVENTORY



PARKS AND PRESERVES

There are few neighborhoods with as much access to parks and green space as Morningside Lenox Park. Based on the Comprehensive Development Plan, the City of Atlanta classifies their parks based on how they are enjoyed: recreation and preserves.

PRESERVES

Morningside Nature Preserve: (2020 Lenox Rd) In 1998, the Wildwood Urban Forest Group (WUFG) formed when two pivotal properties became available from the Marcus and Plaster families that were along the South Fork Peachtree Creek. In 2001, after hard work, advocacy and fund-raising, the Wildwood Urban Forest Group, the Nature Conservancy, Trees Atlanta, MLPA and Park Pride secured the first 31 acres of what would become the Morningside Nature Preserve. Today this intown oasis has a 1 mile long hiking trail and is home to foxes, beavers, hawks, turtles, birds, and deer. More information can be found in the Appendix

Herbert Taylor Park / Daniel Johnson Nature Preserve: (1795 Johnson Rd/ 1301 Beech Valley Rd) These parks, totaling 34 acres, are located at the confluence of Rock Creek and the South Fork of Peachtree Creek. They are forested lands with oaks, beech, pine trees, and wildlife and can be enjoyed via a network of trails. These open spaces were named after the two men who donated the nearly 40 acres to the City of Atlanta.



*Famous suspension bridge in the Morningside Nature Preserve
Image via atlantatrails.com*

Existing Conditions

Existing Conditions



RECREATIONAL PARKS

Sunken Garden / Lenox Wildwood Park: (1000 E. Rock Springs Rd / 1760,1746 Lenox Rd) These two parks are connected by the Morningside Nature Trail and provide a set of ‘stormwater parks’ near their shared creek. Lenox Wildwood Park has a pair of tennis courts. Sunken Garden Park was a part of the original master development of Lenox Park.

Sidney Marcus Park: (786 Cumberland Rd) Named after the state representative who helped block I-485, this is larger park with a great playground between Cumberland Rd and Sherwood Rd. Currently, a ‘Friends of Sidney Marcus Park’ has formed to help orchestrate improvements. Read more details in the Appendix

Noble Park: (1710 Noble Drive) This park is currently working with Park Pride for an update. It is a simple park, but is very well used and has a famous Black Gum tree with an 80 foot canopy.

Zonolite / Nickel Bottom Park: (1100 Zonolite Place) A small portion of this new park is in Morningside Lenox Park. This 14 acre former brownfield that has been turned into a vibrant ecosystem with 1.5 miles of trails for DeKalb County and the public.



Sunken Garden Park; Image via Google street view



Wetlands in Zonolite / Nickel Bottom Park that were urban brownfields; Image via sylvaticastudio.com



Sidney Marcus Park; Image via classicintownhomes.com

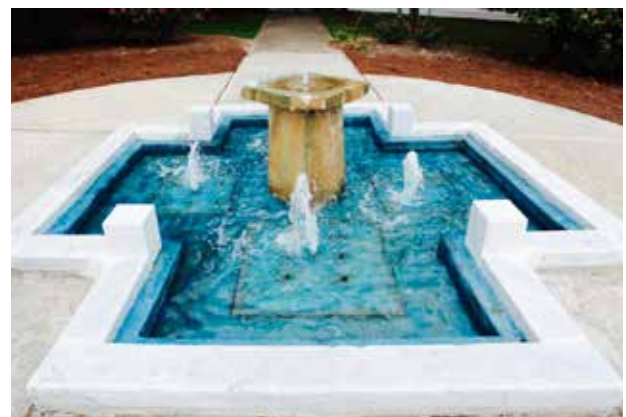


Image via atlantacityhomes.com

SMALL PARKS AND OPEN SPACES

The neighborhood has an abundance of public open space and park opportunities (more than 20 parks, preserves, landscaped traffic islands, and greenspaces). The MLPA Parks Committee works with the City of Atlanta and neighbors to ensure the care of these valuable assets. Those parks that were not detailed previously are delineated below:

- Wilson Triangle Park ~761 E. Morningside Dr; pocket park.
- Smith Park corner of Sherwood Rd, Piedmont Ave, Monroe Dr; park with a recently updated fountain thanks to the MLPA Parks committee.
- Wildwood Gardens Park 730 Wildwood Rd; City of Atlanta park between Wildwood Rd and Wildwood Place. see Wildwood Garden Park Masterplan completed in 2004 on page 209 of Appendix.
- Pelham Rd Park corner of E. Pelham Rd and Piedmont Ave.
- Hillpine Park on Hillpine Lane.
- Hickory Grove Park on Inverness Ave and Homestead Ave.
- Cumberland / Sherwood Rd Pocket Park at N. Morningside Dr - reclaimed park space after Sherwood Rd shifted to T into Cumberland Rd.
- Beech Valley Park, 1281 Beech Valley Rd. triangular park with beautiful trees and shaded play area adjacent to the Daniel Johnson Nature Preserve.
- Homestead Park, 1755 Homestead Ave. A wooded open space just north of Hickory Grove Park.
- Morningside Nature Trail / Sussex Park, Located behind Sunken Garden Park and connects to Lenox-Wildwood Park.



*Smith Park Foundation Renovation Before and After
Images via MLPA.org*

Existing Conditions

Existing Conditions



HISTORIC RESOURCES

The Morningside Lenox Park neighborhood has a rich heritage and history, which has been documented and preserved by community leaders over the years. The following locations have been further identified by the City of Atlanta as being Regionally Important Resources within the Morningside Lenox Park neighborhood for their historical significance:

- 878 Plymouth Rd : last original Lenox Park marker.
- Smith Park Fountain from 1932.
- 1015 E. Rock Springs Rd : Haygood United Methodist Church.
- 1053 E. Rock Springs Rd : Morningside Elementary School.
- 1411 N. Morningside Dr : Morningside Presbyterian Church.
- 1324 N. Highland Ave : Congregation Anshi S'fard.
- 1180 University Dr : Congregation Shearith Israel.
- 1140 University Dr : Canterbury School.
- 1879 Cheshire Bridge Rd : The Colonnade Restaurant.
- 1395 N. Highland Ave : Neighborhood Commercial Center includes 1395-1409 N. Highland Ave.
- 1404 N. Highland Ave : Neighborhood Commercial Buildings includes 1402 - 1424 N. Highland Ave

In addition to the above properties, the neighborhood contains a wealth of historic homes, with nearly 30% of which were built prior to 1939.



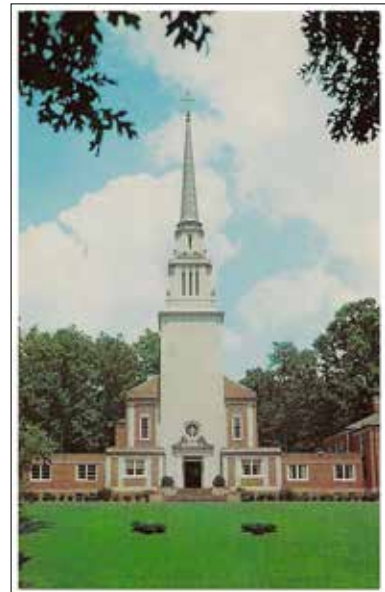
*Former Arlington Hall of Lanier University, now the Canterbury School (previously used by Congregation Shearith Israel)
Image via wikipedia.com*



*Only original Lenox Park marker left and was template for new updated ones
Image via Google streetview*



M.E.S Image (mid 1900's) from Ann Polan via www.grady69.org



Morningside Presbyterian Church; Image via atlantatimemachine.com

WATERSHEDS

Morningside Lenox Park is located within the Peachtree Creek Watershed- all of its flows reach the Chattahoochee River and go downstream to the Gulf of Mexico. The neighborhood is in two of the three sub-watersheds (denoted with purple boundaries below) of Peachtree Creek - the South Fork and Peachtree Creek proper. A ridge along N. Highland Ave that juts over to Piedmont Ave creates the ridge that separates the two sub-watersheds. Morningside Lenox Park is in a unique position as its northern border is adjacent to where the North Fork and South Fork come together to form Peachtree Creek proper.

Flows through Morningside Lenox Park are generally going northeast towards the South Fork of Peachtree Creek. Water flows in the southwestern portion of the neighborhood are generally travelling west towards Clear Creek (behind Ansley Mall) on its way north to Peachtree Creek Proper. The South Fork meanders through Herbert Taylor Park, Zonolite Park, and the Morningside Nature Preserve on its way west towards Peachtree Creek. Smaller buffered creeks in Daniel Johnson Nature Preserve (Rock Creek) and Sunken Garden/Lenox-Wildwood Park flow north to join the South Fork.



Creeks with watershed boundaries in purple
Image via curbed.com/atlantaz

Existing Conditions

Existing Conditions



WATER & SEWER SYSTEM

The City of Atlanta's Water Main Replacement Program is an ongoing citywide initiative designed to replace and rehabilitate aged and deteriorating water mains throughout the city. The program is a part of the Clean Water Atlanta infrastructure program to provide clean, safe water to residents and downstream neighbors. The Peachtree Creek Capacity Relief Project – Liddell Dr Equalization Facility and the Old Fourth Ward Stormwater Retention Project are examples of nearby improvements being made that will improve the sewer system within the neighborhood.

COMMUNITY FACILITIES

Morningside Elementary School is the sole school within the neighborhood boundaries and is located adjacent to the E. Rock Springs and Barclay Place intersection. The school is noted for its excellent academic results and neighborhood involvement. Morningside Elementary is a part of the esteemed Grady High School cluster. The neighborhood lies within the Inman Middle School Atlanta Public School zone. Atlanta Public Schools is in the process of constructing a new facility for Inman Middle School that will be located in the Old Fourth Ward.

The closest fire station is located nearby in Virginia-Highland at 1063 N. Highland Ave (Station #19) providing close and accessible fire service to the Morningside Lenox Park. Station #29, located at 2167 Monroe Dr NE, also serves the northern part of the neighborhood along Piedmont Rd and Cheshire Bridge Rd. Morningside Lenox Park is also within the Atlanta Police Department Zone 2, headquartered at 3120 Maple Dr NE #300 in the Garden Hills neighborhood. The closest police station is a Zone 6 mini-precinct in Little 5 Points. The nearest library is the Ponce de Leon branch of the Atlanta-Fulton Public Library System located at 980 Ponce de Leon Ave along the southern edge of Virginia-Highland. This library's usage figures are consistently among the largest of the system's branches.



Image via www.atlantapublicschools.us/MES



Image via Fulton County

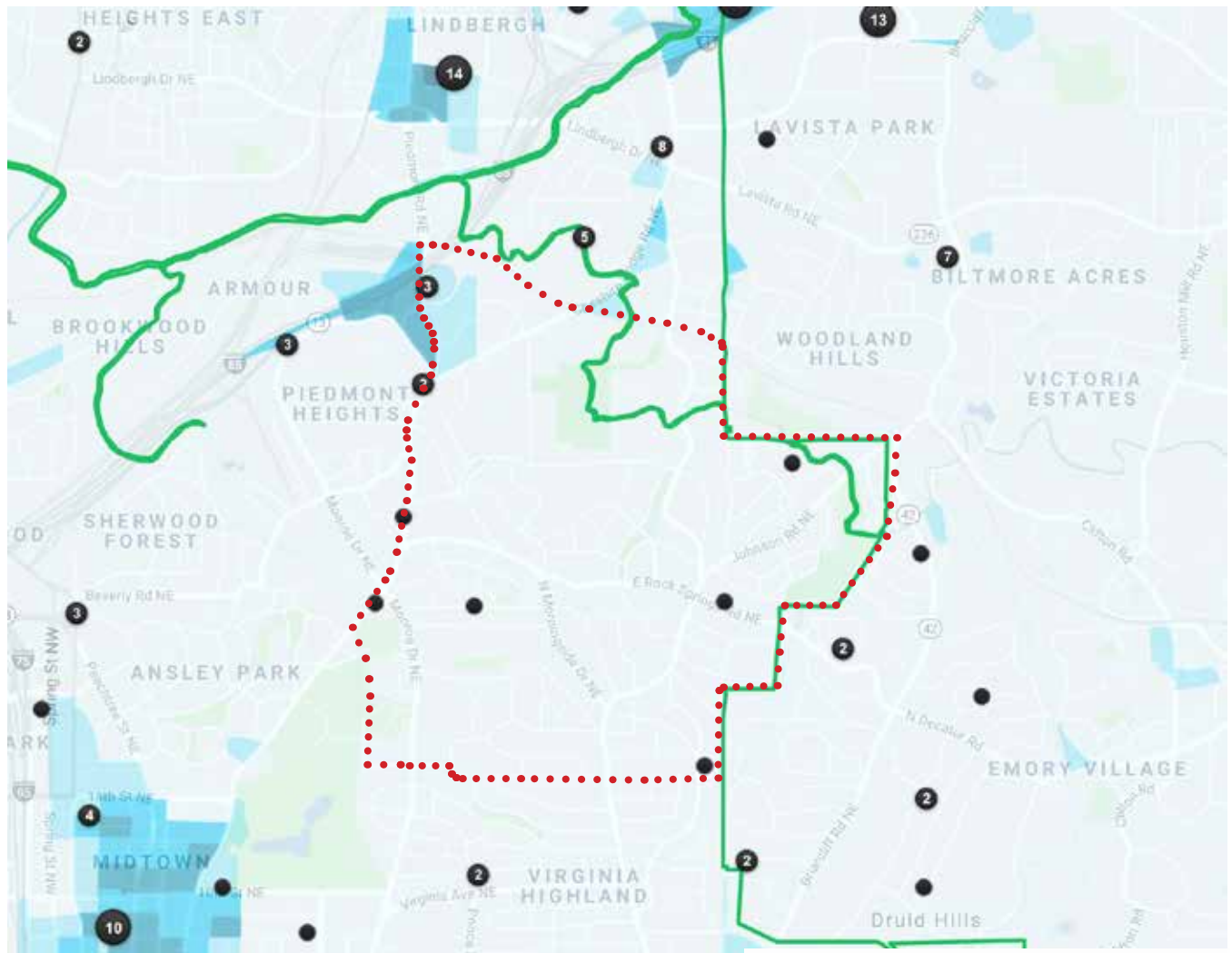
CRIME DATA VIA TRULIA

Trulia.com utilizes data from SpotCrime.com and CrimeReports.com to create a heat map that shows areas of concentrated reported crimes. The map below shows reported crimes in the past year (as of May 2018).

- Morningside Lenox Park reported fewer crimes than any of its adjacent neighborhoods.
- Crime density correlates with development density.
- The most commonly reported crime in the neighborhood was larceny from a vehicle/auto (56% of all crimes committed in the neighborhood) followed by larceny not from a vehicle (17%) followed by auto theft (10%). *Data from 2017 Cobra Report.*

MAP 5: TRULIA CRIME DATA HEAT MAP

PUBLIC SAFETY



Existing Conditions

Crime Risk
Less safe Safer

Existing Conditions



TABLE 2: ATLANTA POLICE DEPARTMENT CRIME REPORT

ACTIVITY SECTION	7 day		28 day		1 Year		YTD		YTD	
	2017	2016	2017	2016	2017	2016	2015	2009	% Chg.	% Chg.
OFFENSES										
Management Stats Only*										
Murder	0	0	0	0	7	3	2	4	75%	
Rape	0	1	2	3	32	19	29	0	75%	
Robbery	2	4	11	13	188	215	250	230	3200%	
Agg. Assault	3	3	12	13	141	128	138	162	-13%	
Burgary	12	23	46	98	498	749	718	1,079	-54%	
Larceny / From Auto	51	42	242	231	2,601	2,402	1,972	2,206	18%	
Larceny / Other	35	34	165	158	1,827	1,732	1,971	2,165	-16%	
Auto Theft	13	11	59	58	621	616	472	526	18%	
TOTAL PART I OFFENSES	116	118	537	574	5,915	5,866	5,452	6,372	-7%	
# of Shooting Victims	0	2	0	3	26	18	13	7	271%	
Firearms Seized	1	3	11	15	172	146	121	68	329%	
Part I Firearm Crime	5	3	12	9	180	182	209	210	-14%	
Part I Domestic Crime	0	0	2	1	33	27	31	49	-33%	
ARRESTS										
Murder	0	0	0	0	1	0	2	1	0%	
Rape	0	0	0	0	2	5	7	2	0%	
Robbery	0	0	0	1	34	35	46	30	13%	
Agg. Assault	0	2	4	2	47	37	45	52	-10%	
Burgary	0	1	27	3	25	27	31	33	-21%	
Larceny / From Auto	0	1	4	2	51	29	31	17	200%	
Larceny / Other	14	12	93	58	773	719	874	1,370	-44%	
Auto Theft	1	0	4	1	40	26	29	33	21%	
TOTAL PART I ARRESTS	15	16	106	67	974	878	1,067	1,538	-37%	
Narcotics Arrests	2	3	15	12	223	160	188	288	-23%	
Other Part II Arrests	13	10	45	40	579	528	574	831	-30%	
Quality of Life Arrests	6	15	39	40	766	579	826	653	17%	
Traffic Arrests	16	8	65	37	1,011	754	1,077	965	5%	
Warrant Arrests	5	6	35	12	386	200	366	148	161%	
TOTAL ALL ARRESTS	57	58	305	208	3,939	3,099	4,098	4,423	-11%	
ACTIVITY SECTION										
Recovered Stolen Autos	5	7	19	22	324	267	203	94	245%	
Auto Theft Attempts	0	0	4	1	27	49	60	84	-68%	
Curfew Violations	0	0	0	0	0	1	11	17	-100%	
Traffic Violations	0	0	17	16	225	216	249	0	22500%	
Traffic Citations	168	242	880	2,308	4,032	35,997	35,755	37,069	-69%	
Parking / Wimpings	27	33	125	138	1,658	1,215	1,182	2,595	-36%	
OPS Cases Opened	0	0	5	6	72	84	70	42	71%	



Year-end Atlanta Police Department's Zone 2 Report from 2017 shows current data within the neighborhood as well as trends compared to the last 10 years of data.

For a complete list of 2017 raw crime data for the neighborhood, see page 208-209 in the Appendix.

DEMOGRAPHICS AND SOCIO-ECONOMICS

A demographic and socio-economic overview was undertaken for this Master Plan to provide insight into the characteristics and trends of the neighborhood. This overview reports on data compiled from within Morningside Lenox Park, within the City of Atlanta, within the Metro Atlanta area, and within Fulton County. The Metro Area is the official Atlanta-Sandy Springs-Marietta Metropolitan Statistical Area (MSA) made up of 28-counties as defined by the U.S. Census Bureau: Barrow, Bartow, Butts, Carroll, Cherokee, Clayton, Cobb, Coweta, Dawson, DeKalb, Douglas, Fayette, Forsyth, Fulton, Gwinnett, Haralson, Heard, Henry, Jasper, Lamar, Meriwether, Newton, Paulding, Pickens, Pike, Rockdale, Spalding, and Walton. *(All data and projections are provided by Claritas and are current year projections for May 2018)*

TABLE 3: TOTAL POPULATION

POPULATION	MORNINGSIDE LENOX PARK	CITY OF ATLANTA	ATLANTA METRO AREA	FULTON COUNTY
2000 Census	7,484	418,156	4,263,447	815,971
2010 Census	7,852	420,003	5,286,728	920,581
2018 Estimate	8,487	466,512	5,919,767	1,044,957
2023 Projection	8,926	493,298	6,303,658	1,114,393

The neighborhood population grew by 368 people from 2000 to 2010 and grew by an additional 635 people from 2010 to 2018. From 2000 – 2023, the neighborhood population is projected to grow at a faster rate (19%) than that of the City of Atlanta (17%). The majority of the neighborhood’s growth is occurring through multi-family development along the corridors at the fringes of the neighborhood.

TABLE 4: HOUSEHOLDS BY UNIT TYPE

UNIT TYPES	MORNINGSIDE / %		CITY / %		METRO / %		FULTON / %	
Family Households	1,914	48.41	90,068	41.94	1,487,125	67.98	239,233	54.86
Non-Family Households	2,040	51.59	124,684	58.06	700,399	32.02	196,831	45.14

Family households consist of related family members while non-family households consist of a householder living alone (a one-person household) or where the householder shares the home exclusively with people to whom he/she is not related. There are more non-family member households (51.59%) in the neighborhood than there are family households (48.41%).

Existing Conditions

Existing Conditions



TABLE 5: POPULATION BY AGE

POPULATION	MORNINGSIDE / %		CITY / %		METRO / %		FULTON / %	
Age 0 - 4	524	6.17	26,502	5.68	376,575	6.36	64,401	6.16
Age 5 - 9	556	6.55	26,595	5.70	397,091	6.71	65,893	6.31
Age 10 - 14	557	6.56	24,288	5.21	421,627	7.12	66,175	6.33
Age 15 - 17	277	3.26	14,523	3.11	255,176	4.31	39,989	3.83
Age 18 - 20	226	2.66	25,255	5.41	250,850	4.24	48,237	4.62
Age 21 - 24	236	2.78	27,225	5.84	316,051	5.34	57,031	5.46
Age 25 - 34	939	11.06	86,654	18.57	796,599	13.46	162,778	15.58
Age 35 - 44	1,560	18.38	73,612	15.78	823,679	13.91	152,759	14.62
Age 45 - 54	1,440	16.97	59,178	12.69	845,777	14.29	145,500	13.92
Age 55 - 64	1,135	13.37	47,076	10.09	713,306	12.05	119,954	11.48
Age 65 - 74	732	8.63	33,013	7.08	462,095	7.81	75,753	7.25
Age 75 - 84	195	2.30	15,765	3.38	193,875	3.27	32,664	3.13
Age 85 +	111	1.31	6,826	1.46	67,066	1.13	13,823	1.32
Age 16 +	6,759	79.64	384,387	82.40	4,640,757	78.39	835,383	79.94
Age 18 +	6,572	77.44	374,604	80.30	4,469,298	75.50	808,499	77.37
Age 21 +	6,346	74.77	349,349	74.89	4,218,448	71.26	760,262	72.75
Age 65 +	1,037	12.22	55,604	11.92	723,036	12.21	122,240	11.70
Median Age	-	41.10	-	35.28	-	36.79	-	36.15
Average Age	-	39.34	-	37.30	-	37.30	-	37.30

There is a slightly higher proportion of young children (ages 0-17) in the neighborhood than in the City of Atlanta; a much higher proportion of middle-aged adults (ages 35-64) in the neighborhood than in the City of Atlanta and a much lower proportion of young adults (ages 18-34) in the neighborhood than in the City of Atlanta.

TABLE 6: HOUSEHOLDS BY UNIT TYPE

UNIT TYPES	MORNINGSIDE / %		CITY / %		METRO / %		FULTON / %	
Owner-Occupied	2,851	72.10	94,388	43.95	1,441,361	65.89	232,886	53.41
Renter-Occupied	1,103	27.90	120,364	56.05	746,163	34.11	203,178	46.59

The vast majority of household units in the neighborhood are owner-occupied (72.1%). This is a far higher percentage than in the City of Atlanta (43.95%) or Fulton County (53.41%).

TABLE 7: HOUSEHOLDS BY PRESENCE OF CHILDREN

FAMILY STATUS	MORNINGSIDE / %		CITY / %		METRO / %		FULTON / %	
Married Couple Family, own children	846	44.20	18,676	20.73	505,786	34.01	73,046	30.53
Married Couple Family, no own children	792	41.38	29,355	32.59	543,810	36.57	80,839	33.79
Male Householder, own children	52	2.72	2,945	3.27	49,134	3.30	7,676	3.21
Male Householder, no own children	37	1.93	5,304	5.89	56,579	3.81	10,357	4.33
Female Householder, own children	113	5.90	18,126	20.13	191,752	12.89	38,695	16.18
Female Householder, no own children	74	3.87	15,662	17.39	140,064	9.42	28,620	11.96

There are nearly equal numbers of households in the neighborhood that have a married couple with children (846) living in the home as there are households in the neighborhood that have a married couple with no children living in the home (792). The neighborhood has significantly more married couples in households than what is found on average within the City of Atlanta, the Metro area, and Fulton County. Outside of married couples, the next largest household demographic is single mothers (113). At only 5.9% of all households, this is a far lower number of single mother households than what is typically found on average in the City of Atlanta, the Metro area, and Fulton County.

Existing Conditions

Existing Conditions



TABLE 8: HOUSEHOLDS BY UNIT TYPE

PERSONS	MORNINGSIDE / %		CITY / %		METRO / %		FULTON / %	
1-Person Household	1,466	37.08	100,077	46.60	567,562	25.95	160,660	36.84
2-Person Household	1,331	33.66	61,037	28.42	650,843	29.75	125,842	28.86
3-Person Household	558	14.11	24,811	11.55	379,007	17.33	63,014	14.45
4-Person Household	443	11.20	15,661	7.29	319,298	14.60	48,780	11.19
5-Person Household	122	3.08	7,360	3.43	158,054	7.22	22,389	5.13
6-Person Household	27	0.68	3,410	1.59	68,002	3.11	9,295	2.13
7-or-more-person	8	0.20	2,396	1.12	44,758	2.05	6,084	1.40
Avg. Household Size	--	2.13	--	2.03	--	2.67	--	2.32

There are more 1-person households in the neighborhood (1,466) than any other type of household. Much of this can be contributed to the multi-family residences along the Piedmont Rd, Cheshire Bridge Rd, and Monroe Dr corridors. Approximately 29% of all of the households in the neighborhood are for 3 or more persons. The average household size for the neighborhood (2.13 persons per household) is relatively similar to that of the City of Atlanta (2.03 persons per household).

TABLE 9: HOUSEHOLDS BY NUMBER OF VEHICLES

VEHICLES	MORNINGSIDE / %		CITY / %		METRO / %		FULTON / %	
No Vehicles	60	1.52	32,613	15.19	125,114	5.72	45,595	10.46
1 Vehicle	1,315	33.26	101,616	47.32	721,915	33.00	183,768	42.14
2 Vehicles	1,820	46.03	61,858	28.80	871,809	39.85	147,422	33.81
3 Vehicles	546	13.81	14,235	6.63	328,756	15.03	44,805	10.28
4 Vehicles	185	4.68	3,367	1.57	104,564	4.78	10,587	2.43
5+ Vehicles	28	0.71	1,063	0.49	35,366	1.62	3,887	0.89
Avg. Vehicles	--	1.90	--	1.30	--	1.90	--	1.60

The vast majority of neighborhood households have 1-2 vehicles (79%) which is similar to the demographics of the City of Atlanta, the Metro area, and Fulton County. There are however far fewer percentage of households in the neighborhood with no vehicles (1.52%) compared to the City of Atlanta (15.19%), the Metro area (5.72%), and Fulton County (10.46%). This is likely due to the lack of public transportation infrastructure currently accessible to the neighborhood. It is likely that the number of households without vehicles will increase as future investments in public transportation (Clifton Corridor light rail, BeltLine light rail) occur.

TABLE 10: OWNER-OCCUPIED HOUSEHOLDS BY VALUE

VALUES	MORNINGSIDE / %		CITY / %		METRO / %		FULTON / %	
< \$20,000	16	0.56	1,187	1.26	25,440	1.76	2,441	1.05
\$20,000 - \$39,999	0	0.00	2,847	3.02	23,755	1.65	4,514	1.94
\$40,000 - \$59,999	1	0.04	3,328	3.53	33,485	2.32	6,057	2.60
\$60,000 - \$79,999	17	0.60	3,822	4.05	58,370	4.05	7,955	3.42
\$80,000 - \$99,999	11	0.39	5,738	6.08	84,082	5.83	13,090	5.62
\$100,000 - \$149,999	39	1.37	9,934	10.53	240,492	16.68	24,154	10.37
\$150,000 - \$199,999	64	2.25	9,191	9.74	240,562	16.69	22,370	9.61
\$200,000 - \$299,999	138	4.84	14,469	15.33	295,335	20.49	36,814	15.81
\$300,000 - \$399,999	261	9.15	9,675	10.25	168,351	11.68	28,658	12.31
\$400,000 - \$499,999	327	11.47	7,108	7.53	105,589	7.33	24,155	10.37
\$500,000 - \$749,999	800	28.06	11,227	11.89	95,952	6.66	31,942	13.72
\$750,000 - \$999,999	680	23.85	6,961	7.38	40,409	2.80	15,786	6.78
\$1,000,000 - \$1,499,999	316	11.08	5,013	5.31	17,614	1.22	8,395	3.60
\$1,500,000 - \$1,999,999	103	3.61	2,119	2.25	5,966	0.41	3,447	1.48
\$2,000,000+	77	2.70	1,769	1.87	5,959	0.41	3,108	1.33

The owner-occupied households in the neighborhood are significantly higher than what is found on average in the City of Atlanta, the Metro area, and Fulton County. Approximately 10% of the owner-occupied households are \$299,999 or less in value. In comparison, within the City of Atlanta as a whole, roughly 53% of the owner-occupied households are \$299,999 or less in value.

The largest concentration of owner-occupied households in the neighborhood is in the \$500,000 to \$999,999 range (51.91%). Comparatively, this is far higher than what is found for the same valuation range in the City of Atlanta (19.3%), the Metro area (9.5%), and Fulton County (20.5%).

Existing Conditions

Existing Conditions



TABLE 11: HOUSING UNITS BY YEAR STRUCTURE BUILT

VALUES	MORNINGSIDE / %		CITY / %		METRO / %		FULTON / %	
Built 2014 or Later	272	6.44	27,142	10.65	212,221	8.76	52,387	10.52
Built 2010 to 2013	22	0.52	4,699	1.84	31,392	1.30	7,931	1.59
Built 2000 to 2009	433	10.26	60,351	23.69	611,164	25.23	116,358	23.37
Built 1990 to 1999	233	5.52	25,108	9.86	495,524	20.45	79,214	15.91
Built 1980 to 1989	476	11.28	18,586	7.29	394,392	16.28	65,546	13.16
Built 1970 to 1979	305	7.23	19,866	7.80	282,295	11.65	51,952	10.43
Built 1960 to 1969	277	6.56	29,517	11.59	175,565	7.25	45,927	9.22
Built 1950 to 1959	504	11.94	26,008	10.21	106,672	4.40	33,515	6.73
Built 1940 to 1949	482	11.42	14,449	5.67	44,596	1.84	16,324	3.28
Built 1939 or Earlier	1,217	28.83	29,042	11.40	68,698	2.84	28,749	5.77

Approximately 52% of the housing units in the neighborhood were built prior to 1960 with the vast majority of these homes (28.83%) being built prior to 1939. Comparatively, only 11% of the housing units in the City of Atlanta are in structures built prior to 1939. The effects of the Great Recession are clear with only .52% of the homes in the neighborhood being built between 2010 to 2013. Otherwise, approximately 10% of the homes in the neighborhood were built between 2000 and 2009 and another 6% of the homes in the neighborhood have been built between 2014 and 2018.

TABLE 12: EDUCATIONAL ATTAINMENT

EDUCATION	MORNINGSIDE / %		CITY / %		METRO / %		FULTON / %	
Less than 9th Grade	41	0.67	8,375	2.60	175,420	4.50	18,703	2.66
High School, No Diploma	67	1.10	24,031	7.46	268,392	6.88	40,098	5.70
High School Graduate	406	6.64	62,804	19.50	960,904	24.62	131,546	18.71
College, No Degree	548	8.97	53,758	16.69	790,772	20.26	124,271	17.67
Associate's Degree	178	2.91	14,620	4.54	282,259	7.23	40,566	5.77
Bachelor's Degree	2,370	38.78	88,461	27.46	900,930	23.09	206,846	29.41
Master's Degree	1,369	22.40	47,047	14.61	377,111	9.66	102,032	14.51
Professional Degree	834	13.65	16,010	4.97	89,007	2.28	25,671	3.65
Doctorate Degree	297	4.86	7,018	2.18	57,602	1.48	13,498	1.92

Only 8.5% of the neighborhood population has less than a high school degree (high school or less). This is significantly less than the City of Atlanta, the Metro Area, and Fulton County. The majority of residents have a bachelor's degree or a master's degree.

TABLE 13: TRAVEL TIME TO WORK

TIME	MORNINGSIDE / %		CITY / %		METRO / %		FULTON / %	
< 15 min	998	22.96	41,936	20.33	462,449	17.73	87,326	18.81
15-29 min	2,430	55.91	95,260	46.18	867,733	33.26	189,555	40.84
30-44 min	609	14.01	41,689	20.21	636,519	24.40	104,667	22.55
45-59 min	140	3.22	13,008	6.31	306,656	11.76	39,577	8.53
60+ min	170	3.91	14,403	6.98	335,240	12.85	43,033	9.27
Avg min	--	23.77	--	28.00	--	34.00	--	30.00

On average, neighborhood residents spend less time traveling to work than the average times for the City of Atlanta, the Metro area, and Fulton County. Most residents (55.91%) spend 15-29 minutes traveling to work and another 22.96% of residents spend 15 minutes or less traveling to work. The average travel time to work for neighborhood residents is 23.77 minutes.

TABLE 14: TRAVEL MODE TO WORK

TIME	MORNINGSIDE / %		CITY / %		METRO / %		FULTON / %	
# of workers	4,859	100.00	223,296	100.00	2,775,981	100.00	503,982	100.00
Drove Alone	3,923	80.74	153,277	68.64	2,164,155	77.96	366,870	72.79
Carpooled	128	2.63	15,647	7.01	273,232	9.84	39,366	7.81
Public Transport	108	2.22	23,298	10.43	87,102	3.14	37,150	7.37
Walked	84	1.73	9,288	4.16	38,201	1.38	12,323	2.44
Bicycle	33	0.68	1,563	0.70	4,430	0.16	1,578	0.31
Other Means	82	1.69	2,434	1.09	34,617	1.25	5,338	1.06
Work at Home	500	10.29	17,789	7.97	174,244	6.28	41,357	8.21

A significant majority of the neighborhood population (80.74%) drive a single-occupant vehicle to work. This is higher than the average for the City of Atlanta, the Metro area, and Fulton County. Very few residents take public transportation, walk, or bike to work (4.6%) in comparison to the City of Atlanta (15.3%). There are more residents working from home in the neighborhood (10.29%) than the average number of people in the City of Atlanta, the Metro area, and Fulton County.

Existing Conditions

Existing Conditions



TABLE 15: HOUSEHOLD INCOME

INCOMES	MORNINGSIDE / %		CITY / %		METRO / %		FULTON / %	
< \$15,000	126	3.19	32,837	15.29	205,338	9.39	48,937	11.22
\$15,000 - \$24,999	103	2.60	21,775	10.14	180,578	8.26	37,420	8.58
\$25,000 - \$34,999	107	2.71	18,919	8.81	190,932	8.73	36,223	8.31
\$35,000 - \$49,999	302	7.64	26,416	12.30	282,345	12.91	54,587	12.52
\$50,000 - \$74,999	526	13.30	31,579	14.71	386,634	17.68	66,929	15.35
\$75,000 - \$99,999	412	10.42	20,488	9.54	278,280	12.72	46,223	10.60
\$100,000 - \$124,999	343	8.68	16,321	7.60	204,790	9.36	36,358	8.34
\$125,000 - \$149,999	247	6.25	11,029	5.14	139,522	6.38	25,576	5.87
\$150,000 - \$199,999	447	11.30	11,676	5.44	141,819	6.48	28,517	6.54
\$200,000 - \$249,999	310	7.84	6,555	3.05	67,553	3.09	15,757	3.61
\$250,000 - \$499,999	528	13.35	9,262	4.31	71,203	3.25	22,195	5.09
\$500,000+	504	12.75	7,895	3.68	38,530	1.76	17,342	3.98
Avg Household Income	--	195,568.53	--	96,004.00	--	91,330.00	--	106,110.00
Med. Household Income	--	130,345.13	--	54,999.89	--	64,321.08	--	64,144.13

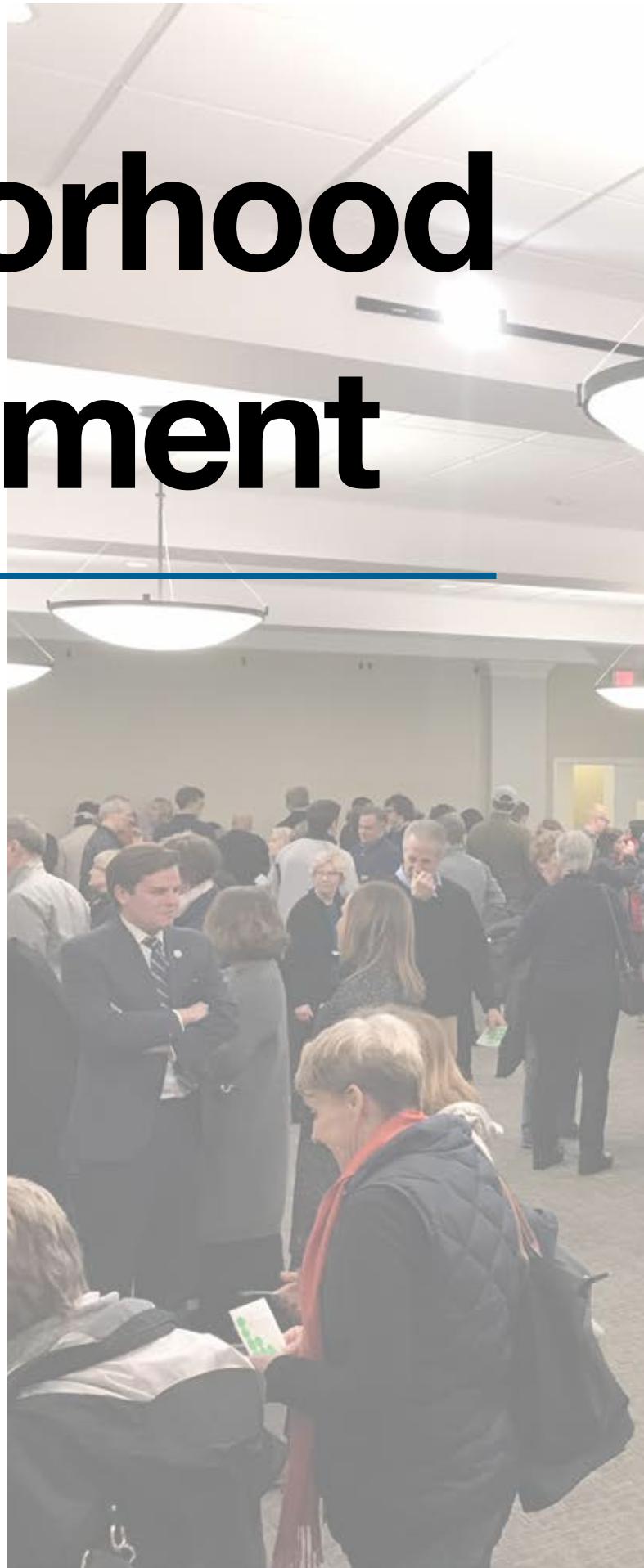
The neighborhood has higher household incomes on average than the City of Atlanta, the Metro area, and Fulton County. Approximately 60% of the households in the neighborhood earn \$100,000 or more compared to the City of Atlanta (29%), the Metro area (30%), and Fulton County (33%).

Neighborhood Engagement

The Morningside Lenox Park community is a tremendously active and engaged neighborhood. The active participation that began almost 50 years ago in the Interstate 485 opposition is still alive today through the Morningside Lenox Park Association and other online channels.

The Master Plan process utilized various forms of community engagement to ensure that community input was heard throughout the process. The two large-scale community forums were well-attended and the feedback garnered at these gatherings was critical to shaping the final recommendations of the plan.

The following section is a summary of meetings, community forums and stakeholder group interviews conducted throughout the Master Planning process. It represents a best effort to compile, summarize, and draw out consensus from the various forms of input and communication utilized over the life of the Master Planning effort.





////

- **Process**
- **Schedule**

////////////////////



MASTER PLAN STEERING COMMITTEE

A Master Plan Steering Committee was created to guide the planning consultants throughout the process. The Master Plan Steering Committee provided feedback to the planning consultant team throughout the entire process to ensure the plan concepts were moving forward in a way that truly represented the greater community's goals and needs. The committee took the lead on promoting the process within the community (word of mouth, MLPA website, flyers, yard signs, Nextdoor, and Facebook) and worked hard to continually check in with the consultants that the correct community feedback was being integrated into the Master Plan. The steering committee met in the evenings at Morningside Presbyterian Church.

STEERING COMMITTEE MEMBERS

- John Ayers
- Kim Cobb
- Sharon Ferguson
- Aaron Goldman
- Austin Hall
- Ryan Howard
- Jori Mendel
- Charlie Nalbone
- Suzanne Szabo
- Magan Ward
- Kari Watkins
- Randy Young

STEERING COMMITTEE SCHEDULE

- November 8th 2017 : Kickoff Meeting
- December 13th 2017 : Transportation Review and Forum Preparation
- January 24th, 2018 : Review Consensus / Results from Public Forum
- February 26th, 2018 : Review Public Forum #2 Results
- April 18th, 2018 : Prepare for Open House and Review Changes
- May 30th, 2018: Review Open House Results / Suggest Final Recommendations
- June 20th, 2018: Review First Draft of Masterplan

Process



FOCUS GROUP INTERVIEWS

A select group of stakeholders were asked to meet with the planning team in the beginning of the Master Plan process to help provide context, perspective, and expertise into various sectors of the community. These conversations were initiated and led by members of the consultant team. The consultant team asked questions around a variety of themes and topics depending on the group being interviewed. The following groups were asked to meet about their area of expertise:

- Parks and Open Space
- Schools
- Bike and Pedestrian
- Transportation
- Public Works
- Adjacent Neighborhood Leaders
- Home Builder / Architects
- Business Leaders / Owners
- Past Neighborhood Leaders
- Faith Community Leaders

PROJECT WEBSITE

The Morningside Lenox Park Master Plan utilized a project website: (www.mlpamasterplan.com) to share information, update events, answer questions, and direct residents to the three online surveys. The steering committee also created Facebook events that linked to the website. “The website was a very successful tool for community engagement; it garnered over two thousand hits during peak times of the process.”





PUBLIC FORUM #1 CONSENSUS POINTS

TRANSPORTATION

1. Establish a neighborhood bike-ped network
2. Slow streets/traffic calming
3. Discourage cut-through traffic

OPEN SPACE + RECREATION

4. Maintain existing parks and open spaces
5. Provide new recreational amenities

DEVELOPMENT PATTERNS

6. Preserve the historic single-family neighborhood character
7. Provide economic/housing diversity
8. Provide new neighborhood-serving retail and restaurants

COMMUNITY CONCERNS

9. Preserve tree coverage
10. Improve public safety
11. Reduce environmental and noise pollution



To aid in presenting the concepts, the planning team grouped the concepts into **9 BIG IDEAS**.

BIG IDEA #1 : NEIGHBORHOOD BIKE/PED NETWORK

PUBLIC FORUM #2 BOARDS

1 NEIGHBORHOOD BIKE-PED NETWORK

> BRANDING

- Create a branding and signage strategy
- Create an on-street paint system
- Establish bike share stations at 10 high-land commercial district, Anley Mall, and Parkhurst Park expansion

1 NEIGHBORHOOD BIKE-PED NETWORK

1. CUMBERLAND ROAD

One-Way Quarter, Choker, Raised Intersection, HAWK Signal - Raised Intersection - Bulb Outlets, Mini Circle, MLPWV Crosswalk

2. BEECH VALLEY WAY / BEECH VALLEY ROAD / PASADENA AVENUE

Mini Circle, MLPWV Crosswalk

1 NEIGHBORHOOD BIKE-PED NETWORK

3. PELHAM / N MORNINGSIDE

Choker, Mini Circle, MLPWV Crosswalk

4. PELHAM / N. MORNINGSIDE

Widened Subways, 8 Mark Springs and Cumberland, Mini Circle, MLPWV Crosswalk

1 NEIGHBORHOOD BIKE-PED NETWORK

5. PLYMOUTH / EAST SUSSEX

Mini Circle, MLPWV Crosswalk, Raised Intersection

6. WELLBOURNE DR. / WILDWOOD RD. / PINE RIDGE DRIVE

Mini Circle, Choker, One-Way Quarter, MLPWV Crosswalk

1 NEIGHBORHOOD BIKE-PED NETWORK

6. LANIER PLACE / N. MORNINGSIDE / LANIER BLVD.

Raised Intersection, HAWK Signal, MLPWV Crosswalk, Widened Roundabout, Choker

7. N. HIGHLAND / JOHNSON RD.

Assisted Intersection, Raised Intersection, MLPWV Crosswalk, Choker

1 NEIGHBORHOOD BIKE-PED NETWORK

CURRENT BUS LINES

> TRANSIT SERVICES

- Add 500 bus stops (currently 200) and a bike
- Add 1000 bike racks to the area to be used by the community (currently 100) and a bike rack
- Support the creation of a bike lane and use along the Greenway with a bike rack
- Add 1000 bike racks to the area to be used by the community (currently 100) and a bike rack



PUBLIC FORUM #2 COMMENT BOARDS / PROMPTS

BIG IDEA #2 : SAFER SLOWER STREETS

2 SLOWERSAFER NEIGHBORHOOD STREETS

1. E. MORNINGSIDE DR.

Clearer Side Lane, Pedestrian Refuge, Island Parking Lane

2. N. MORNINGSIDE DR.

Island Parking Lane

2 SLOWERSAFER NEIGHBORHOOD STREETS

3. WILDWOOD RD.

Choke

> REDUCED SPEED LIMITS - LOADING RESTRICTIONS

- Reduce speed limit on Piedmont, Christine Bridge, Morrow, N Highland, and Lenoir from 25/20 mph to 20 mph
- Reduce speed limit on E. Morningside, N. Morningside, and T1 Road (change from 25 mph to 20 mph)
- Reduce speed limit on all remaining local streets from 25/20 mph to 15 mph
- Prohibit on-street loading in commercial districts on weekdays from 8:30a and 4:30a-10p on Piedmont, Morrow, and North Highland

BIG IDEA #3 : KEEP COMMUTER TRAFFIC ON THE CORRIDORS

3 KEEP COMMUTER TRAFFIC ON THE CORRIDORS

1. MONROE AT PIEDMONT

One Way (Dynamic Corridor), One Way (Corridor), Choke

2. HILLPINE DR. / MIDDLESEX AVE.

One Way (Corridor)

3. WINDEMERE DR.

BIG IDEA #4 : PRESERVE HISTORIC SINGLE-FAMILY CHARACTER

4 PRESERVE HISTORIC SINGLE-FAMILY CHARACTER

DESIGN CONTROLS FOR NEW HOME CONSTRUCTION

- Require attached garages to be oriented to the side or rear, or placed at least 20' behind the building facade when facing the street
- Require front porches when 50% or more of the homes on the same block have a front porch

NEW HOMES: HOW TALL SHOULD THEY BE?

EXISTING ZONING	FUTURE MICHIGAN	HISTORIC DISTRICT 'A'	HISTORIC DISTRICT 'B'
<ul style="list-style-type: none"> • Allow 20' height • Height measured to the mid-point of the roof 	<ul style="list-style-type: none"> • Allow 20' height • Height measured to the mid-point of the wall 	<ul style="list-style-type: none"> • Allow heights comparable with the neighborhood • Prohibit dormers 	<ul style="list-style-type: none"> • Allow heights comparable with each block • Prohibit dormers






PUBLIC FORUM #2 COMMENT BOARDS / PROMPTS

BIG IDEA #9 : PROVIDE HOUSING / ECONOMIC DIVERSITY

COMMUNITY SAFETY + EDUCATION

WHAT WE'VE HEARD: COMMUNITY EDUCATION

- Work with commercial property owners to identify parking lots that are in need of additional lighting.
- Identify public streets that are in need of additional street lighting.
- Utilize community communication mechanisms to advocate for environmentally-friendly and noise-sensitive lawn maintenance practices within the neighborhood.
- Utilize community communication mechanisms to advocate for community members to drive slowly on neighborhood streets.



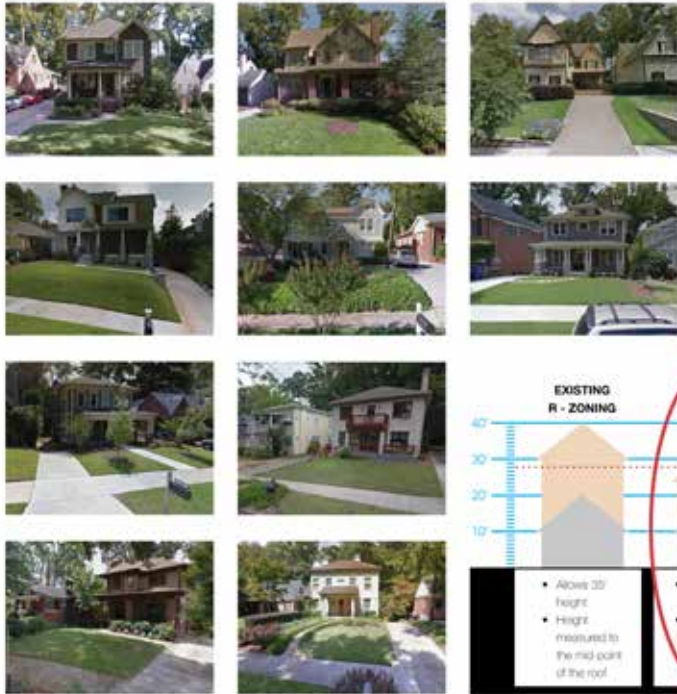
PUBLIC FORUM #2 CONSENSUS POINTS

Public Forum #2 focused on transportation, connectivity, and traffic calming concepts within the neighborhood.

- Love the MLPWAY bike-ped routes.
- Not consensus on 1-way diverters.
- 1-way diverters tend to necessitate “all streets being treated equally” approach.
- General support for the other traffic calming mechanisms.
- Traffic calming mechanism on bike-ped streets must be safe for cyclists.
- Not enough support for removal of Piedmont/E Morningside slip lane.
- Not enough support for the Rock Springs/Pelham intersection redesign.
- General support for Monroe Road Diet if traffic calming plan is good.
- Do more for N. Highland, Johnson, and Beech Valley area.
- Emory/GT shuttle route may not work - if not, propose to MARTA.

OPEN HOUSE 5.19.2018 COMMENT BOARDS / PROMPTS

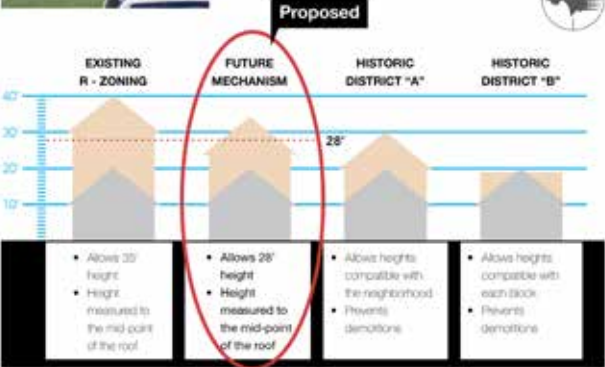
UPDATED INFILL HOUSING RECOMMENDATIONS WITH EXAMPLES



Infill Housing Recommendations

All of the homes shown to the left are from Morningside-Lenox Park and would be admissible under proposed height restrictions.

All homes above this height would be grandfathered in.



EXISTING R - ZONING	FUTURE MECHANISM	HISTORIC DISTRICT "A"	HISTORIC DISTRICT "B"
<ul style="list-style-type: none"> Allows 35' height Height measured to the mid-point of the roof 	<ul style="list-style-type: none"> Allows 28' height Height measured to the mid-point of the roof 	<ul style="list-style-type: none"> Allows heights compatible with the neighborhood Prevents demolitions 	<ul style="list-style-type: none"> Allows heights compatible with each block Prevents demolitions

UPDATED TRANSPORTATION RECOMMENDATIONS OVERVIEW



Process



OPEN HOUSE 5.19.2018 COMMENT BOARDS / PROMPTS

NORTH ROCK SPRINGS ROUNDABOUT OPTIONS CLARIFICATION

Option 1

Option 1 : Tighten Roundabout

- Based on existing traffic calming plan.
- Slows traffic movement through intersection.

North Rock Springs Roundabout

Option 2

Option 2 : Separate Movement

- Increases usable park space.
- Separates North Pelham Road and East Pelham Road movement.
- Stops all traffic at new 4-way stop at East Pelham/North Rock Springs Road intersection.
- New stop signs at Wildwood Road/North Rock Springs Road and North Pelham Road/ Wildwood Place.
- Improves bicycle safety and connectivity across North Rock Springs Road.

JOHNSON ROAD / LENOX ROAD INTERSECTION CLARIFICATION

- Simplifies turning movements at Lenox Road and Johnson Road.
- Provides additional storage for queuing from northbound Johnson Road onto Lenox Road.
- Eliminates weaving and vehicle conflict from southbound Lenox Road onto east bound Rock Springs.
- Creates new stop sign at Lenox Road for turning north or south onto Johnson Road.
- Still allows for access to homes along Lenox Road.
- Increases park space at intersection.

Johnson Road / Lenox Road Intersection

Current

Proposed

OPEN HOUSE 5.19.2018 COMMENT BOARDS / PROMPTS

SUMMARY OF PREVIOUS RECOMMENDATIONS / CONSENSUS

Previously Presented Master Plan Recommendations (from February 5 Community Forum).

Bike-Ped Network

- Establish a Neighborhood bike-ped network focused on slower neighborhood streets.
- Create a branding and signage strategy for the network.
- Create an on-street paint symbol.
- Establish bike share stations at N Highland commercial district, Ansley Mall, and new Piedmont Park expansion.

Transit

- Work with Georgia Tech and Emory to re-route the Tech/Emory shuttle to a new stop at the University/N Highland commercial node and at Ansley Mall.
- Support the location of a future light rail train along the Clifton Corridor with a stop at Cheshire Bridge Road.
- Work with the City of Atlanta to study Bus Rapid Transit (BRT) feasibility along Piedmont Avenue connecting to Buckhead and Midtown.
- Advocate for the retention of the MARTA bus #16 and #36 providing transit service along N Highland and Johnson.

Speed Limits

- Reduce speed limit on Piedmont, Cheshire Bridge, Monroe, N Highland, and Lenox from 35/30 mph to 25 mph.
- Reduce speed limit on E Morningside, N Morningside, and N Rock Springs from 25 mph to 20 mph.
- Reduce speed limit on all remaining local streets from 25/20 mph to 15 mph.
- Prohibit on-street loading in commercial districts on weekdays from 8-9:30a and 4:30-6:30p on Piedmont, Monroe, and North Highland.
- Work with APS and City of Atlanta to install speed cameras on East Rock Springs adjacent to Morningside Elementary.

Single-Family Design Standards

- For all new single-family construction, require attached garages to be oriented to the side or rear, or placed at least 20' behind the building facade when facing the street.
- For all new single-family construction, require front porches when 50% or more of the homes on the same block have a front porch.

Accessory Dwellings

- Accommodate various stages of life: aging parents, adult children, empty nesters moving to the back unit and renting out the front unit.
- Work with City of Atlanta Zoning Update process to support Accessory Dwellings in R4 zoning.
- Require property owner to live on-site.
- Accessory dwelling cannot be subdivided into a different property. Accessory dwellings must follow all existing regulations for lot coverage, setbacks, storm water, etc.

Summary of Previous Recommendations



Development along Corridors

- Support higher density for developments that provide senior housing.
- Support reduced parking for multi-family residential within a half-mile distance of a future Clifton Corridor transit station at Cheshire Bridge Road.
- Preserve Yorkshire Townhomes, Carlyle Heights, Ansley South Cooperative on Monroe, Hillpine Terrace Townhomes, and Morningside Place Townhomes as "Missing Middle" Housing land use & zoning designations.
- Work with the City of Atlanta to require developments along Cheshire Bridge and Piedmont to provide a 25' front setback along the street to accommodate wide sidewalks, street furniture zones, and supplemental zones.
- Work with Atlanta Public Schools to consider sites along Cheshire Bridge for future new school campus locations.
- **Cheshire Bridge and Piedmont:** Rezone I1 parcels to I-MIX zoning only if the Clifton Corridor transit system is provided with a stop at Cheshire Bridge Road.
- **Cheshire Bridge and Piedmont:** Rezone RG2 and RG3 parcels to MR2 and MR3 respectively.
- **Cheshire Bridge and Piedmont:** Rezone C2 parcels to MR2.
- **N Highland:** Rezone University Ave commercial node from C1 to NC.
- **Monroe:** Rezone C1 and I1 to MR3 with the following requirements:
 - Limit parking to 2.5 spaces/1,000 sqft of non-residential uses.
 - Limit parking to 1.25 spaces/1 bedroom units and 2.5 parking spaces/2+ bedroom units.
 - Prohibit self-storage, gas stations, drive thru facilities, and big box retail uses over 20,000 sqft
 - Require a mix of residential and non-residential uses.
 - Transition height and density so that it is lower where adjacent to single-family residences and higher along the Piedmont Park edges of the properties.

Parks and Recreation

- Support existing organizations and their efforts to preserve, maintain, and improve their respective facilities.
- Recruit Atlanta's corporations to sponsor neighborhood parks and to provide volunteer hours for clean up and maintenance.
- Utilize the MLPWAY signage and wayfinding system to direct cyclists and pedestrians to the neighborhood parks.
- Establish a quarterly or semi-annual coordination meeting with all area open space, parks, trails, and recreation groups to ensure all groups are working together to maximize their efforts.
- Focus additional recreation opportunities on newly created open spaces and preserve existing open spaces for their current designs, programs, and purposes.
- Work with Piedmont Park on Monroe/Piedmont expansion to see if this could meet some of the community needs for additional recreational resources.
- Create a new public park in the emerging mixed use Manchester District west of Cheshire Bridge, north of Piedmont, and south of the Clifton Corridor light rail line.

Community Safety and Education

- Work with commercial property owners to identify parking lots that are in need of additional lighting
- Identify public streets that are in need of additional street lighting.
- Utilize community communication mechanisms to advocate for environmentally-friendly and noise-sensitive lawn maintenance practices within the neighborhood.
- Utilize community communication mechanisms to advocate for community members to drive slowly on neighborhood streets.

Summary of Previous Recommendations



Process



OPEN HOUSE 5.19.2018 COMMENT BOARDS / PROMPTS

ONE LANE SLOW POINT CONCEPT DESCRIPTION / EXAMPLE

Example of implementation in Washington.

Before

After

Proposed

28'-00"

One Lane Slow Point Concept

- Narrows street to one-way at critical points to slow traffic and create a yield condition, similar to residential yield streets in Atlanta.
- Can be designed to allow bike movement to continue along designated path or through slow point.
- Keeps on-street parking.
- Can be installed with a raised cross-walk or with a speed table.
- Depending on width of curb slow point can have landscaping elements.

OPEN HOUSE CONSENSUS POINTS

A Community Open House was conducted to enable community members to speak with the consultant team about the Master Plan recommendations. A summary of feedback received at the Community Open House is included here:

- Update to Johnson Road / Lenox Road Intersection is unclear and needs a more robust engineering study.
- 1-way diverter at E.Rock Springs and N. Pelham needs to move or be removed as an option as it alienates a portion of the neighborhood.
- N.Rock Springs Roundabout needs to stay but needs updating with tightened lanes and a larger circle in the middle.
- Johnson Road would be better served with a narrowed lane, pedestrian refuges, and slower speeds as opposed to bike lanes.
- Sussex / Cumberland sees a lot of child pedestrians and needs added protection.
- Mini-Circles ok as long as it doesn't require 'taking' private property.

1

**Explore:
October 2017**

Collect Baseline Data and review Previous Plans & Studies.

2

**Context:
November 2017**

Meet with Steering Committee, Hold Focus Groups.

3

**Prepare:
December 2017**

Share emerging thoughts with steering committee and formulate key questions for Public Forum #1.

4

**Community:
January 2018**

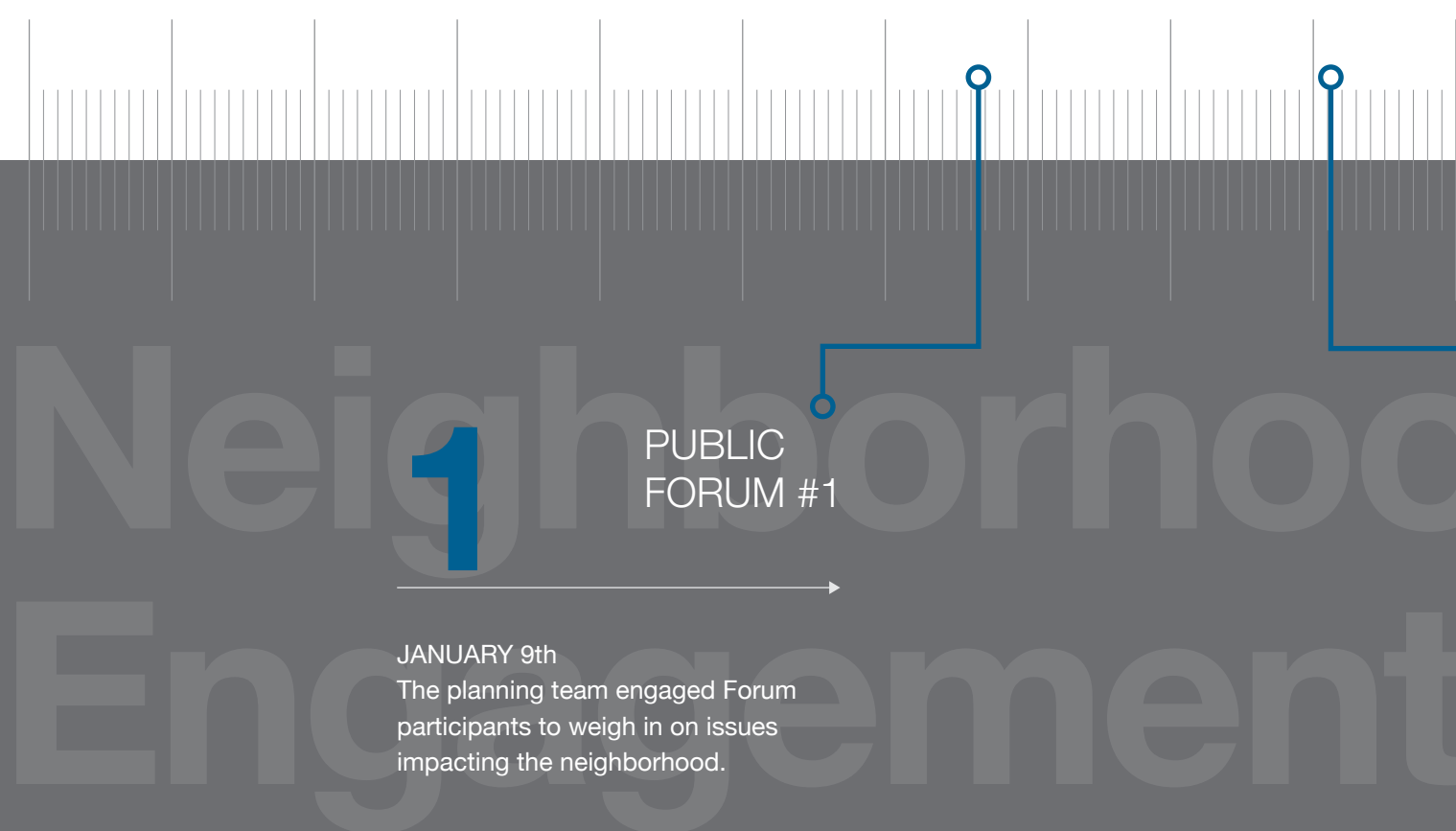
Hold Public Forum #1 asking key questions that will shape future recommendations. Share feedback with Steering Committee.

5

**Recommendations:
February 2018**

Prepare and hold Public Forum #2 with Steering Committee and community.

Process



Schedule

Schedule

6

**Review:
March 2018**
Review results of Public Forum with Steering Committee. Begin formulating alternatives.

7

**Consult:
April 2018**
Work with City of Atlanta to determine feasibility of recommendations.

8

**Refine:
May 2018**
Prepare and hold OPEN HOUSE with refined recommendations. Begin drafting Master Plan.

9

**Finalize:
June 2018**
Finish Master Plan draft and submit for comment from elected officials.

Plan

2

PUBLIC FORUM #2

FEBRUARY 5th
The 2nd Public Forum was an opportunity to present initial recommendations and preliminary concepts to the community for their input and feedback.

3

OPEN HOUSE

MAY 19th
Updated recommendations and concepts were presented to the community at a Saturday morning Open House session.



Neighborhood Vision

Community Master Plans have a unique ability to mobilize and energize a neighborhood to think boldly about the future. However, in order for these planning processes to work properly they must be properly rooted in consensus.

The recommendations put forward in the Vision section of this document represent those ideas that were supported by the majority of voices through all of the various mechanisms utilized throughout the process for hearing from the community. These recommendations have been vetted by the consultant team and numerous department representatives from the City of Atlanta to ensure that the recommendations are feasible, supportable, and implementable.

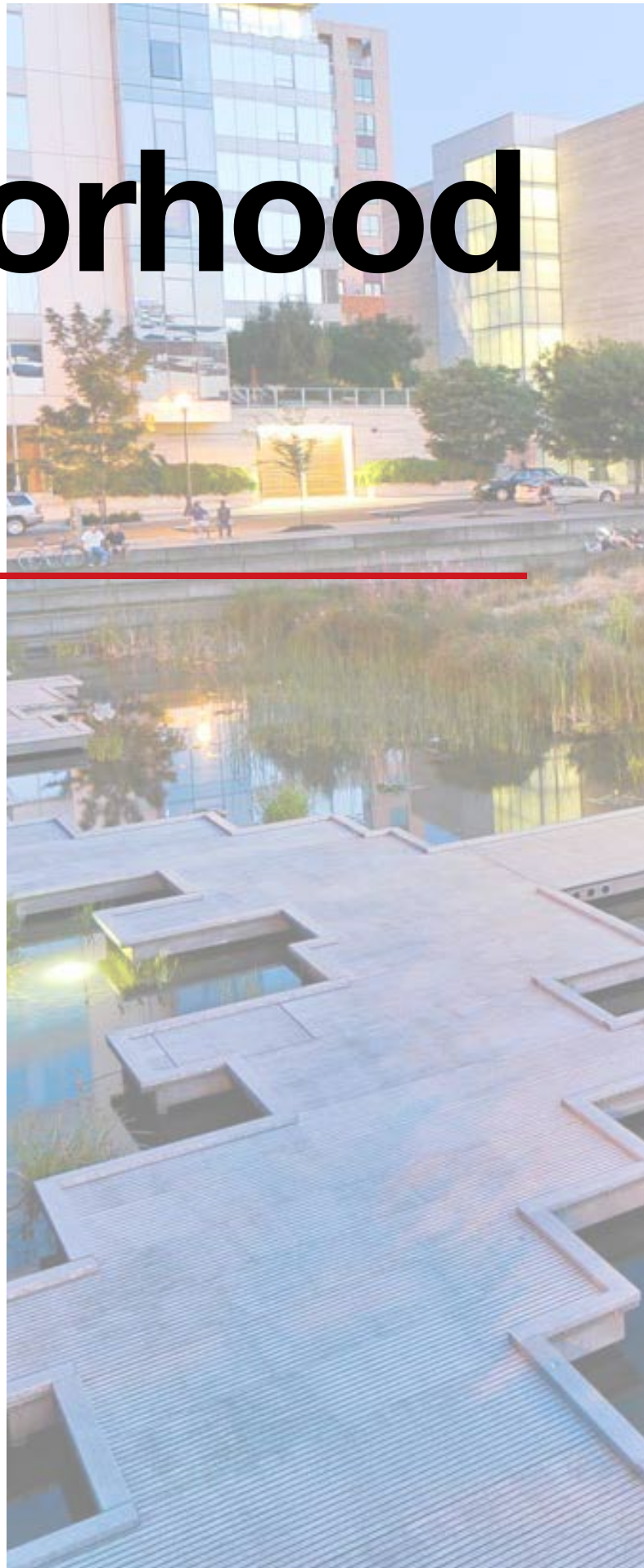




Image via cms-collaborative.com/project/tanner-springs-park

////

- **Purpose & Vision**
- **Recommendations**

////////////////////

Purpose and Vision

PURPOSE

The purpose of the Morningside Lenox Park Master Plan is to address the challenges facing the community and to develop a strategic framework that ensures Morningside Lenox Park continues to grow in ways that reflect the neighborhood's values and unique character. A neighborhood as established and enjoyable as Morningside Lenox Park could be seen as a neighborhood without major problems to solve. But this community understands that no place is ever static and without change. Community leaders are focused on utilizing strategic planning to ensure that the change that will come to the neighborhood in the future will be the kind of change that is in line with their vision and goals. This plan will serve as a road map providing the structure and guidance necessary to guide future decision making and investments in Morningside Lenox Park.

VISION

The vision for the Morningside Lenox Park neighborhood can be best summarized in a word - connectivity. The neighborhood is located in an ideal location with direct proximity to Emory University, Atlanta's BeltLine, Buckhead, Midtown, Downtown, Virginia-Highland, Old Fourth Ward, and Decatur. Morningside Lenox Park will utilize future investments in transportation to walk, cycle, bus, or train to the abundant area resources for work, shopping, recreation, nature, and education activities. They will continue to value its rich and mature tree canopy throughout the whole neighborhood. Morningside Lenox Park will provide safe connections throughout the entire neighborhood with residents young and old walking and biking on slow, calm, and green neighborhood streets. The neighborhood street network will evolve with modern traffic calming features that ensure external traffic connecting through the community is directed onto the designated throughways and further reducing external traffic on the local neighborhood streets. New homes built in the neighborhood will better connect to the established fabric and character of the historic community by respecting the scale and design of the existing houses. The emergence of a broader offering of housing options in and around the neighborhood will strengthen the social connection to the neighborhood by ensuring that various stages of life will be able to find a home in the community - from housing for young adults returning back to the community they grew up in to housing for an aging population of existing residents or the parents of existing residents. The neighborhood will be a place where local businesses thrive providing access to food services and daily needs. This vibrant Atlanta neighborhood will be a neighborhood for every kind of healthy and purposeful connection to be made, to the betterment of its residents, its businesses, its civic and religious institutions, and the City as a whole.



GOALS

CONNECTING INSIDE OF THE NEIGHBORHOOD

Morningside Lenox Park will be a neighborhood where residents can safely walk, bike, or take transit to visit with neighbors, to attend school, to worship, to shop, to dine, to play, or to experience nature.

CONNECTING OUTSIDE OF THE NEIGHBORHOOD

Morningside Lenox Park will be a neighborhood where residents can safely walk, bike, or take transit to areas outside of the neighborhood.

CONNECTING COMMUTERS THROUGH THE NEIGHBORHOOD

Morningside Lenox Park will be a neighborhood where commuters utilizing the public street network will drive slowly and safely on designated Arterial or Collector roadways so that local neighborhood streets will be more appropriately utilized by residents.

CONNECTING TO SCHOOLS

Morningside Lenox Park will be a neighborhood where students and guardians can safely walk or bike to educational resources.

CONNECTING TO NATURE

Morningside Lenox Park will be a neighborhood where residents can safely walk or bike to experiences with natural resources.

CONNECTING TO RECREATION

Morningside Lenox Park will be a neighborhood where residents can safely walk or bike to active recreation resources and destinations.

CONNECTING TO THE HISTORIC CHARACTER OF THE NEIGHBORHOOD

Morningside Lenox Park will be a neighborhood where newly built homes and neighborhood commercial development are compatible with the historic character of the community.

CONNECTING TO EXPANDED HOUSING OPPORTUNITIES

Morningside Lenox Park will be a neighborhood where people of various stages of life will have the opportunity to live.

Master Plan Implementation **MP1**

MP Master Plan Implementation

The recommendations of this Master Plan are the result of the various community engagement efforts utilized through this process. The Master Plan website and community forums yielded hundreds of input points over the course of 6 months. Topical Focus Groups provided valuable insight and the Master Plan Steering Committee met monthly throughout the process to provide feedback, guidance, and oversight to the plan. Finally, all recommendations of the plan are the result of review and feedback by City staff.

More Work Ahead

In reality, the final adoption of the Master Plan is just the beginning of the work. Adopted master plans are only proposals for work to be done in the future. Adopted plans do not become implemented plans without continued work by the neighborhood.

Additional work will be needed because many Master Plan recommendations require future processes to determine the greater precision and detail needed for implementation. Traffic Calming recommendations must enter into new phases of design and analysis before they can be implemented to best understand exact locations for proposed devices and to ensure the residents and property owners directly adjacent to the devices are not negatively impacted and are in support. Traffic Calming recommendations that are dependent upon preliminary testing phases must be prototyped and analyzed before more extensive implementation is done in other locations. Further work is also needed for zoning recommendations, working with affected property owners to rezone designated properties to the proposed zoning designations.

Master Plan recommendations will require further work in coordination with the appropriate City of Atlanta staff and the City Council representative in order to bring the ideas of the plan to fruition.

Being Opportunistic

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



As a result, it is essential for neighborhood leadership to work closely with the various City departments and the City Council representative for the neighborhood to understand what funding opportunities are available for the various recommendations of the plan.

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

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

Master Plan Implementation Committee

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

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

(MP) Master Plan Implementation

1. Establish a Morningside Lenox Park Master Plan Implementation Steering Committee.
2. Identify the Master Plan recommendations that are proposed to be completed within the first 36 months and focus on those projects.

Transportation Recommendation

T1

T1 Neighborhood Bike/Ped Network

The vast majority of residents who engaged in the Master Plan process expressed a desire to safely travel within and throughout the neighborhood either on foot or on a bicycle. In response to this desire, a neighborhood bike and pedestrian network is proposed. The “MLPWay” is the term that was presented in the process to further brand the network as something exclusive to the neighborhood. Initial public input noted that the neighborhood wasn’t sure about something really colorful and that perhaps a more clean and simple design would work better for this neighborhood.

The map to the right shows the suggested alignment of the MLPWay. The goal of the MLPWay is to utilize a grid network of existing streets that enables connections to be made to every quadrant of the neighborhood and to provide a route for users to access high-trafficked destinations. This network of streets is designed to provide slow and safe streets for all of those who desire to bike and walk throughout the neighborhood. These streets are referred to as Bike Boulevards in the City of Atlanta Cycle Atlanta Study.

On the northern end of the neighborhood, the bike-ped network connects to the Manchester District and Morningside Nature Preserve. To the west, users may utilize the system to access Ansley Mall, businesses along Piedmont Rd, and the future Piedmont Park expansion. The MLPWay provides direct access to Morningside Elementary. To the east, the network accesses the Morningside Neighborhood Commercial District with further access to Virginia-Highland to the south and Emory University to the north. This system further provides access to all of Morningside Lenox Park’s parks and preserves.

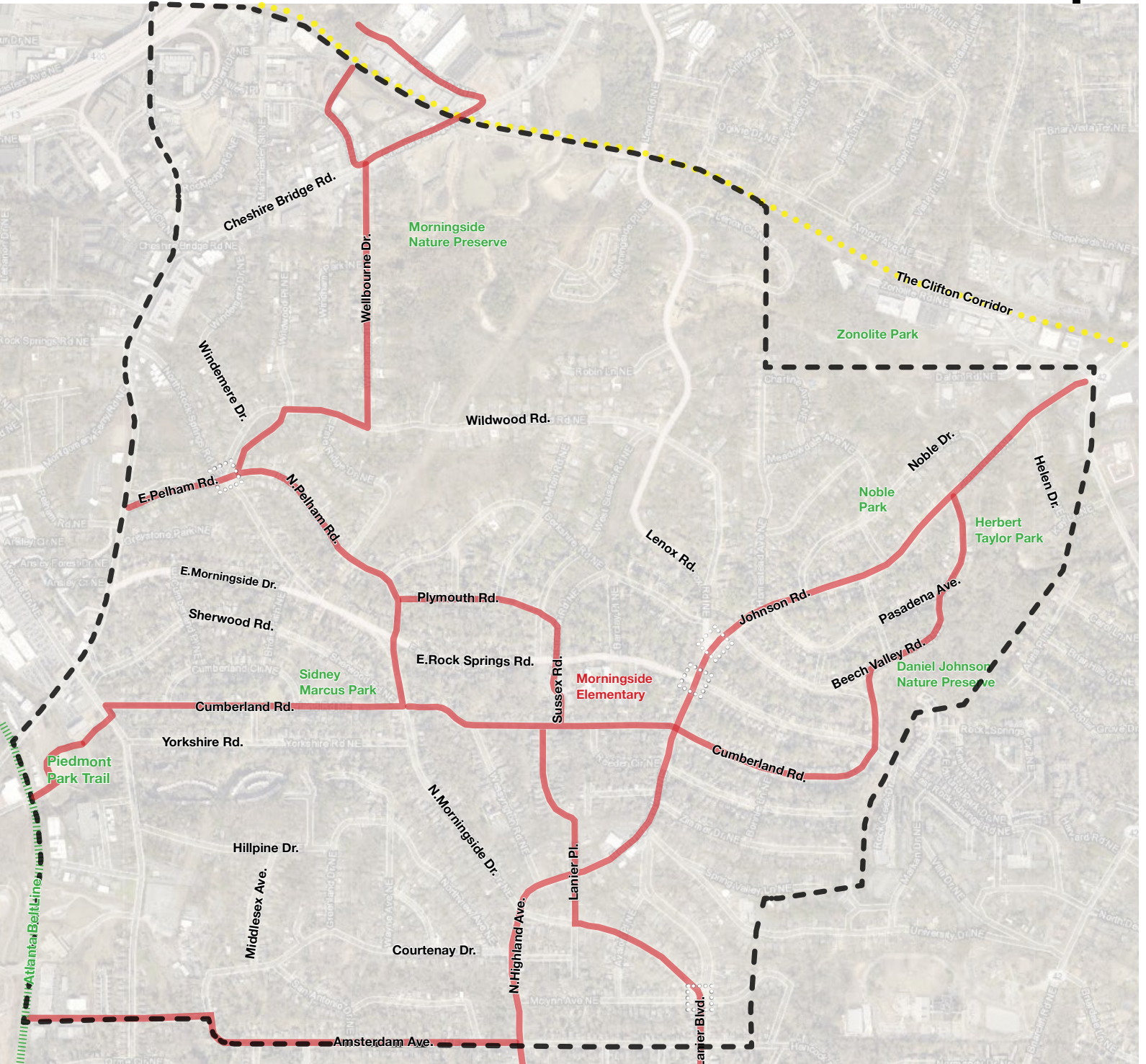


CYCLE ATLANTA 2.0 NEIGHBORHOOD GREENWAYS: Neighborhood Greenways, also known as Bicycle Boulevards, are low volume, traffic-calmed residential streets designed to give bicycle travel priority. They use signs, pavement markings, and speed and volume management treatments to discourage through trips by motor vehicles and create safe, convenient crossings of busy Arterial streets. They also present opportunities to employ green infrastructure, such as landscaped curb extensions and bioswales, to promote sustainable stormwater management.

Neighborhood Bike/Ped Network



MAP 6: NEIGHBORHOOD BIKE/PED NETWORK



Transportation Recommendation

T1

(T1) Neighborhood Bike/Ped Network Recommendations

1. Designate all MLPWay bike-ped streets located on local streets as Neighborhood Greenways with the City of Atlanta.
2. Install a stamped/textured paving system for the signature crosswalks.
3. Install a neighborhood branded way-finding signage system.
4. Install shared street markings (City standard) on designated streets.
5. Work with the City of Atlanta to create an “enhanced” shared street marking by adding simple design elements to the logo that will be unique to the neighborhood. Engage Morningside Elementary students in this process.
6. Establish bike share stations at the N. Highland commercial district, Ansley Mall, and the future Piedmont Park expansion.



Signature Crosswalk on Georgia State Campus done with paint; Image via gsu.edu

Relay Bike Station Image via westviewatlanta.com



TRANSPORTATION RECOMMENDATIONS



Neighborhood Bike/Ped Network



TRANSPORTATION RECOMMENDATIONS



Crosswalks in Pasadena, CA, created by Cynthia Luna using stencils



Clear way-finding in Adelaide, Australia
Image via studiobinocular.com



D1-3b
BICYCLE DESTINATION (3 LINES)



D1-3c
BICYCLE DESTINATION AND DISTANCE (3 LINES)

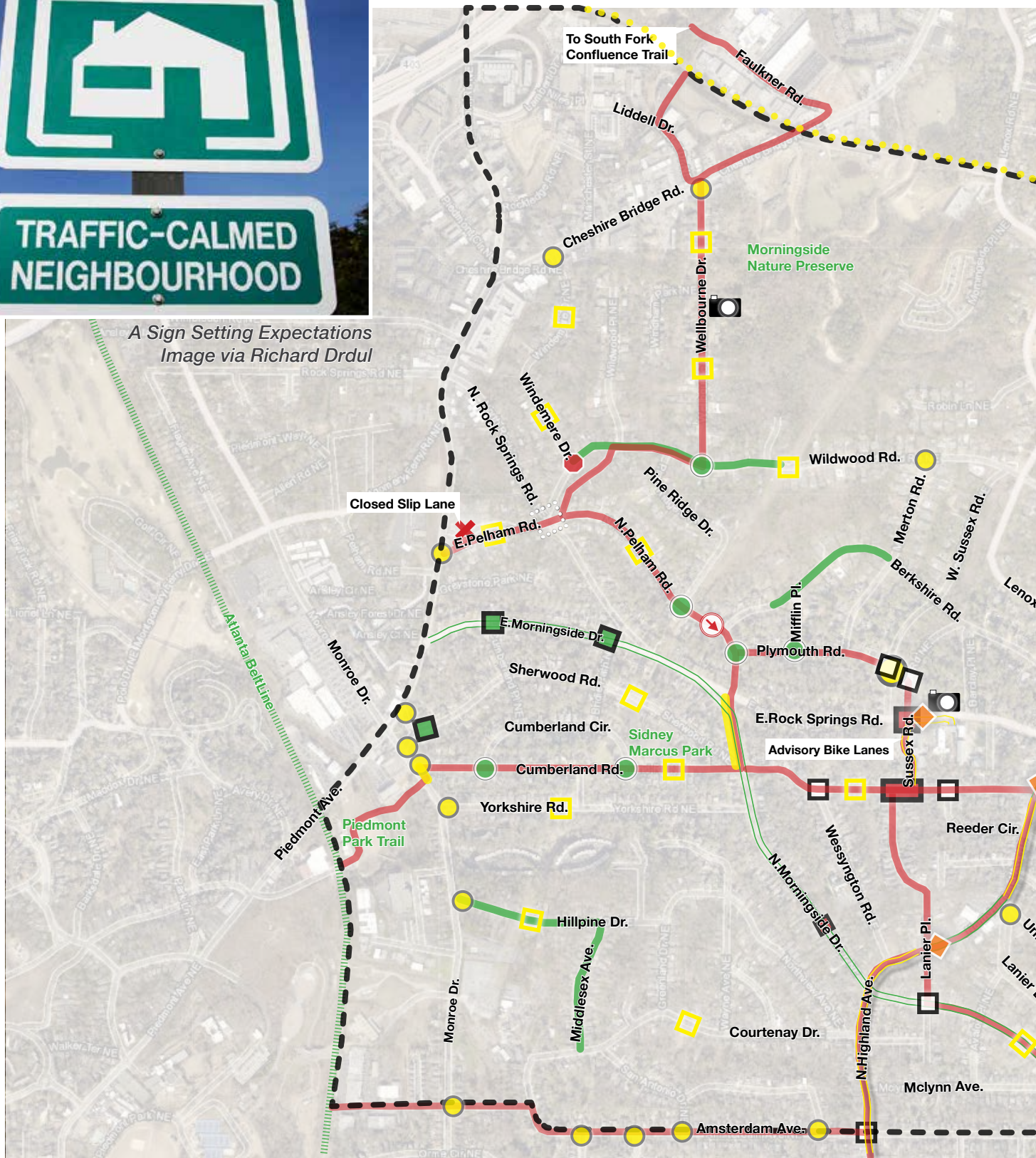
Sharrow and Bike sign design standards;
Image via mutcd.fhwa.dot.gov

Recommendation Overview

TRANSPORTATION RECOMMENDATIONS



A Sign Setting Expectations
Image via Richard Drdul



MAP 7: COMPREHENSIVE TRAFFIC CALMING PLAN

Neighborhood Traffic Calming



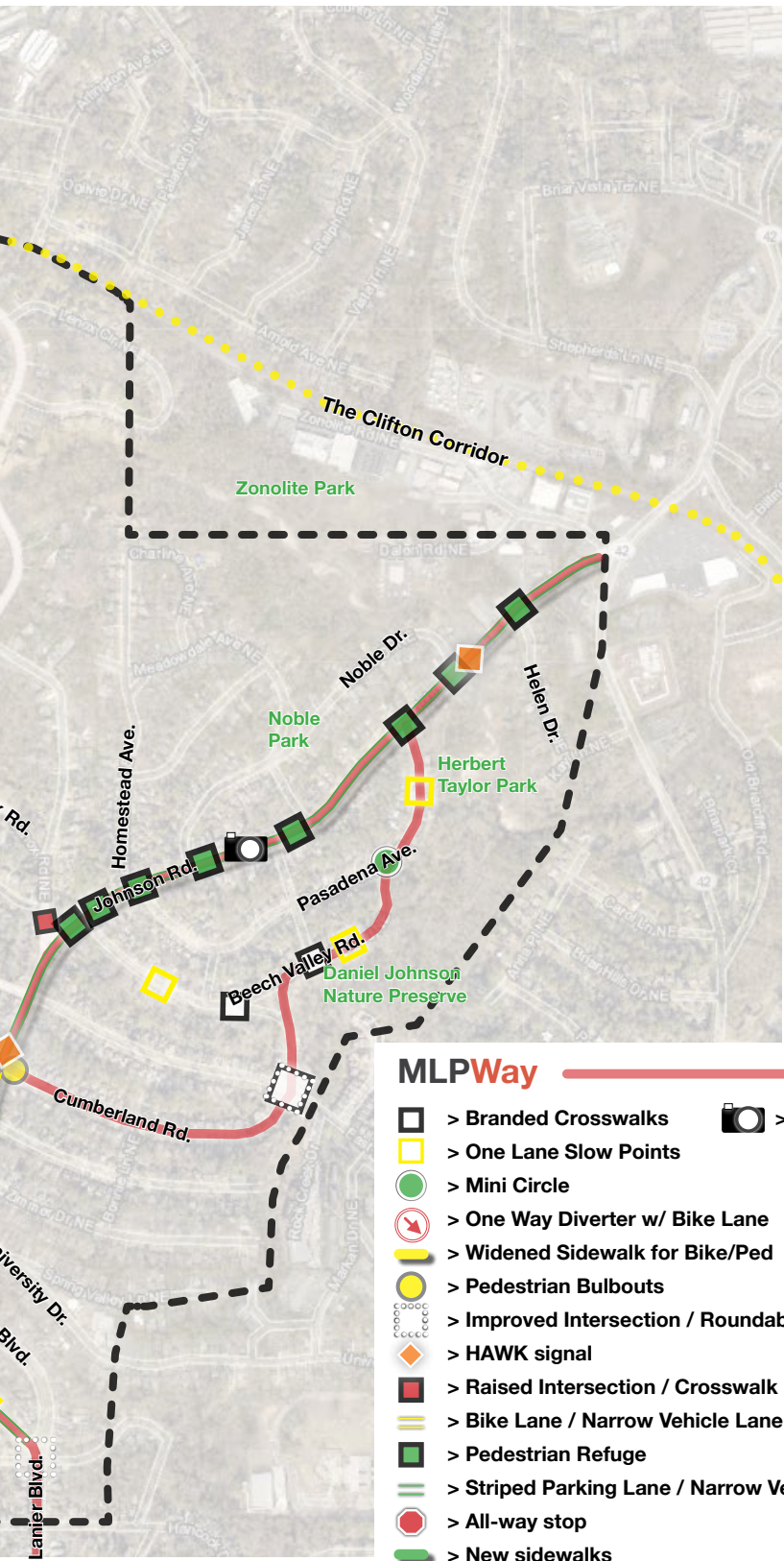
Comprehensive List

The map to the left shows the complete visionary list of traffic calming for the Morningside Lenox Park neighborhood.

The majority of the traffic calming methods are aligned on the new bike/ped network this document refers to as the MLPWay.

The following pages explain with greater detail and clarity about each method and why it was chosen.

The cumulative recommendations illustrated on this map will take time and money to implement fully. All Neighborhood Traffic Calming recommendations are further delineated by cost, schedule, and priority in the Implementation section of this document.



Transportation Recommendation

T2

T2 Public Transportation

As the City of Atlanta continues to see more development and an increase in population, the need for different transit options will continue to grow. Even if the majority of people continue to choose to drive, increased transit ridership will help to alleviate traffic on already-crowded City streets. Neighborhood residents expressed a desire to have better and improved opportunities to access public transportation both inside and outside of the community. The following transit recommendations are those that are supported by the community.

(T2) Public Transportation Recommendations

1. Work with Georgia Tech and Emory to re-route the Tech/Emory shuttle to a new stop at the University/ N. Highland commercial node and at Ansley Mall.
2. Support the location of a future light rail train along the Clifton Corridor with a stop at Cheshire Bridge Rd.
3. Support light rail implementation along the Beltline.
4. Work with the City of Atlanta to study Bus Rapid Transit (BRT) feasibility along Piedmont Ave connecting to Buckhead and Midtown.
5. Continue to advocate for and ride MARTA buses #16 and #36, which provide transit service along N. Highland Ave and Johnson Rd.
6. Advocate for more frequent bus service on existing routes with MoreMARTA funding as 40 minute headways are too much.
7. Work with MARTA to participate in pilot micro-transit routes (shuttle service) in the area.

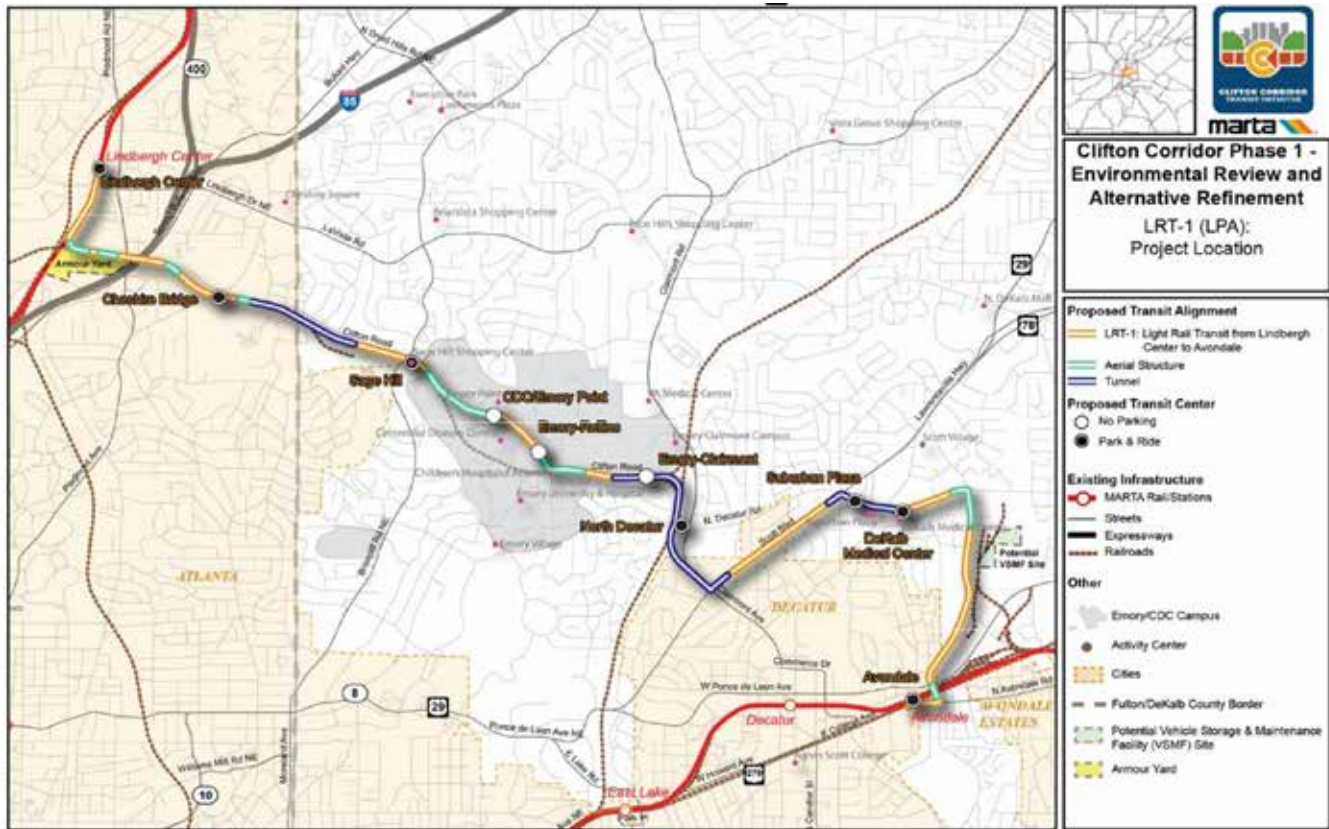
*Georgia Tech's Stinger Shuttle
Image via Emory Magazine*



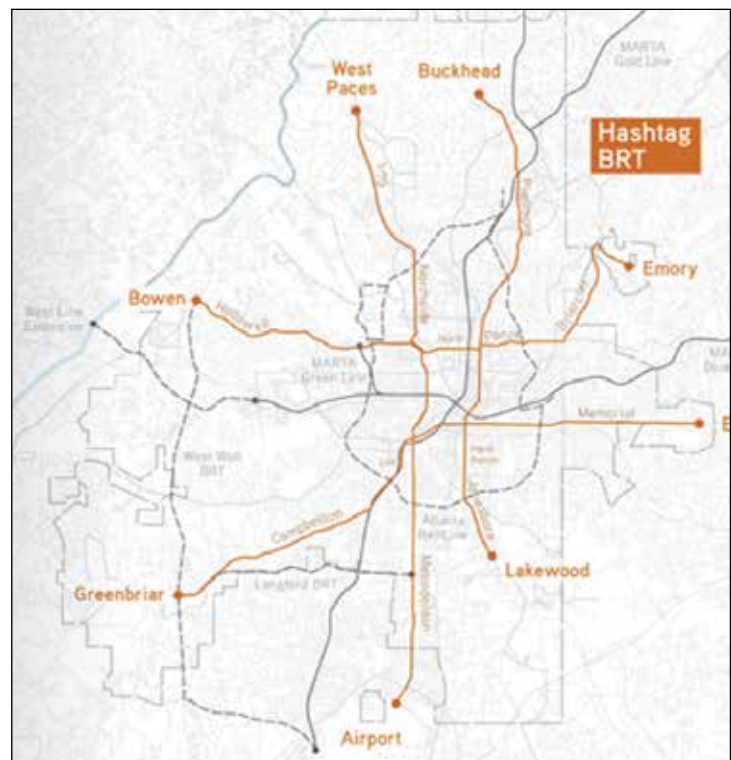
Rendering of Light Rail on BeltLine; Image via atlantaintownpaper.com

TRANSPORTATION RECOMMENDATIONS

Embrace Transit Options



TRANSPORTATION RECOMMENDATIONS



Proposed Light Rail to be funded thru recent TSPLOST; Image via MARTA.com
 A: Northeast BeltLine Light Rail
 D: Clifton Corridor Light Rail

Transportation Recommendation

T3

TRANSPORTATION RECOMMENDATIONS

T3 Speed Limits and Speed Readers

The majority of residents are concerned about the travel speeds of vehicles on local streets throughout the neighborhood. Both drivers from outside of the neighborhood and local residents can speed through the neighborhood in areas with wider street lanes and few traffic calming mechanisms in place. The following recommendations are related to Speed Limits and Speed Reader Devices in the neighborhood. Speed Reader cameras should be monitored for effectiveness and could be moved to other locations in the neighborhood in the future. Some community members expressed a desire to utilize Speed Reader Devices that can also issue speeding citations. Community leaders should discuss the feasibility of this type of mechanism with the City of Atlanta.

(T3) Speed Limits/Speed Readers Recommendations

The locations of recommendations on the associated map are approximations and will be further refined in subsequent processes. Recommendations are intended to be utilized to implement the neighborhood MLPWay bike-ped network.

1. Reduce the speed limit on Piedmont Ave, Cheshire Bridge Rd, Monroe Dr, N. Highland Ave / Johnson Rd, and Lenox Rd from 35/30 mph to 25 mph.
2. Reduce speed limit on E. Morningside Dr, N. Morningside Dr, E. Rock Springs and N. Rock Springs Rd from 25 mph to 20 mph.
3. Reduce speed limit on all remaining local streets from 25/20 mph to 15 mph.
4. Install digital Speed Reader signs on E. Rock Springs Rd adjacent to Morningside Elementary, Wellbourne Drive and Johnson Rd.

Effects of Vehicle Speed on Braking Distance

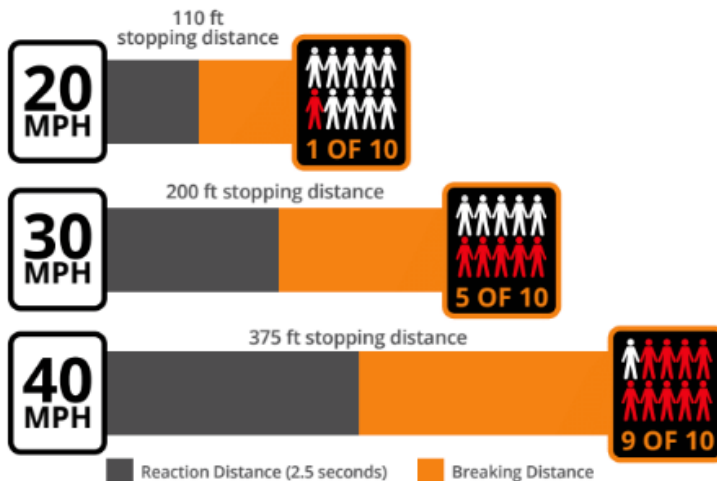
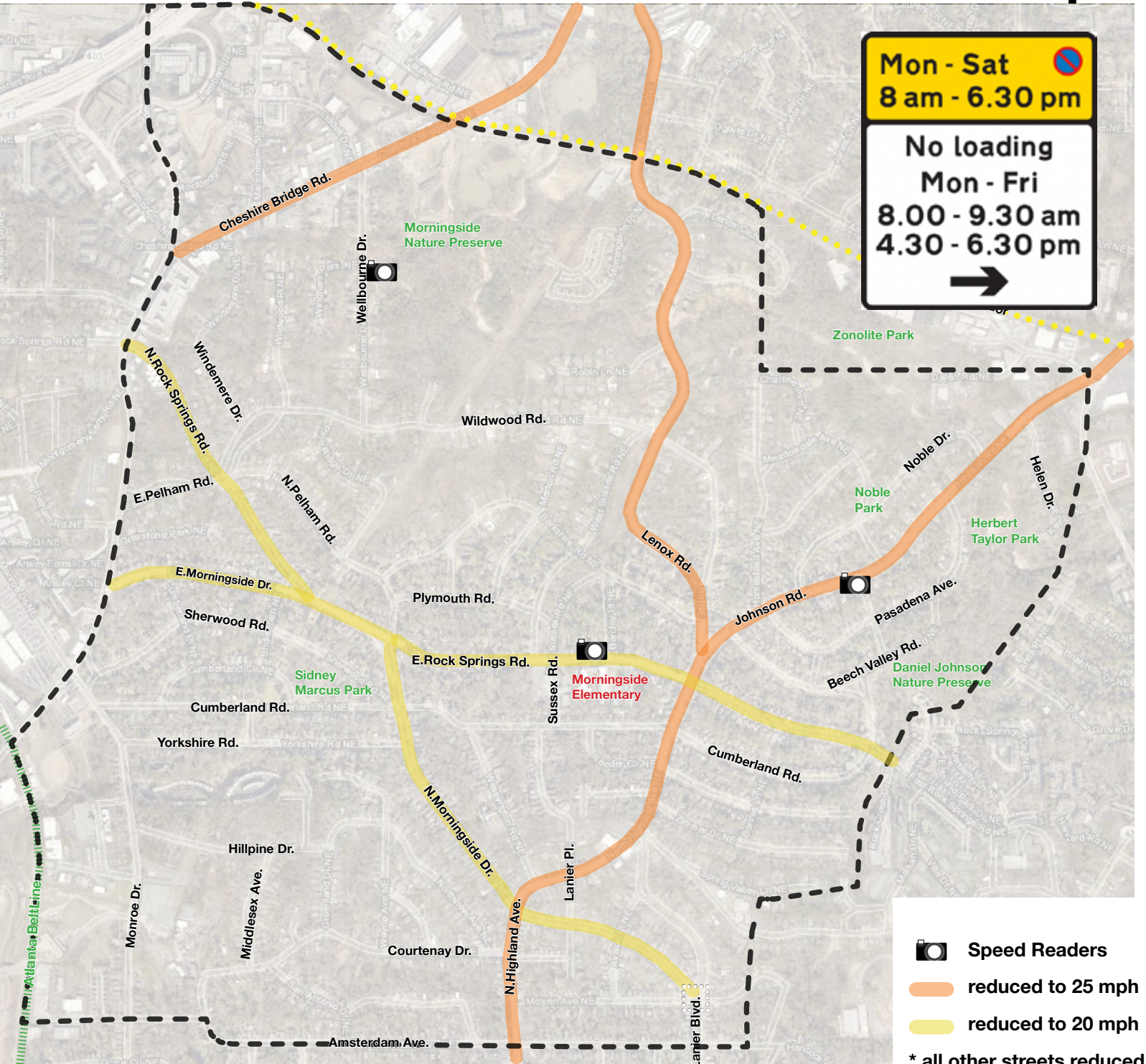


Image via City of Portland



Image via articles.chicagotribune.com

Speed Limits / Speed Readers



MAP 8: SPEED LIMITS / SPEED READERS

Transportation Recommendation

T4

T4 Sidewalks

The Morningside Lenox Park neighborhood is relatively well-covered with sidewalk infrastructure however there are many areas in the community that have incomplete sidewalk networks (See Map 4: Missing Sidewalks Inventory Map). It is the ultimate goal of the community to have all of the sidewalk networks complete with all missing gaps filled in. This process could also include filling in missing curbs where appropriate (in front of Morningside Presbyterian is one example). Until then, the focus of the community is to incrementally fill in the missing gaps, area by area, while the majority of available public and private dollars will be directed towards the implementation of the traffic calming recommendations of this plan. This section outlines the overall recommendations for sidewalks as part of the Master Plan.

(T4) Sidewalks Recommendations

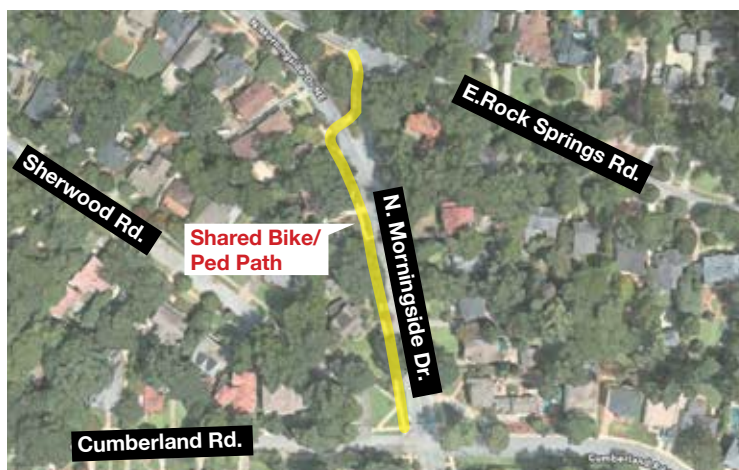
The locations of recommendations on the associated map are approximations and will be further refined in subsequent processes. Recommendations are intended to be utilized to implement the neighborhood MLPWay bike-ped network.

1. Install new sidewalk on Hillpine Drive.
2. Install new sidewalk on Middlesex Ave.
3. Install new sidewalk on Wildwood Rd.
4. Install new sidewalk on Berkshire Rd.
5. Widen the existing sidewalk to 10 feet on the east side of Monroe Dr from Cumberland Rd to the Piedmont Park HAWK signal.
6. Widen the existing sidewalk to 10 feet on the west side of N. Morningside Dr from the E. Rock Springs Rd triangle to Cumberland Rd.
7. Coordinate with Haygood Memorial United Methodist Church to consider opportunities to widen the existing sidewalk to 10 feet on the south side of E. Rock Springs Rd from Sussex Rd to Morningside Elementary School.
8. Educate homeowners about their responsibility to maintain sidewalks and opportunities to pool public and private funding to repair neighborhood sidewalks.

TRANSPORTATION RECOMMENDATIONS



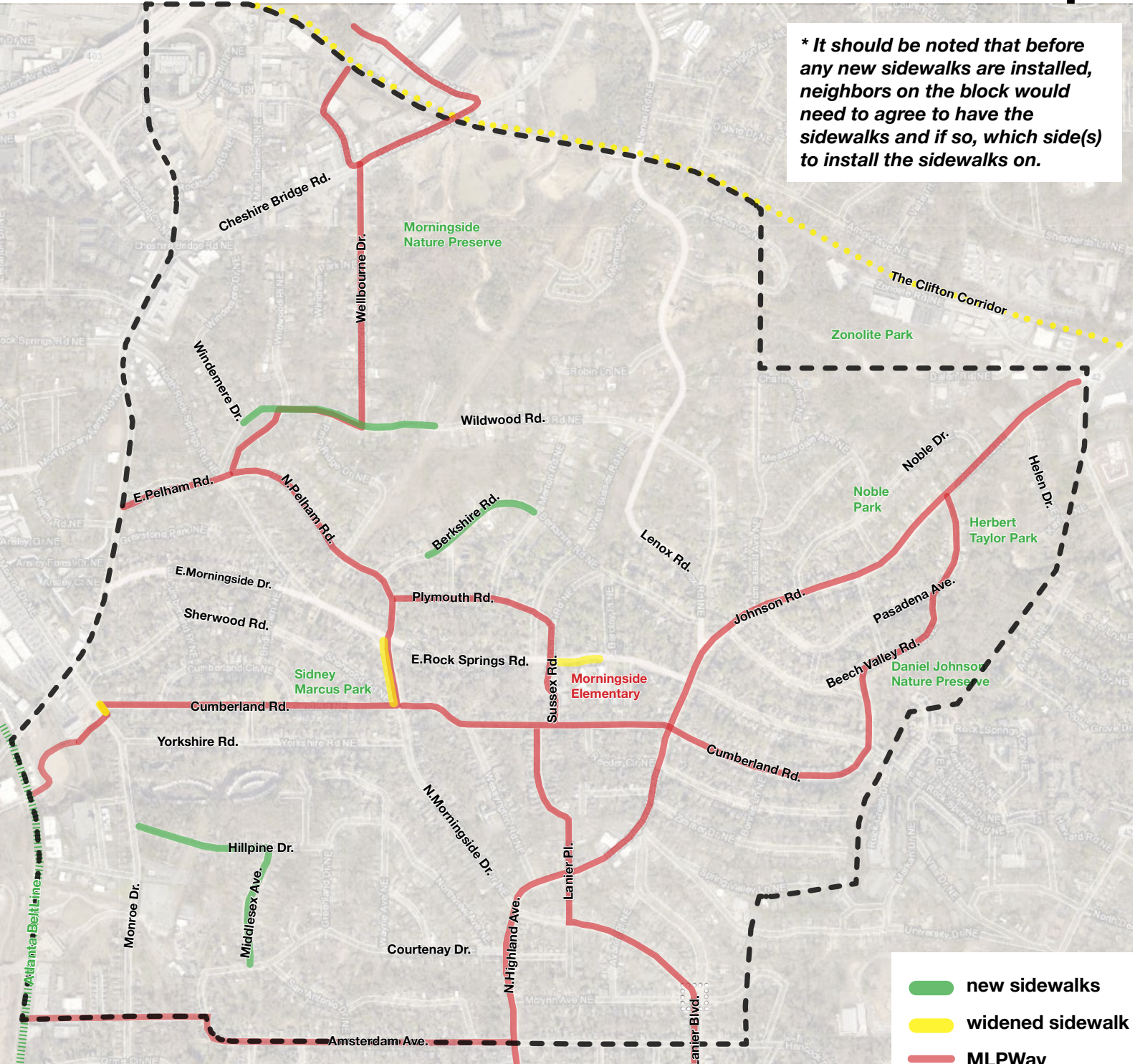
Recommendation T4.5



Recommendation T4.6



New Sidewalks



MAP 9: NEW SIDEWALKS

Transportation Recommendation

T5

T5 One-Lane Slow Points

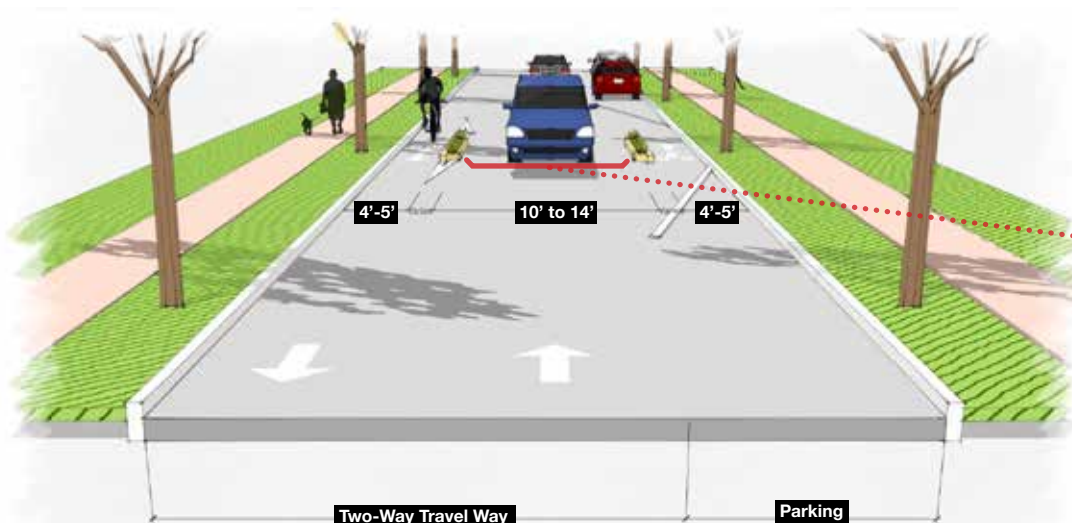
One-Lane Slow Points are a traffic calming device approved by the City of Atlanta for use on local or neighborhood streets. This device is ideal when the desired outcome of the traffic calming installation is both speed reduction and volume reduction. The input from the community throughout the Master Plan process was overwhelmingly in favor of both speed reduction and volume reduction on local streets. Given this community sentiment, the One-Lane Slow Point emerged as a preferable treatment device for future traffic calming improvements.

The primary feature of One-Lane Slow Points is that it narrows streets to one-way at critical points to slow traffic and create a yield condition, similar to residential yield streets in Atlanta. Signage is needed to ensure that drivers understand that priority must be given to the driver that is closest to the Slow Point.

There are several streets in the City of Atlanta and in the Morningside Lenox Park neighborhood that currently function as One-Lane Slow Points due to the narrow design of the streets. Streets in the Morningside Lenox Park neighborhood that are narrow and currently operate this way include: Wessington Rd, Lanier Place, Reeder Circle, and High Point Drive.

One-Lane Slow Points can be designed to allow bike movement to continue along a designated path or through the Slow Point. These mechanisms include the area along the street curb to be included in the mechanism but otherwise allows for on-street parking to be kept for the remainder of the street. For streets that have on-street parking, locations must be selected that have enough room to get rid of at least 1 on-street parking space on each side of the installation. Final locations of One-Lane Slow Points should be discussed with each of the residents of the block where they are proposed to determine the ideal location along the block that does not inhibit driveway use and that is generally supported.

TRANSPORTATION RECOMMENDATIONS



Recommendation T5. One-Lane Slow Point

Area between Slow Points can become a raised speed table for slower speeds and to retrofit current speed bumps in some locations.

One-Lane Slow Points



SPEED HUMPS VS ONE-LANE SLOW POINTS

Speed Humps

- **Vertical** traffic calming measure
- Should be **used with other traffic calming mechanisms** or in a series of speed humps
- Recommended for local streets
- Appropriate at mid-block crossings
- Creates **noise** and can **damage** vehicles
- Speed usually increases between humps

One-Lane Slow Points

- Similar to a residential **yield** street
- **Lateral** traffic calming measure that can often be combined with speed humps and reduce traffic flow to one lane
- Most effective when used in a series
- Can contain **landscaped** elements
- Opening should be between 10-14' wide

Example of implementation in Washington.



One-Lane Slow Points can further be installed with a raised crosswalk or speed table and depending on the width of the Slow Point mechanism, can also integrate landscaping elements.

The City of Atlanta Traffic Calming Manual lists the following advantages to installing One-Lane Slow Points:

- Vehicle speed is reduced.
- Most effective when used in a series. Imposes minimal inconvenience to local traffic.
- Pedestrians have reduced crossing distance, greater safety.
- Provides space for landscaping.
- Provides a visual obstruction.

Transportation Recommendation T5

One-Lane Slow Points are recommended on many streets within the Morningside Lenox Park neighborhood. However, it is desirable for the community to see the results of a small number of these devices to better learn how they work, where they are best located, and to enable drivers to slowly adjust to this new type of device.

One-Lane Slow Point Pilot Project Criteria

- Install Pilot Projects on Cumberland Rd., East Pelham Rd. and North Pelham Rd.
- Before and after installation, conduct a traffic study complete with bike/pedestrian counts, car counts, and car speeds.
- Secure written support of the Pilot Project from street property owners prior to installation.
- Installation should be used to beautify the street and to provide sustainable/green infrastructure elements.
- Test period should last a minimum of 6 months and should result in a 11-14% reduction of vehicles traveling at speeds in the 85th percentile.

(T5) One-Lane Slow Points Recommendations

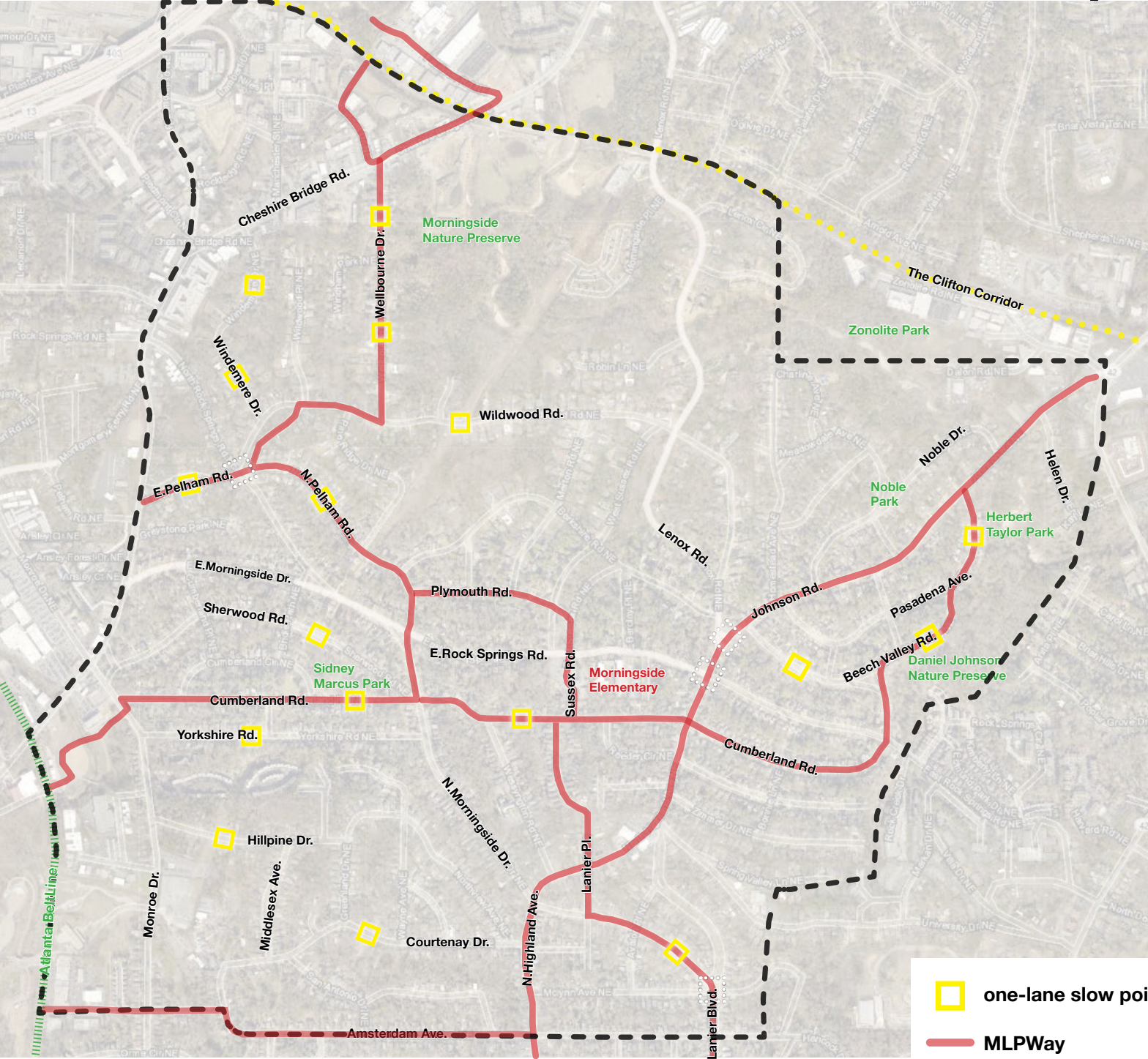
The locations of recommendations on the associated map are approximations and will be further refined in subsequent processes. Recommendations are intended to be utilized to implement the neighborhood MLPWay bike-ped network.

1. Conduct necessary analysis prior to One-Lane Slow Point Pilot Project installation.
2. Install temporary One-Lane Slow Point Pilot Projects in coordination with City of Atlanta Public Works.
3. Conduct necessary analysis during the One-Lane Slow Point Pilot Project.
4. Coordinate with City of Atlanta Public Works to analyze the results of the One-Lane Slow Point Pilot Project installation.
5. If results are positive and full implementation is supported, distill the Pilot Project analysis into Lessons Learned and include these findings in a finalized plan for full implementation of the One-Lane Slow Points.
6. If results are not positive and full implementation is not supported, work with City of Atlanta Public Works to determine alternative traffic calming devices allowable by the City of Atlanta and supported by the residents in each area.
7. Integrate bike path pass throughs, crosswalks, speed tables, and landscaping where possible.
8. Integrate landscaping where possible and identify subgroup of Morningside Lenox Park Association to maintain them.

One-Lane Slow Point



MAP 10: ONE-LANE SLOW POINTS



Transportation Recommendation T6

T6 Mini-Circles

There are certain local streets within the neighborhood that are long and uninterrupted. Such long unobstructed stretches of roadway are ideal candidates for faster vehicular speeds. The Master Plan recommends the installation of Mini-Circles on these streets at the intersections with other local streets. Wherever two local streets intersect, these become ideal locations for the installation of Mini-Circles.

It is important to recognize why Mini-Circles fit within the fabric of an established single-family neighborhood. These mechanisms work because they require no additional land or right-of-way to install - they fit perfectly right into the middle of the existing intersection. They do not require any on-street parking spaces to be removed, do not require any existing landscaping or street trees to be removed, and do not change the overall use of the streets other than slowing down cars that travel through the intersections where the Mini-Circles are installed. Any Mini-Circle installation that required private land or would result in the loss of on-street parking or street trees is not supported by this Master Plan. All Mini-Circles should be designed “right-sized” to fit within each respective intersection and should ensure that travel speeds are reduced. Where possible, additional mechanisms to facilitate pedestrian mobility should be included as part of the Mini-Circle device, such as bulbouts and crosswalks.

Mini-Circles are the perfect mechanism for these local street intersections. Such devices should be landscaped to the greatest extent possible.

STOP SIGNS VS MINI-CIRCLES

<u>Stop Signs</u>	<u>Mini-Circles</u>
<ul style="list-style-type: none"> • Traffic control device (along with signs, signals) aren't traffic calming, they are communication tools. • If vehicle volume is low and enforcement is limited there is a tendency to “roll through” the stop sign, so traffic rarely comes to a full stop. • Motorists increase their speed between stops, particularly when sight distances are good. • Is not a good tool for controlling speeds. 	<ul style="list-style-type: none"> • Traffic calming measure that reduces motor vehicle speeds to desired speeds by modification of the street design. • Lateral shift that reduces speed in two ways: first, by introducing a curve of small radius into the driving path and second, reducing the drivers sight distance. • Placed within existing right-of-way and can vary in size (5'-22' in diameter) based on existing street right-of ways. • Reduces speed and conflict • Most effective in reducing speeds when several are used in a series.

Mini-Circles



TRANSPORTATION RECOMMENDATIONS



Image via bike.calgary.org



Image via nacto.org



Image via
AARP liveable communities



Image via Richard Drudl



Image via bike.calgary.org



Image via www.cmap.illinois.gov



Image via safety.fhwa.dot.gov



Image via peterpatau.com



Image via commons.wikimedia.org



Image via usa.streetsblog.org



Image via nacto.org

Transportation Recommendation

T6

Mini-Circles are recommended on many streets within the Morningside Lenox Park neighborhood. However, it is desirable for the community to see the results of a small number of these devices to better learn how they work, where they are best located, and to enable drivers to slowly adjust to this new type of device.

Mini-Circle Pilot Project Criteria

- Install Pilot Project on N. Pelham Rd.
- Before and after installation, conduct a traffic study complete with bike/ pedestrian counts, car counts, and car speeds.
- Secure written support of the Pilot Project from street property owners prior to installation.
- Installation should be used to beautify the street and to provide sustainable/green infrastructure elements.
- Test period should last a minimum of 6 months and should result in a 11-14% reduction of vehicles traveling at speeds in the 85th percentile.

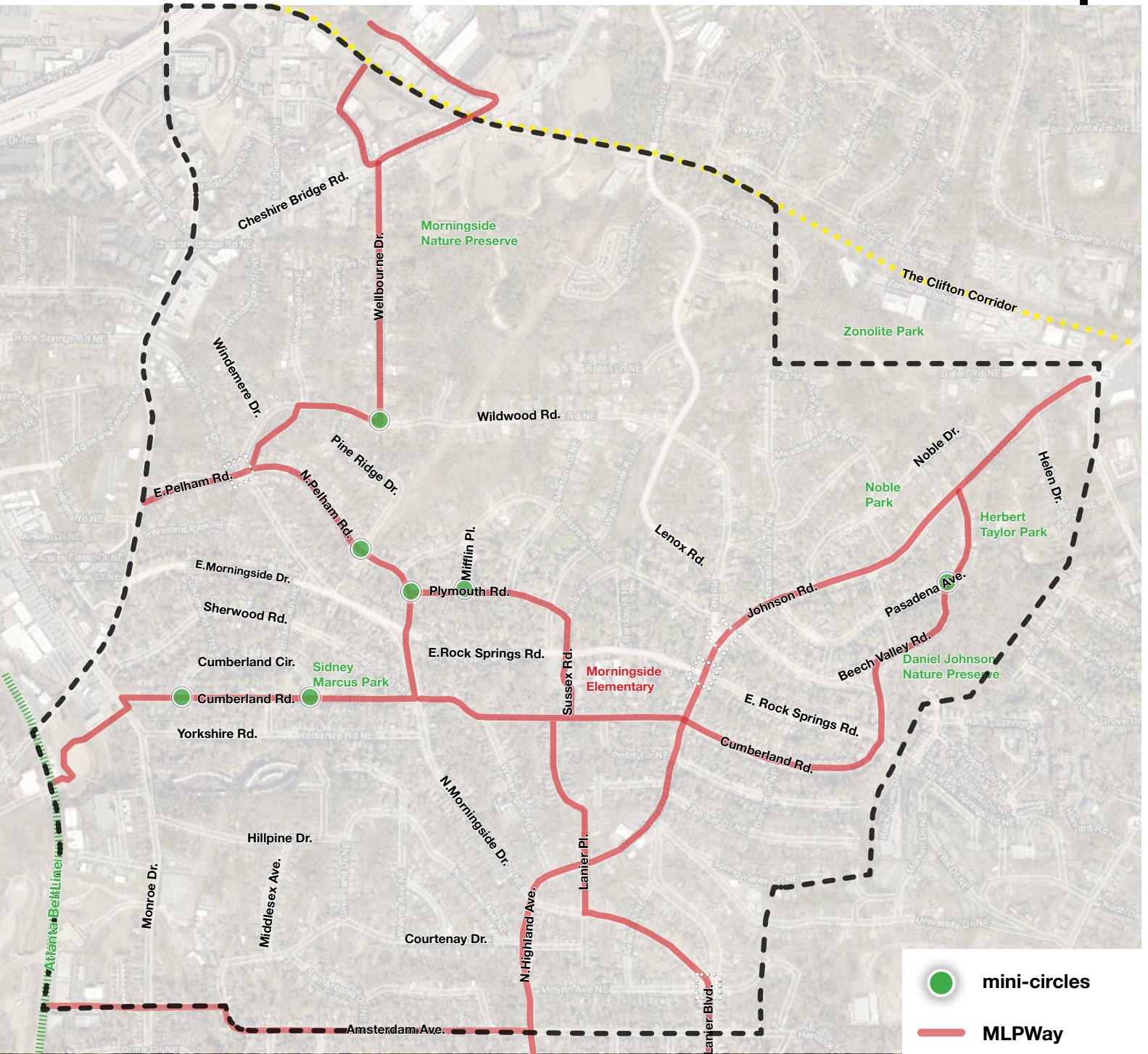
(T6) Mini-Circles Recommendations

The locations of recommendations on the associated map are approximations and will be further refined in subsequent processes. Recommendations are intended to be utilized to implement the neighborhood MLPWay bike-ped network.

1. Conduct necessary analysis prior to Mini-Circle installation.
2. Install temporary Mini-Circle Pilot Projects in coordination with City of Atlanta Public Works.
3. Conduct necessary analysis during the Mini-Circle Pilot Project.
4. Coordinate with City of Atlanta Public Works to analyze the results of the Mini-Circle Pilot Project installation.
5. If results are positive and full implementation is supported, distill the Pilot Project analysis into Lessons Learned and apply these findings into a finalized plan for full implementation of the Mini-Circles.
6. If results are not positive and full implementation is not supported, work with City of Atlanta Public Works to determine alternative traffic calming devices allowable by the City of Atlanta and supported by the residents in each area.
7. Integrate landscaping where possible and identify subgroup of Morningside Lenox Park Association to maintain them.



MAP 11: MINI-CIRCLES



Transportation Recommendation

T7

T7 Pedestrian Refuges and Raised Intersections

Streets that are broader in width offer opportunities to install Pedestrian Refuge space in the median of the roadway as a measure to both calm passing traffic but also to create a delineated area for pedestrians to stop when crossing the street. Pedestrian Refuges help pedestrians crossing a street by allowing the walker to navigate one lane of traffic at a time as opposed to having to cross the entire street at one time.

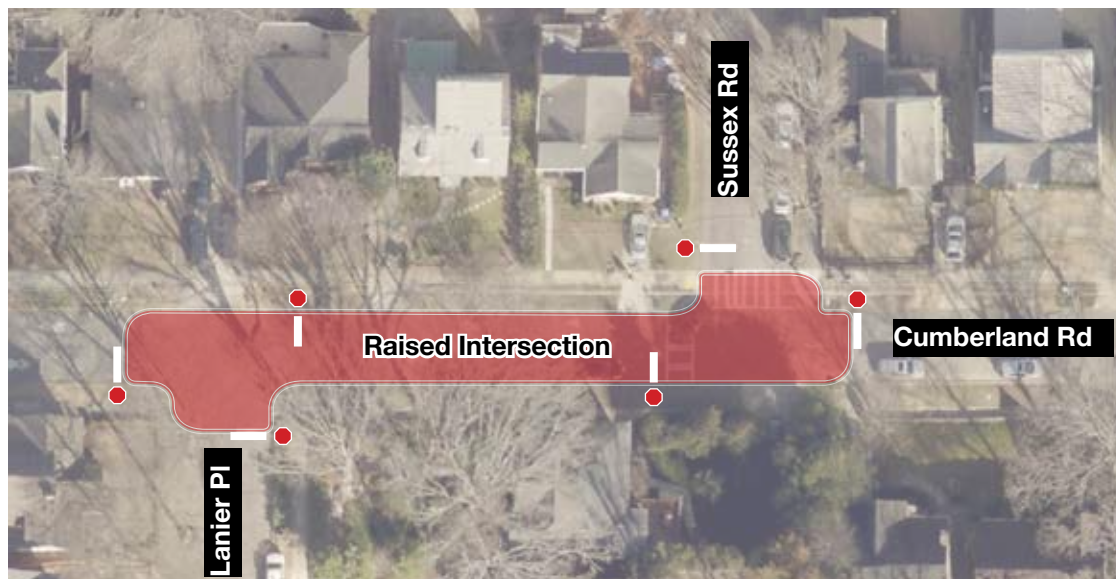
Another mechanism that this plan utilizes to assist pedestrians is the Raised Intersection device. Raised Intersections lift the elevation of the intersection to be at grade with the sidewalk level and can be additionally treated with special paving features that alert drivers to a changed road condition consistent with a yield or slow street condition.

(T7) Pedestrian Refuges & Raised Intersections Recommendations

The locations of recommendations on the associated map are approximations and will be further refined in subsequent processes. Recommendations are intended to be utilized to implement the neighborhood MLPWay bike-ped network.

1. Install pedestrian refuges at designated locations along E. Morningside Dr, Johnson Rd, and Sherwood Rd.
2. Integrate landscaping into Pedestrian Refuges where possible and identify subgroup of Morningside Lenox Park Association to maintain them.
3. Install Raised Intersections with stamped or textured paving and stop signs at designated locations at E. Rock Springs Rd/Sussex Rd, and Cumberland Rd/Sussex Rd/Lanier Pl.

Recommendation T7.3



TRANSPORTATION RECOMMENDATIONS

Ped Refuges/Raised Intersections



MAP 12: PEDESTRIAN REFUGES / RAISED INTERSECTIONS



Pedestrian Refuge; Image via strongtowns.org



Raised Intersection; Image via njbikeped.org

- pedestrian refuge
- raised intersection / crosswalk
- MLPWay

Transportation Recommendation T8

T8 HAWK Signals and Slip Lanes

On busier Arterial or Collector streets, a High-Intensity Activated crossWalk (HAWK) Signal can be utilized to provide a pedestrian-prompted stop at key pedestrian crossings where there doesn't currently exist a stop light or stop sign. This planning process identified key pedestrian crossing areas in need of this type of mechanism along E. Rock Springs Rd across from the Morningside Elementary School and along N. Highland Ave and Johnson Rd to connect the west and east side of the neighborhood together for pedestrians and cyclists.

The existing slip lane on E. Pelham Rd allows a fast moving right turn from E. Pelham Rd northbound onto Piedmont Rd. It is recommended to be closed to eliminate the dangerous condition presented to pedestrian mobility on Piedmont Rd due to the fast moving slip lane traffic. In this proposal, right turns from E. Pelham Rd onto Piedmont Rd would occur at the remaining E. Pelham Rd and Piedmont Rd intersection.

(T8) HAWK Signals and Slip Lanes Recommendations

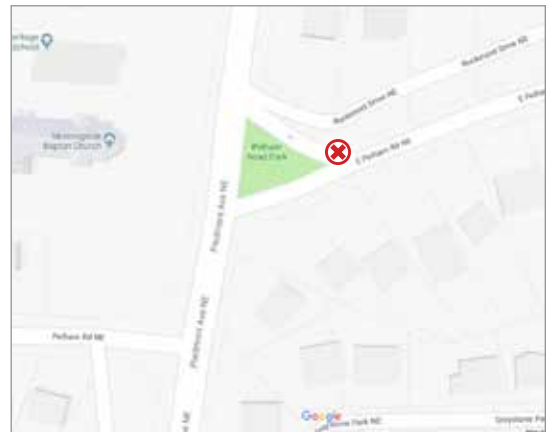
The locations of recommendations on the associated map are approximations and will be further refined in subsequent processes. Recommendations are intended to be utilized to implement the neighborhood MLPWay bike-ped network.

1. Install HAWK signals at designated locations along E. Rock Springs Rd, N. Highland Ave, and Johnson Rd.
2. Close the E. Pelham Rd north-bound slip lane.



*HAWK signal on North Ave on Georgia Tech Campus
Image via nique.net*

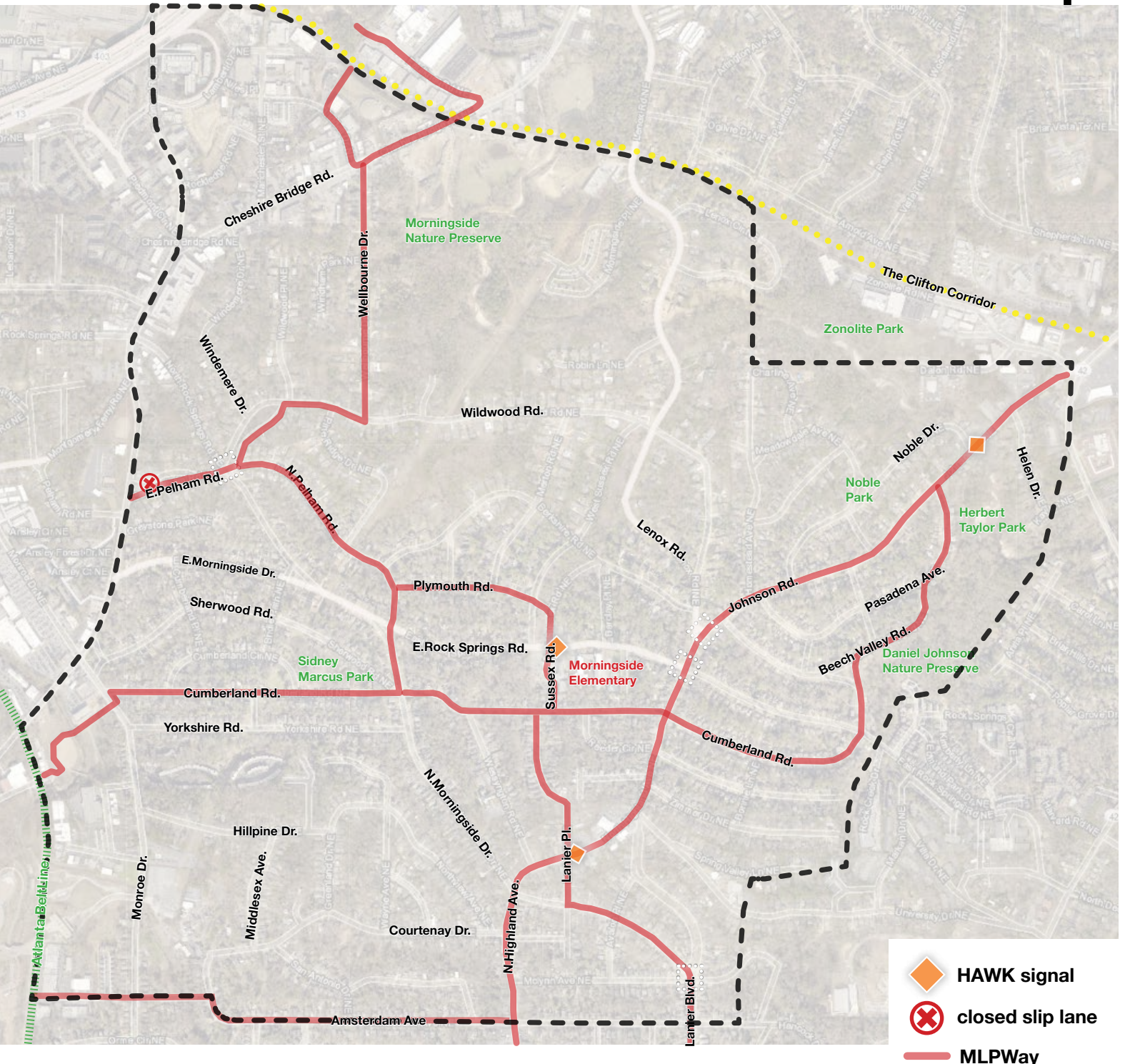
Recommendation T8.2 MAP VIEW OF SLIP LANE CLOSURE



HAWK Signals and Slip Lanes



MAP 13: HAWK SIGNALS AND SLIP LANES



-  HAWK signal
-  closed slip lane
-  MLPWay

Transportation Recommendation

T9

T9 Bulbouts and One-way Diverters

There are certain locations within the neighborhood where the Bulbout traffic calming mechanism has been identified as the preferred treatment. These locations are typically located at the intersection of a local street with a larger Arterial or Collector street at the periphery of the neighborhood. Bulbouts represent a “gateway” opportunity to communicate to drivers that they are leaving a higher speed roadway and entering into a slower speed neighborhood street.

A single One-Way Diverter is proposed for N. Pelham Rd just to the north of Berkshire Rd. This is in response to the shift in N. Morningside Dr that resulted from the Safe Routes To School Plan in 2008. Before this change, N. Morningside Dr moved along the sweeping curve to tie into E. Morningside Dr to the west of the N. Pelham Rd intersection. Now, after the intersection redesign, N. Morningside Dr terminates at a 4-way intersection with E. Rock Springs Rd and N. Pelham Rd, resulting in increased traffic moving through this intersection and north onto N. Pelham Rd. The One-Way Diverter will serve to discourage cut through traffic along N. Pelham Rd and will help to restore this local neighborhood street to the traffic levels it had prior to the Safe Routes to School redesign.

(T9) Bulbouts and One-Way Diverters Recommendations

The locations of recommendations on the associated map are approximations and will be further refined in subsequent processes. Recommendations are intended to be utilized to implement the neighborhood MLPWay bike-ped network.

1. Install Bulbouts at designated locations along Monroe Dr, Piedmont Rd, N. Highland Ave, Cheshire Bridge Rd, Wildwood Rd, Amsterdam Ave, and Lanier Blvd/University Dr.
2. Install temporary One-Way Diverter Pilot Project at the designated location in coordination with City of Atlanta Public Works. Analyze results of the One-Way Diverter with local residents to determine long-term feasibility.



Prior to 2008: The majority of northbound traffic through the Morningside/Rock Springs intersection is directed onto E. Morningside Dr. Image via atlantaga.gov.



After 2008: The majority of northbound traffic through the Morningside/Rock Springs intersection is directed onto N. Pelham Rd and E. Morningside Dr. Image via atlantaga.gov.

TRANSPORTATION RECOMMENDATIONS

Bulbouts/One-way Diverters



MAP 14: BULBOUTS / ONE-WAY DIVERTERS



Transportation Recommendation **T10**

T10 N. Rock Springs Roundabout

The N. Rock Springs Roundabout facilitates the movement of traffic at the convergence of N. Rock Springs Rd, E. Pelham Rd, N. Pelham Rd, and Wildwood Rd in the northwestern portion of the neighborhood. The travel lanes that move through the roundabout are wide and as a result it is common for vehicular traffic to move with excessive speed through the intersection. The roundabout is a key intersection in the proposed neighborhood bike-pedestrian network (See Recommendation T1) so it is imperative to achieve slower speeds through the intersection.

Through the course of the planning process several ideas were presented for reducing speeds through the intersection, with some including bold ideas for redesigning the intersection. The overwhelming feedback from the community is that the current configuration of the intersection is the preferred one but with a desire to “tighten up” the configuration by expanding the roundabout island and extending the street curbs of the outside travel lanes. This concept is consistent with the recommendation made in the 2001 Morningside Lenox Park Traffic Calming Plan.

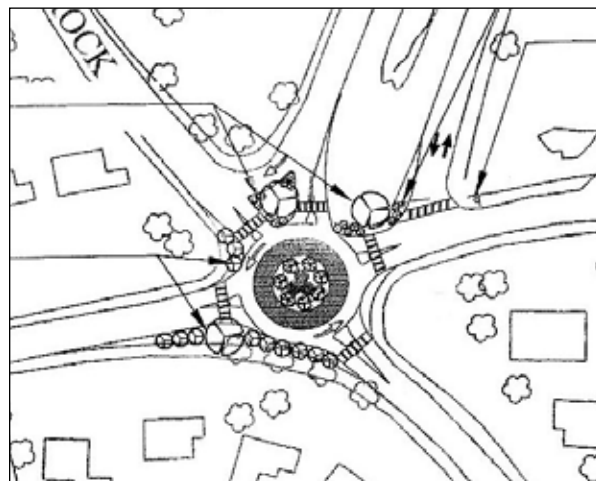
(T10) N. Rock Springs Roundabout Recommendations

The locations of recommendations on the associated map are approximations and will be further refined in subsequent processes. Recommendations are intended to be utilized to implement the neighborhood MLPWay bike-ped network.

1. Short-term: Install temporary barriers to provide for narrower travel lanes through the intersection.
2. Long-term: Widen the roundabout and extend the street curbs to provide for narrower travel lanes through the intersection per the 2001 Traffic Calming Plan recommendation.



Current Roundabout; Image via Google

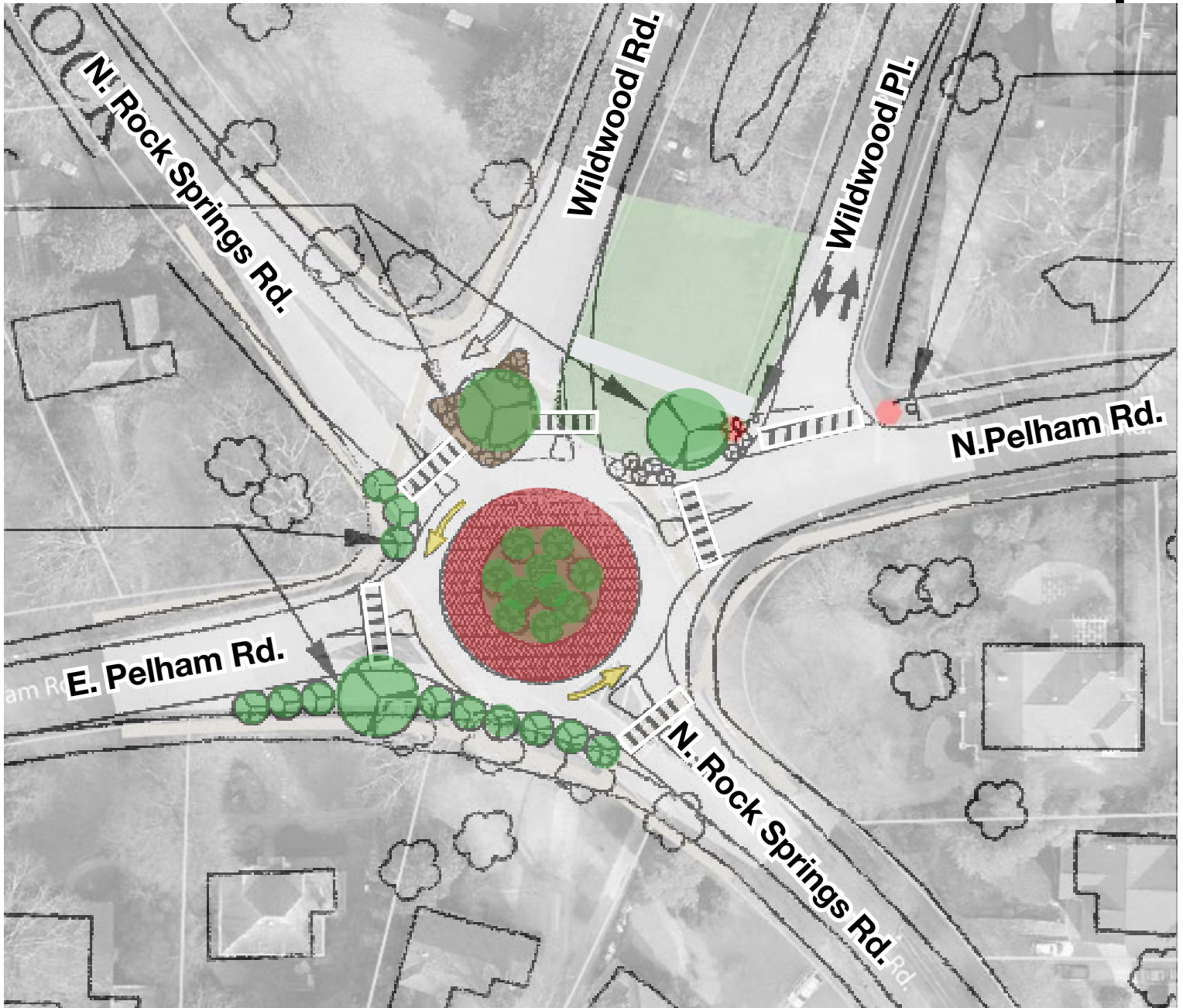


Proposed: 2001 Traffic Calming Plan

N. Rock Springs Roundabout



Recommendation T10. N. Rock Springs Roundabout



The above illustration of the proposed improvements to the N. Rock Springs Roundabout includes an expanded central landscaped island, an additional landscaped island between N. Rock Springs Rd and Wildwood Rd, and street curbs that extend further into the current street lanes.

Transportation Recommendation **T11**

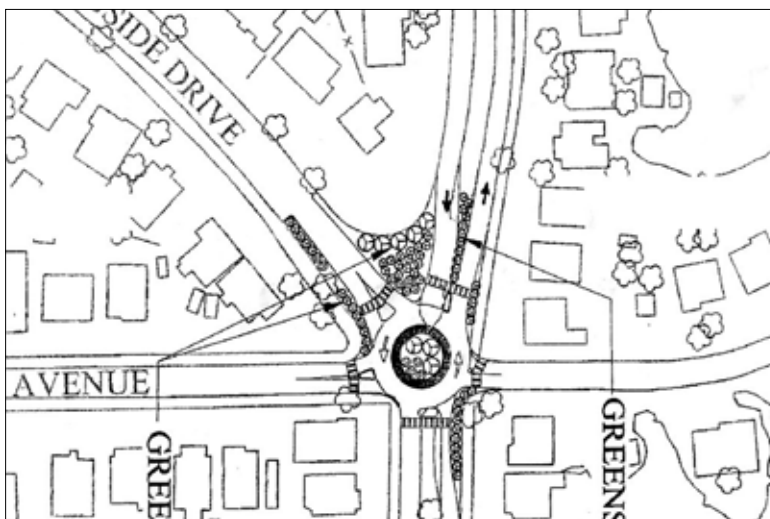
T11 Lanier Blvd Roundabout

The Lanier Blvd Roundabout is at the center of the Lanier Blvd, N. Morningside Dr, and McLynn Ave intersection in the southeast section of the neighborhood. In its current configuration, this intersection is extremely confusing and dangerous to vehicles, cyclists, and pedestrians. The 2001 Morningside Lenox Park Traffic Calming Plan proposed “tightening up” this intersection by expanding the center roundabout island, providing median splits at key locations on the feeder streets, and extending the street curbs into the travel lanes at key locations. Through this process the 2001 concept was presented to the community and was widely supported as the preferred treatment for this intersection.

TRANSPORTATION RECOMMENDATIONS



Current Roundabout;
Image via Google



Proposed:
2001 Traffic Calming Plan

Lanier Blvd Roundabout



(T11) Lanier Blvd Roundabout Recommendations

The locations of recommendations on the associated map are approximations and will be further refined in subsequent processes. Recommendations are intended to be utilized to implement the neighborhood MLPWay bike-ped network.

1. Short-term: Install temporary barriers to provide for narrower travel lanes through the intersection.
2. Long-term: Widen the roundabout and extend the street curbs to provide for narrower travel lanes through the intersection (the 2001 Traffic Calming Plan recommendation).

Recommendation T11. Lanier Blvd Roundabout

Current landscape island location is small and ineffective creating a very confusing intersection.



Transportation Recommendation **T12**

T12 E. Rock Springs Roundabout

The E. Rock Springs Rd. and E. Morningside Dr. corridor is the major east-west thoroughfare through Morningside Lenox Park, stretching from Emory/Druid Hills to Midtown Atlanta. Except for the Morningside Elementary School segment, the corridor is exclusively single-family residential. This corridor is heavily congested at high trafficked intersections during the morning and evening rush hours. The corridor divides the northern and southern portions of the neighborhood. It is this role as a divider that this plan is focused on addressing. During the community engagements, neighbors strongly supported reducing the speed of vehicles, especially in front of the Morningside Elementary School and making the intersection of E. Rock Springs Rd. and Cumberland Rd. more safe for pedestrians to cross. This intersection is large, traffic volume is high, and speeds are excessive. Currently, the excessive right of way creates an environment for cars to travel even faster in this part of the neighborhood. (See Transportation Recommendations in other sections for E. Rock Springs Rd. and E. Morningside Dr.) intersection.



*Current Intersection;
Image via Apple Maps*

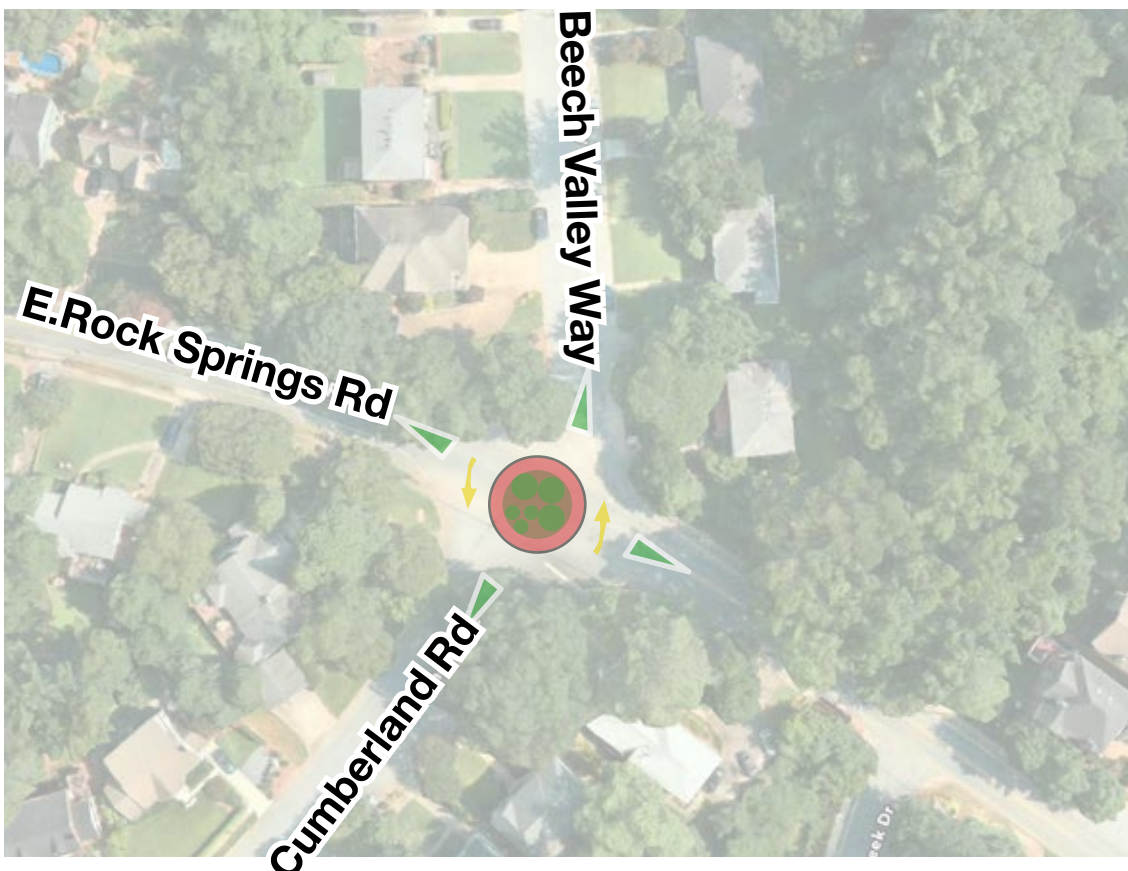
E. Rock Springs Roundabout



(T12) E. Rock Springs Roundabout Recommendations

The locations of recommendations on the associated map are approximations and will be further refined in subsequent processes.

1. Conduct necessary analyses prior to temporary roundabout installation for the intersection of E. Rock Springs Rd. and Cumberland Rd.
2. In coordination with City of Atlanta Public Works, install temporary pilot project for a roundabout at this intersection.
3. Conduct necessary analyses during the roundabout pilot project.
4. Coordinate with City of Atlanta Public Works to analyze the results of the roundabout pilot project installation.
5. If results are positive and full implementation is supported, make adjustments to the installation as indicated by the analysis of the pilot project installation. Coordinate planning with City of Atlanta Public Works.
6. If results are not positive and full implementation is not supported, work with City of Atlanta Public Works to determine alternative traffic calming devices allowable by the City of Atlanta and supported by nearby residents.
7. Integrate landscaping and identify committee of Morningside Lenox Park Association to maintain.



Transportation Recommendation **T13**

T13 N. Highland Ave. and Johnson Rd.

N. Highland Ave plays a distinct and unique role in the neighborhood. As a major historic north-south corridor it is a significant connector for the east side of the City, stretching from Emory/Druid Hills to Downtown Atlanta. Through the Morningside Lenox Park neighborhood it is primarily single-family residential except for the thriving neighborhood commercial district located between Lanier Blvd and University Dr. The corridor is congested at high trafficked intersections at peak hours but otherwise is a fast moving corridor prone to speeding vehicles. The corridor divides the western and eastern portions of the single-family fabric of the neighborhood. It is this role of N. Highland Ave as a divider that this plan is focused on addressing. The community expressed strong support for reducing the speed of vehicles on the corridor as well as providing ample opportunities for safe bike and pedestrian crossings. *(See previous Transportation recommendations pages for additional N. Highland Ave and Johnson Rd recommendations)*

(T13) N. Highland Ave Recommendations

The locations of recommendations on the associated map are approximations and will be further refined in subsequent processes. Recommendations are intended to be utilized to implement the neighborhood MLPWay bike-ped network.

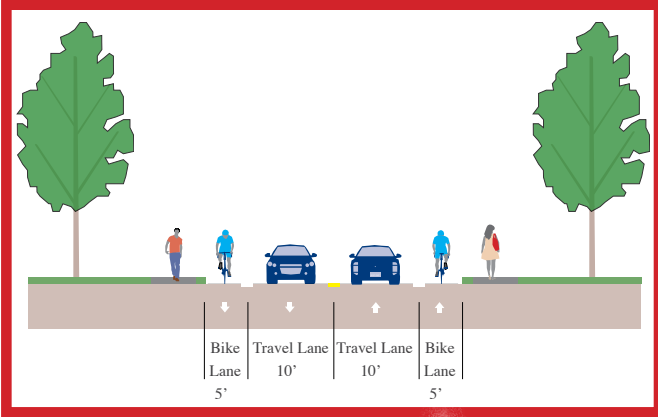
1. Install bike lanes on the residential portion of N. Highland Ave, from Amsterdam Ave to Cumberland Rd.
2. Install a Commercial Greenway with shared lanes through the neighborhood commercial district of N. Highland Ave.
3. Retain on-street parking on one side of N. Highland Ave and Johnson Rd from Cumberland Rd to Briarcliff Rd.
4. Through the RENEW Atlanta improvements for N. Highland Ave, develop a new light sequence for the E. Rock Springs and N. Highland Ave intersection that enables west and east bound traffic to have improved timing for left turn movements onto N. Highland Ave.
5. Install new striping at the intersection of Lenox Rd and Johnson Rd to provide better clarity on where the existing travel and turn lanes are. Study this intersection further through the RENEW Atlanta process to see if any other improvements could be made.

CYCLE ATLANTA 2.0 COMMERCIAL GREENWAYS: Commercial Greenways are similar to neighborhood greenways, but are compatible with higher volumes roadways featuring more diverse activity. They are typically applied on neighborhood commercial streets and town center main streets. Green-backed shared lane markings, wayfinding signage, and pavement markings are required elements that reinforce the street as a shared space. Strips of textured pavers aligned with car tire paths are designed to slow traffic and remain compatible with bus service without affecting bicyclists.

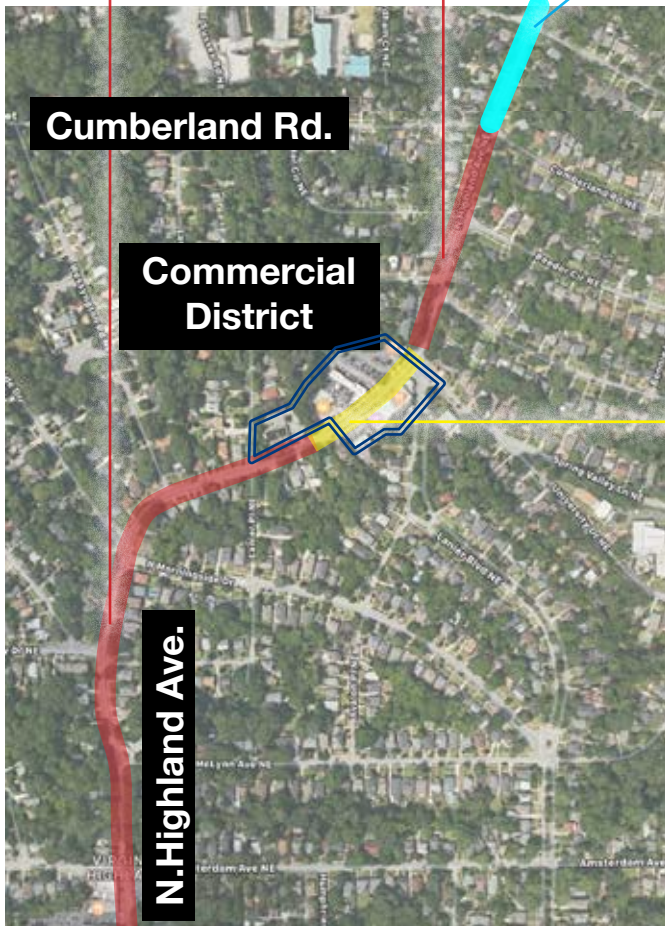
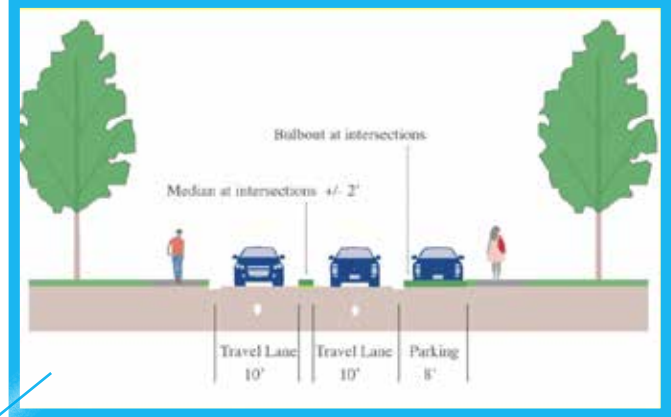
N. Highland Ave. / Johnson Rd.



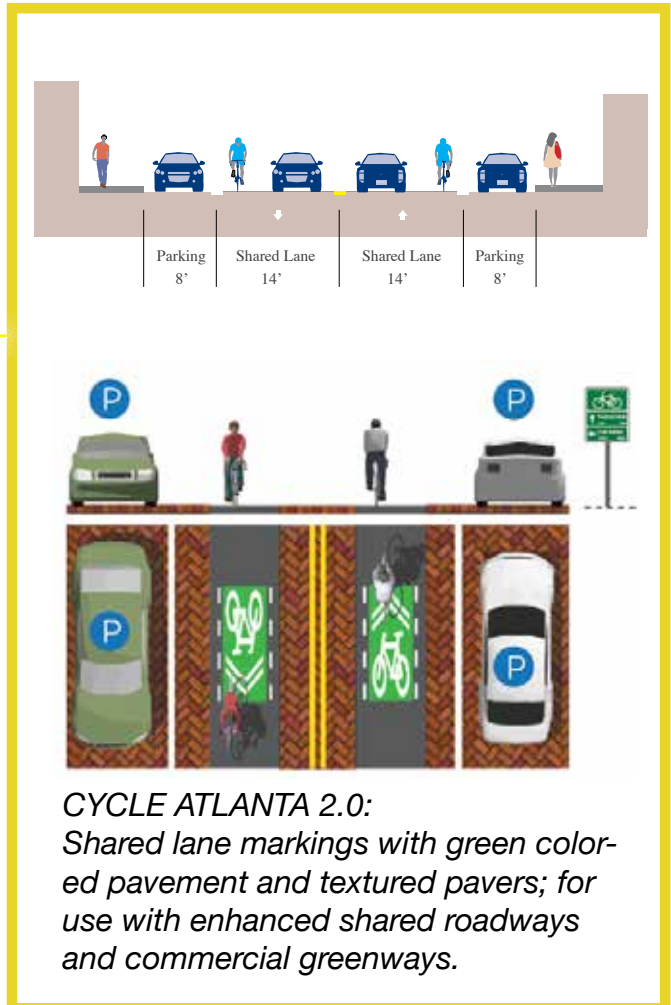
N. HIGHLAND BIKE LANES



JOHNSON TRAFFIC CALMING



N. HIGHLAND COMMERCIAL GREENWAY



TRANSPORTATION RECOMMENDATIONS

Land Use Recommendation

LU1

LU1 Mixed Use and Multi-Family

As more development occurs in the City of Atlanta, much of that development and density will be absorbed along Atlanta’s major corridors like Cheshire Bridge, Piedmont, and Memorial Drive. These Arterial and Collector roadways that form the perimeter of many intown neighborhoods typically have parcels with zoning that allows for far more density than what currently exists on the sites and are inevitably due to become something other than what they are today. There are also many large relatively low-density multifamily residential properties in the neighborhood that are older and increasingly viable for potential redevelopment into newer and higher density developments. The following recommendations reflect the community vision for how the Mixed Use and Multi-Family areas of the neighborhood should development in the future.

(LU1) Mixed Use and Multifamily Recommendations

1. All currently zoned R parcels must be retained at their current R category and must not be rezoned / upzoned to any non-R zoning designation for mixed use, multifamily, or any other uses.
2. Support the reduction of provided parking for multi-family residential developments within a half-mile distance of a future Clifton Corridor transit station at Cheshire Bridge Rd.
3. Work with the City of Atlanta to require developments along Cheshire Bridge Rd and Piedmont Ave./Rd. to provide a 25’ front setback along the street to accommodate wide sidewalks, street furniture zones, and supplemental zones.
4. Work with Atlanta Public Schools to consider sites along Cheshire Bridge Rd for future locations for new school campus locations.
5. Prohibit on-street loading along commercial corridors on weekdays from 8-9.30a and 4.30-6.30p.

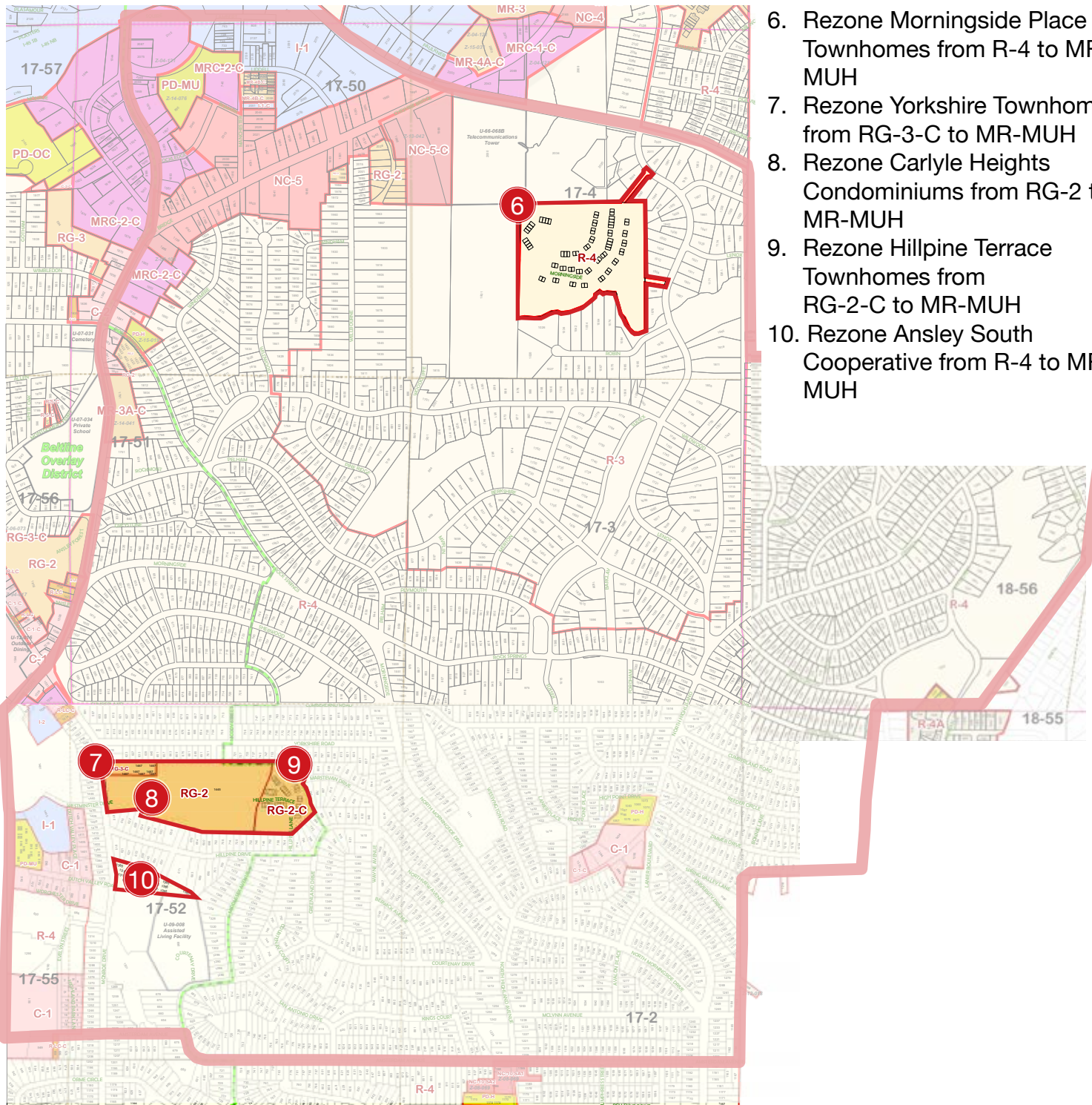


Preserve housing like Morningside Place Townhomes as valuable “Missing Middle” with the City of Atlanta’s new MR-MUH zoning classification.

Mixed Use / Multi-Family



MAP 15: PROPOSED MULTI-UNIT HOUSING ZONING



6. Rezone Morningside Place Townhomes from R-4 to MR-MUH
7. Rezone Yorkshire Townhomes from RG-3-C to MR-MUH
8. Rezone Carlyle Heights Condominiums from RG-2 to MR-MUH
9. Rezone Hillpine Terrace Townhomes from RG-2-C to MR-MUH
10. Rezone Ansley South Cooperative from R-4 to MR-MUH

Land Use Recommendation

LU1

ZONING TERMS

- The MR-MUH zoning district is the Multi-Unit Housing district intended for “Missing Middle Housing”. This is a new district created by the City of Atlanta to facilitate the preservation and development of multi-family apartment or condo properties with 12 or fewer units in individual buildings.
- The I-MIX zoning district is the Industrial-Mixed Use district intended for established Industrial areas that transition into mixed use areas with housing, retail, and manufacturing uses. This is a new district created by the City of Atlanta.
- The NC zoning district is the Neighborhood Commercial district intended for traditional low-density commercial districts within single-family neighborhoods.

11. Rezone I1 parcels to I-MIX.
12. Rezone RG2 parcels to MR2.
13. Rezone C2 parcels to MRC2.
14. Rezone University Ave neighborhood commercial node from C1 to NC with a prohibition on self-storage, gas stations, drive thru uses.
15. Rezone C1 and I1 parcels to MRC 1 with the following additional requirements:
 - » Limit parking to 2.5 spaces/1,000 sq.ft. of non-residential uses.
 - » Limit parking to 1.25 spaces/1 bedroom units and 2.5 parking spaces/2+ bedroom units.
 - » Prohibit self-storage, gas stations, drive thru facilities, and retail uses over 20,000 sq.ft.
 - » Require a mix of residential and non-residential uses.
 - » Transition height and density so that it is lower where adjacent to single-family residences and higher along the Piedmont Park edges of the properties.

LAND USE RECOMMENDATIONS



*Corridor appropriate density;
Image via pinterest.com*

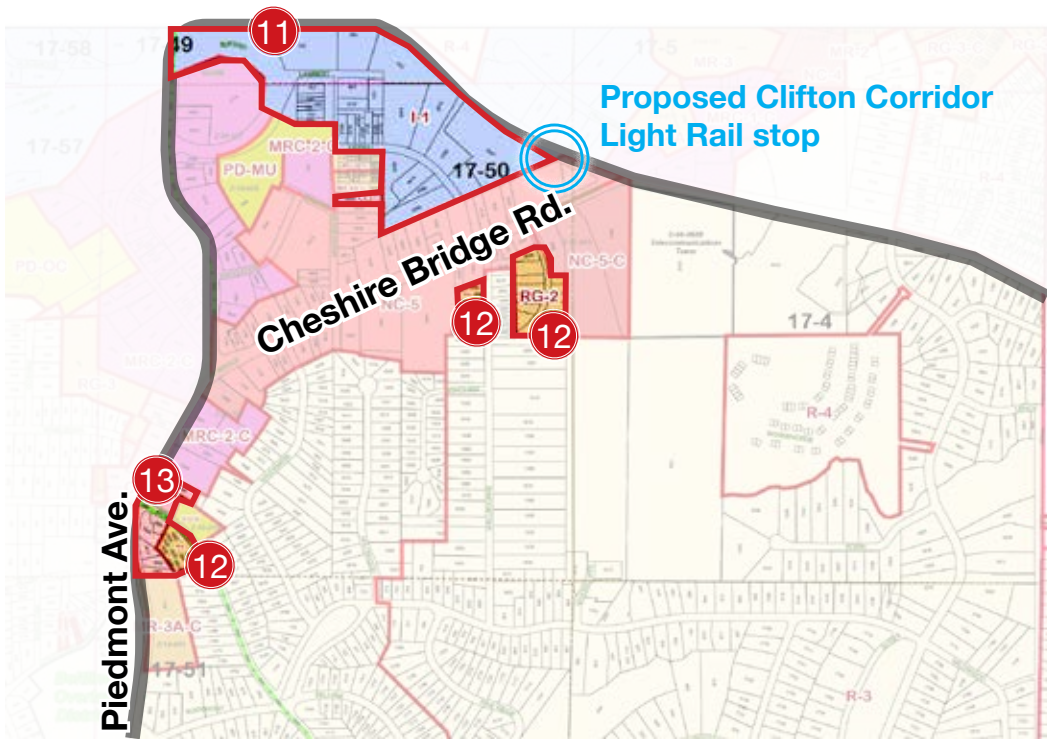


*Wide sidewalks in Buckhead;
Image via hoerschaudt.com*

Mixed Use / Multi-Family

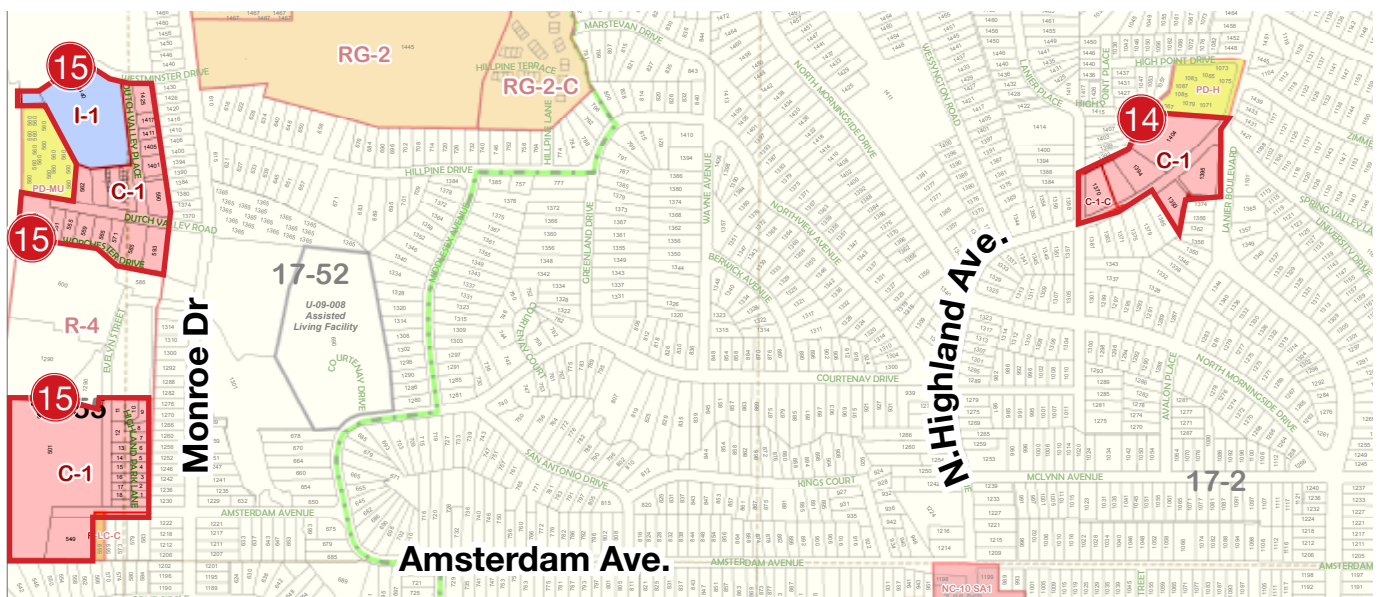


MAP 16: PROPOSED PIEDMONT AVE / CHESHIRE BRIDGE RD ZONING



LAND USE RECOMMENDATIONS

MAP 17: PROPOSED MONROE DR / N. HIGHLAND AVE ZONING



Land Use Recommendation

LU2

LU2 Accessory Dwelling Units

Accessory Dwelling Units (ADUs) are a historic form of small-unit housing that are making a strong resurgence nationally and in the Atlanta region. Also commonly referred to as Granny Flats, Garage Apartments, or Carriage Houses, ADUs are increasingly more desirable in response to several modern trends:

- Housing for aging parents;
- Housing for adult children still living at home;
- Housing for empty nesters wanting to downsize and utilize the “main house” as an income stream; and
- Housing for renters and the generation of an additional income stream to offset property tax increases.

In the City of Atlanta, accessory Guest Houses are permitted in all single-family zoning districts, with the distinction that working kitchens are not permitted. The effect of this provision is that shorter term stays are more easily accommodated and longer term residents are not. In March of 2018 the City has announced their intention to revise R4 zoning regulations (the majority of Morningside Lenox Park is zoned R4) to allow Accessory Dwelling Units which would enable the installation of kitchens.

The majority of Master Plan participants expressed support for enabling ADUs in the neighborhood mostly due to a recognition of the modern trends listed above. However, the majority of input also noted that there is a concern that these units would lead to more AirBnB short-term lodging in the neighborhood. As a result of this concern, the City must do all that it can to address this potential issue.

(LU2) Accessory Dwelling Units Recommendations

1. Support the City of Atlanta initiative to allow ADUs in R4 zoning districts, with the following criteria in place:
 - Require property owner to live on-site.
 - Prohibit ADUs from being subdivided into individual properties.
 - Adhere to all other applicable R4 zoning regulations pertaining to lot coverage, setbacks, storm water, etc.
 - City prohibition, with enforcement, of short-term rentals to ensure ADUs are going towards longer-term housing that is truly more affordable.

Accessory Dwelling Units



LAND USE RECOMMENDATIONS



Garage apartment, Image via rushdixon.com



Garage apartment, Image via accessorydwellings.org

Land Use Recommendation

LU3

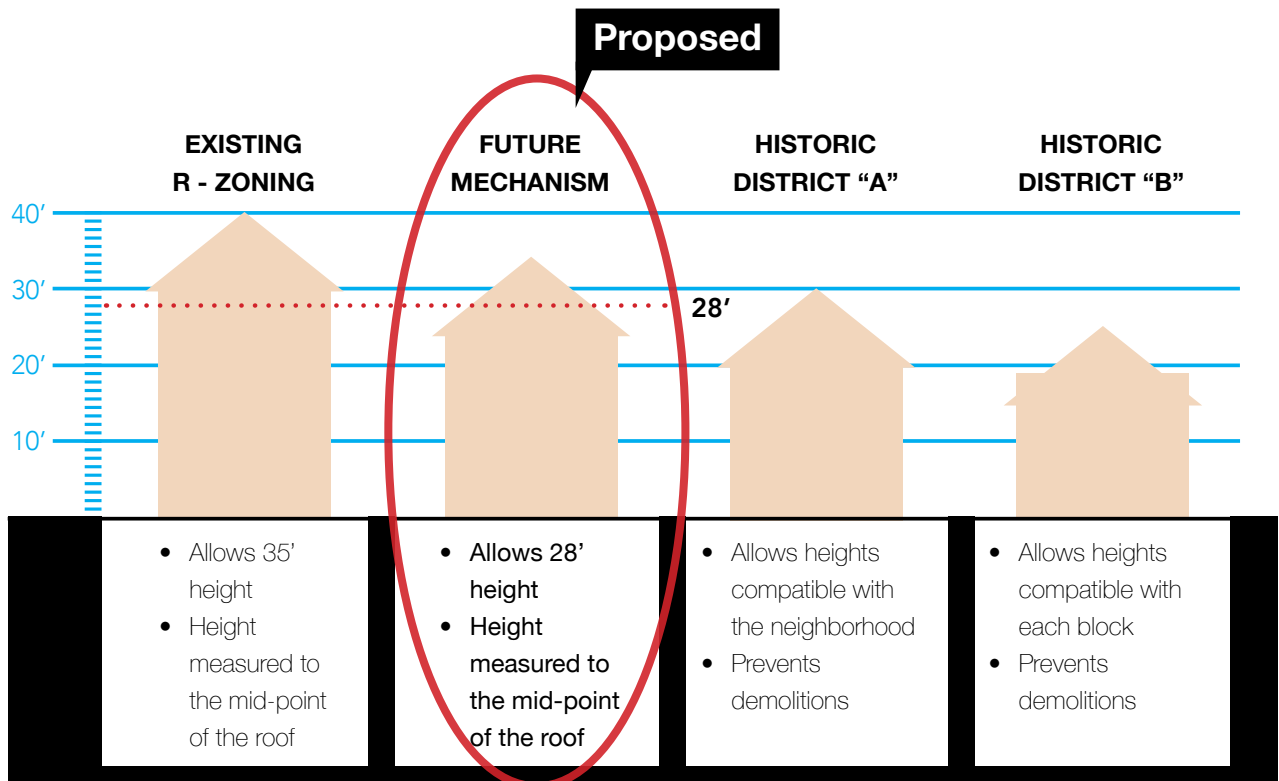


All of these homes are in Morningside Lenox Park and would be admissible under proposed height restrictions. All existing single-family structures above the 28' height proposal would be grandfathered in.



Images via Google Street view

LAND USE RECOMMENDATIONS



Recommendation LU3: Single-Family Height Controls



Single-Family Heights

One of the greatest concerns expressed by a large number of residents throughout the Master Plan process is the development of large infill housing within the neighborhood. The vast majority of respondents feel that there are too many new homes being built in Morningside Lenox Park that do not reflect the character, charm, and scale that so define the community. Some community members would like to see more done to keep historic homes from being torn down while other community members simply want to ensure that new homes are not allowed to be built to tower over adjacent homes.

There were a significant number of respondents through the process who were supportive of further pursuit of some sort of Historic Zoning designation. The City of Atlanta Historic Preservation ordinances are able to be used for either entire neighborhoods or smaller subsets of them like for example the Atkins Park Historic District located within the Virginia-Highland neighborhood. Further conversation is needed to determine which areas of the neighborhood are eligible for Historic Zoning and if so what might Historic District Zoning do and how it would work. These types of conversations should be had in the near future.

In general, the greatest support expressed through the Master Plan process was for the creation of a zoning tool that would simply lessen the total height of what can be built in the single-family zoning area of the neighborhood. This desire for height controls on new infill construction is a sentiment shared by many of Atlanta's intown neighborhoods. Process participants were supportive of the recommendation to lessen total single-family building height for new construction in the neighborhood from the current 35' height allowance to a 28' height allowance.

There are a few options for how this height reduction could occur. The City of Atlanta could create a new single-family zoning district (R district) that establishes 28' as the maximum building height. Or the City could apply a zoning overlay or a zoning condition on the neighborhood single-family parcels that adds the 28' maximum building height as an overarching regulation that would be applied on top of the existing R zoning districts that are already in place today.

(LU3) Single-Family Heights Recommendations

1. Convene a meeting of residents interested in Historic Preservation. Invite City staff from the Historic Preservation Staff in the Office of Design and City Planning staff as well as representatives from other Historic District neighborhoods in the City. The purpose of the meeting is to discern whether or not there are portions of the neighborhood that could still qualify for Historic designation and to learn more about how they work.
2. Work with the City of Atlanta City Planning staff to draft and adopt a zoning mechanism that lowers the allowable height for new single-family construction to 28'.

Land Use Recommendation

LU4

LU4 Single-Family Design Standards

In addition to there being a concern amongst residents as to the height and massing of new single-family residential construction in Morningside Lenox Park, there is also a consensus expressed through the Master Plan process that some new construction is also poorly designed and not in keeping with the character of a traditional Atlanta intown neighborhood. As part of overall zoning improvements being led by the City of Atlanta Department of City Planning, zoning changes are currently under way to address this very issue in R4 and R5 zoned areas of neighborhoods in the City. These proposed changes were presented to the community through this Master Plan process and were supported. These supported changes are listed in the recommendations below.

(LU4) Single-Family Design Standards Recommendations

1. Support the City of Atlanta initiative to require the limited set of design standards outlined below in R4, R4A, R4B, and R5 zoning districts for all new construction:
 - Require attached garages to be oriented to the side or rear, or placed at least 20' behind the building facade when facing the street.
 - Require front porches when 50% or more of the homes on the same block have a front porch.
 - Require a street-facing front door and windows on the front of the house.
 - New additions to existing houses with non-conforming side yard setbacks should be allowed, provided that the maximum building height is reduced by the same amount as the non-conforming side yard setback.

LAND USE RECOMMENDATIONS



Front Porches can be integrated into any architecture / style of home. Image via Tom Holdsworth Photography

Single-Family Design Standards



LAND USE RECOMMENDATIONS



Garage is setback behind main massing of the home. Image via [pinterest.com](https://www.pinterest.com)

Open Space Recommendation

OS1

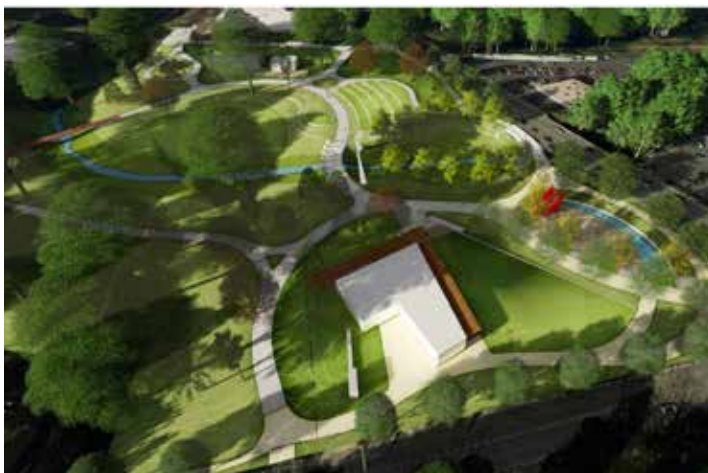
OS1 Open Space

There are few City of Atlanta neighborhoods with so many groups working to ensure accessible and enjoyable parks and open spaces as in Morningside Lenox Park. The parks are well supported by the neighborhood and residents have done tremendous work to improve and preserve them. This work should continue and should be supported. However, there are opportunities for new parks and open space resources to be provided within the boundary of the neighborhood as part of future initiatives. The various neighborhood open space groups have already begun to work toward a more structured and shared planning to process to better leverage knowledge and resources; this work should continue.

Plans for the Clifton Corridor light rail line are moving forward with the City of Atlanta and MARTA with a proposed station/stop in Morningside Lenox Park at Cheshire Bridge Rd near the emerging Manchester District. It should be noted that this area is also considered an area of interest for the Piedmont Heights neighborhood. There is also a City of Atlanta property/utility between the Clifton rail corridor and Liddell Drive; portions of which could be utilized to provide needed open space for the growing number of residents of this district.

Within the southern boundary of the neighborhood, the Piedmont Park Conservancy and the City of Atlanta are embarking on a major expansion of Piedmont Park to include the existing shopping centers and commercial uses at the corner of Monroe Dr and Piedmont Ave. As the park expands into this corner of Morningside Lenox Park, an opportunity could be provided for some type of community center or community accessible rooms as part of this expansion. The desire for a community center is strong amongst residents and the park expansion in the southern portion of the neighborhood should be considered to meet this need.

OPEN SPACE RECOMMENDATIONS



Rendering of proposed expansion of Piedmont Park.
Image via HGOR.com



Tanner Springs Stormwater Park in Portland, OR
Image via CMS Collaborative : a Vision Image of what sort of park could be integrated here



City of Atlanta property should be expanded to provide a new park for Morningside's emerging mixed use Manchester District - this park should further diversify and compliment Morningside's open space inventory. The planning team understands that there are potential security concerns that would need to be addressed as well as clarifying administration, access, and upkeep coordination between the Department of Watershed and the City of Atlanta Parks Department. This opportunity could dovetail well with the City's Green Infrastructure Strategic Action Plan and Watershed Improvement Plans referenced earlier in the Previous Plans section of this document.

Recommendation OS1.7. Manchester District Park



There could be a potential bridge over the rail right of way to connect to Lindridge-Martin Manor and the trail system.



Morningside's Manchester District can connect to the Creek Trail System and the Clifton Corridor light rail station

Open Space Recommendation



OS1 Open Space

The informal planning and coordination among community parks and greenspace groups in Morningside is evolving towards a more structured and shared planning process to better leverage knowledge and resources.

Urban Ecology and Wildlife Focus

Encourage residents of Morningside Lenox Park to consider their own private land use practices and how they might contribute to a healthier urban ecology and the overall Morningside Lenox Park environment. Opportunities to enhance the overall urban ecology include:

- **Tree planting and care on private land**
- **Birdhouses and bat houses**
- **Ponds**
- **Native habitats**
- **Native plant selection**
- **Pollinator gardens**
- **Reduced chemical usage**

(OS1) Open Space Recommendations

1. Support existing organizations and their efforts to preserve, maintain, and improve their respective facilities. Through this support, maintain the existing City Parks Department oversight and review process for park design, construction, and management in all neighborhood parks, preserves and green spaces.
2. Recruit Atlanta’s corporations to sponsor neighborhood parks and to provide volunteer hours for clean up and maintenance.
3. Utilize the MLPWay signage and way-finding system to direct cyclists and pedestrians to the neighborhood parks.
4. Establish a quarterly or semi-annual coordination meeting with all area open space, parks, trails, and recreation groups to ensure all groups are working together to maximize their efforts.
5. Focus additional recreation opportunities on newly created open spaces and preserve existing open spaces for their current designs, programs, and purposes.
6. Work with Piedmont Park on Monroe/Piedmont expansion to see if this could meet some of the community needs for additional recreational resources.
7. Create a new public park in the emerging mixed use Manchester District west of Cheshire Bridge, north of Piedmont, and south of the Clifton Corridor light rail line.

OPEN SPACE RECOMMENDATIONS





Well-designed Bat House; Image via inhabitat.com



The native Flame Azalea; image via walterreeves.com



Pollinator Garden; image via mastergardener.extension.org



Chemical-safe open spaces /lawns; image via ct.audubon.org



White Tailed Deer; image via brookhavenpost.com



Coordination Meetings for open space

Public Safety Recommendation

PS1

PS1 Public Safety and Education

While not a primary focus of the Master Plan, participants in the process expressed a desire for improvements to be made in certain areas of Public Safety and Public Education that have merited being included in this plan. These recommendations are included below.

(PS1) Public Safety and Education Recommendations

1. Work with commercial property owners to identify parking lots that are in need of additional/improved lighting.
2. Identify public streets that are in need of additional/improved street lighting.
3. Utilize community communication mechanisms to advocate for environmentally-friendly and noise-sensitive lawn maintenance practices within the neighborhood.
4. Utilize community communication mechanism to advocate for environmentally-friendly approaches including rain barrels attached to gutter drains, designing gutters to flow into lawns, porous paving treatments for walkways and driveways, native plantings, and increased tree plantings.
5. Utilize community communication mechanisms to advocate for community members to drive slowly on neighborhood streets.



Advocate for greater environmental-friendly treatments such as rain barrels to capture stormwater runoff from rooftop drains; Image via lim-erickgardentrail.com.



Produce from Morningside Farmer's Market - the first and only certified organic Farmer's Market in Atlanta (since 1995)! Image via www.morningsidemarket.com



LED lighting is more illuminating and has become less expensive for street lighting improvements. Image via brandonindustries.com

Implementat

It is one thing to create a plan for a community. But it is another thing entirely to effectively implement a plan for a community. Far too often community plans are left “on a shelf” due to either the ineffectiveness of the plan or because the tools to implement the plan are never understood.

The Morningside Lenox Park Master Plan is comprehensive and bold; yet it is very implementable. This section of the plan outlines the pertinent details that will provide guidance to implement the overall plan. Responsible entities are highlighted, budgets estimated and projected time lines are provided. The result is a broad set of resources that can guide the community towards bringing the plan to life.



tion



////

- **Overview**
- **Implementation Charts**

////////////////////////////////////

Implementation Strategy

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

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

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

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



TABLE MP: MASTER PLAN IMPLEMENTATION

PROJECT NUMBER	PROJECT DESCRIPTION	TIME-FRAME	AGENCY	COST ESTIMATE
MP1.1	Establish a Morningside Lenox Park Master Plan Implementation Steering Committee.	Ongoing	MLPA	none
MP1.2	Identify the Master Plan recommendations that are proposed to be completed within the first 36 months and focus on those projects.	Ongoing	MLPA	none

Implementation

Implementation



TABLE T1: NEIGHBORHOOD BIKE/PED NETWORK IMPLEMENTATION

PROJECT NUMBER	PROJECT DESCRIPTION	TIME-FRAME	AGENCY	COST ESTIMATE
T1.1	Designate all MLPWay bike-ped streets located on local streets as neighborhood greenways with the City of Atlanta.	Short	OMP	None
T1.2	Install a stamped/textured paving system for the signature crosswalks.	Short	OMP, DPW	\$35,000 per crosswalk
T1.3	Install a neighborhood branded way-finding signage system.	Medium	OMP, DPW	TBD
T1.4	Install shared street markings (city standard) on designated streets.	Short	OMP, DPW	\$300 per symbol
T1.5	Work with the City of Atlanta to create an “enhanced” shared street marking.	Short	OMP, DPW	None
T1.6	Establish bike share stations at the N. Highland commercial district, Ansley Mall, and the future Piedmont Park expansion.	Medium	OMP	\$50,000 per station

TABLE T2: PUBLIC TRANSPORTATION IMPLEMENTATION

PROJECT NUMBER	PROJECT DESCRIPTION	TIME-FRAME	AGENCY	COST ESTIMATE
T2.1	Re-route the Tech/Emory shuttle to a new stop at the University/ N. Highland commercial node and at Ansley Mall.	Short	GEORGIA TECH, EMORY U.	TBD
T2.2	Support the location of a future light rail train along the Clifton Corridor with a stop at Cheshire Bridge Rd.	Ongoing	MARTA, OMP	None
T2.3	Support light rail implementation along the Beltline.	Ongoing	ABI, OMP	None
T2.4	Study Bus Rapid Transit (BRT) feasibility along Piedmont Ave connecting to Buckhead and Midtown.	Medium	MARTA, OMP	None
T2.5	Advocate for resident use of MARTA buses #16 and #36 providing transit service along N. Highland Ave and Johnson Rd.	Short	MLPA	None
T2.6	Advocate for increased frequency on existing MARTA bus routes	Short	MARTA, MLPA	None
T2.7	Participate in pilot micro-transit routes (shuttle service) in the area.	Medium	MARTA	None

ABI - Atlanta BeltLine Incorporated

DPW - City of Atlanta, Department of Public Works

MARTA - Metropolitan Atlanta Rapid Transit Authority

MLPA - Morningside Lenox Park Civic Association

OMP - City of Atlanta, Office of Mobility Planning

TBD - To Be Determined

TABLE T3: SPEED LIMITS/CAMERAS IMPLEMENTATION

PROJECT NUMBER	PROJECT DESCRIPTION	TIME-FRAME	AGENCY	COST ESTIMATE
T3.1	Reduce the speed limit on Piedmont Ave, Cheshire Bridge Rd, Monroe Dr, N. Highland Ave/Johnson Rd, and Lenox Rd from 35/30 mph to 25 mph.	Short	GDOT, DPW	\$100 per sign
T3.2	Reduce speed limit on E. Morningside Dr, N. Morningside Dr, E. and N. Rock Springs Rd from 25 mph to 20 mph.	Short	DPW	\$100 per sign
T3.3	Reduce speed limit on all remaining local streets from 25/20 mph to 15 mph.	Short	DPW	\$100 per sign
T3.4	Install digital speed reader signs on E. Rock Springs Rd adjacent to Morningside Elementary, Wellbourne Drive and Johnson Rd.	Short	DPW	\$2,500 per sign

TABLE T4: SIDEWALK IMPLEMENTATION

PROJECT NUMBER	PROJECT DESCRIPTION	TIME-FRAME	AGENCY	COST ESTIMATE
T4.1	Install new sidewalk on Hillpine Drive.	Medium	DPW	\$50,000 (\$5 per sqft)
T4.2	Install new sidewalk on Middlesex Ave.	Medium	DPW	\$30,000 (\$5 per sqft)
T4.3	Install new sidewalk on Wildwood Rd.	Medium	DPW	\$65,000 (\$5 per sqft)
T4.4	Install new sidewalk on Berkshire Rd.	Medium	DPW	\$35,000 (\$5 per sqft)
T4.5	Widen the existing sidewalk to 10 feet on the east side of Monroe Dr from Cumberland Rd to the Piedmont Park HAWK signal.	Short	DPW	\$7,500 (\$7.50 per sqft)
T4.6	Widen the existing sidewalk to 10 feet on the west side of N. Morningside Dr from the E. Rock Springs Rd triangle to Cumberland Rd.	Medium	DPW	\$37,500 (\$7.50 per sqft)
T4.7	Pursue widening the existing sidewalk to 10 feet on the south side of E. Rock Springs Rd from Sussex Rd to Morningside Elementary School.	Medium	HMUMC, DPW, APS	\$22,500 (\$7.50 per sqft)
T4.8	Educate homeowners about their responsibility to maintain sidewalks and opportunities to pool public and private funding to repair neighborhood sidewalks.	Medium	MLPA, DPW	None

Implementation



TABLE T5: ONE-LANE SLOW POINTS IMPLEMENTATION

PROJECT NUMBER	PROJECT DESCRIPTION	TIME-FRAME	AGENCY	COST ESTIMATE
T5.1	Conduct necessary analysis prior to One-Lane Slow Point Pilot Project installation.	Short	DPW, OMP	None
T5.2	Install temporary One-Lane Slow Point Pilot Projects.	Short	DPW, OMP	TBD
T5.3	Conduct necessary analysis during the One-Lane Slow Point Pilot Project.	Short	DPW, OMP	None
T5.4	Analyze the results of the One-Lane Slow Point Pilot Project installation.	Short	DPW, OMP	None
T5.5	If results are positive and full implementation is supported, distill the Pilot Project analysis into Lessons Learned and apply these findings into a finalized plan for full implementation of the One-Lane Slow Points.	Short	DPW, OMP	\$5,000 to \$8,000 per One-Lane Slow Point
T5.6	If results are not positive and full implementation is not supported, work with City of Atlanta Public Works to determine alternative traffic calming devices.	Short	DPW, OMP	None
T5.7	Integrate bike path cut pass throughs, crosswalks, speed tables, and landscaping where possible.	Ongoing	DPW, OMP	TBD
T5.8	Integrate landscaping where possible and identify subgroup of Morningside Lenox Park Civic Association to maintain them.	Ongoing	DPW, OMP	TBD

APS - Atlanta Public Schools

DPW - City of Atlanta, Department of Public Works

GDOT - Georgia Department of Transportation

HMUMC - Haygood Memorial United Methodist Church

MLPA - Morningside Lenox Park Association

OMP - City of Atlanta, Office of Mobility Planning

TBD - To Be Determined

TABLE T6: MINI CIRCLE IMPLEMENTATION

PROJECT NUMBER	PROJECT DESCRIPTION	TIME-FRAME	AGENCY	COST ESTIMATE
T6.1	Conduct necessary analysis prior to Mini-Circle installation.	Short	DPW, OMP	None
T6.2	Install temporary Mini-Circle Pilot Projects.	Short	DPW, OMP	TBD
T6.3	Conduct necessary analysis during the Mini-Circle Pilot Project.	Short	DPW, OMP	None
T6.4	Analyze the results of the Mini-Circle Pilot Project installation.	Short	DPW, OMP	None
T6.5	If results are positive and full implementation is supported, distill the Pilot Project analysis into Lessons Learned and apply these findings into a finalized plan for full implementation of the Mini-Circles.	Short	DPW, OMP	\$5,000 to \$15,000 per Mini-Circle
T6.6	If results are not positive and full implementation is not supported, work with City of Atlanta Public Works to determine alternative traffic calming devices.	Short	DPW, OMP	None
T6.7	Integrate landscaping where possible and identify subgroup of Morningside Lenox Park Civic Association to maintain them.	Ongoing	DPW, OMP	TBD

TABLE T7: PEDESTRIAN REFUGES/RAISED INTERSECTIONS IMPLEMENTATION

PROJECT NUMBER	PROJECT DESCRIPTION	TIME-FRAME	AGENCY	COST ESTIMATE
T7.1	Install Pedestrian Refuges at designated locations along E. Morningside Dr, Johnson Rd, and Sherwood Rd.	Medium	DPW, OMP	\$15,000 per Pedestrian Refuge
T7.2	Integrate landscaping into Pedestrian Refuges where possible and identify subgroup of Morningside Lenox Park Civic Association to maintain them.	Medium	DPW, OMP	TBD
T7.3	Install Raised Intersections with stamped or textured paving and stop signs at designated locations at E. Rock Springs Rd/Sussex Rd, and Cumberland Rd/Sussex Rd/Lanier Pl.	Medium	DPW, OMP	\$50,000 per intersection

Implementation

Implementation



TABLE T8: HAWK SIGNALS/SLIP LANES IMPLEMENTATION

PROJECT NUMBER	PROJECT DESCRIPTION	TIME-FRAME	AGENCY	COST ESTIMATE
T8.1	Install HAWK signals at designated locations along E. Rock Springs Rd, N. Highland Ave, and Johnson Rd.	Medium	DPW, OMP	\$150,000 per HAWK signal
T8.2	Close the E. Pelham Rd north-bound slip lane.	Short	DPW, OMP	\$1,000

TABLE T9: BULBOUTS/ONE-WAY DIVERTERS IMPLEMENTATION

PROJECT NUMBER	PROJECT DESCRIPTION	TIME-FRAME	AGENCY	COST ESTIMATE
T9.1	Install Bulbouts at designated locations along Monroe Dr, Piedmont Rd, N. Highland Ave, Cheshire Bridge Rd, Wildwood Rd, Amsterdam Ave, and Lanier Blvd/University Dr.	Medium	DPW, OMP	\$10,000 per Bulbout
T9.2	Install temporary One-Way Diverter Pilot Project at the designated location in coordination with City of Atlanta Public Works. Analyze results of the One-Way Diverter with local residents to determine long-term feasibility.	Short	DPW, OMP	\$1,000

TABLE T10: N. ROCK SPRINGS ROUNDABOUT IMPLEMENTATION

PROJECT NUMBER	PROJECT DESCRIPTION	TIME-FRAME	AGENCY	COST ESTIMATE
T10.1	Short-term: Install temporary barriers to provide for narrower travel lanes through the intersection.	Medium	DPW, OMP	TBD
T10.2	Long-term: Widen the roundabout and extend the street curbs to provide for narrower travel lanes through the intersection per the 2001 Traffic Calming Plan recommendation.	Medium	DPW, OMP	\$150,000 to \$300,000

DPW - City of Atlanta, Department of Public Works
 OMP - City of Atlanta, Office of Mobility Planning

TBD - To Be Determined

TABLE T11: LANIER BOULEVARD ROUNDABOUT IMPLEMENTATION

PROJECT NUMBER	PROJECT DESCRIPTION	TIME-FRAME	AGENCY	COST ESTIMATE
T11.1	Short-term: Install temporary barriers to provide for narrower travel lanes through the intersection.	Medium	DPW, OMP	TBD
T11.2	Long-term: Widen the roundabout and extend the street curbs to provide for narrower travel lanes through the intersection per the 2001 Traffic Calming Plan recommendation.	Medium	DPW, OMP	\$150,000 tp \$300,000

TABLE T12: E. ROCK SPRINGS ROUNDABOUT IMPLEMENTATION

PROJECT NUMBER	PROJECT DESCRIPTION	TIME-FRAME	AGENCY	COST ESTIMATE
T12.1	Conduct necessary analyses prior to temporary roundabout installation for the intersection of E. Rock Springs Rd. and Cumberland Rd.	Short	DPW, OMP	TBD
T12.2	In coordination with City of Atlanta Public Works, install temporary pilot project for a roundabout at this intersection.	Short	DPW, OMP	TBD
T12.3	Conduct necessary analyses during the roundabout pilot project and coordinate with City of Atlanta Public Works to analyze the results of the roundabout pilot project installation.	Short	DPW, OMP	None
T12.4	If results are positive and full implementation is supported, make adjustments to the installation as inferred by the analyses of the pilot project installation.	Medium	DPW, OMP	TBD
T12.5	If results are not positive and full implementation is not supported, work with City of Atlanta Public Works to determine alternative traffic calming devices allowable by the City of Atlanta and supported by nearby residents.	Medium	DPW, OMP	TBD
T12.6	Integrate landscaping and identify committee of Morningside Lenox Park Association to maintain.	Ongoing	MLPA	various

Implementation

Implementation



TABLE T13: N. HIGHLAND AVE IMPLEMENTATION

PROJECT NUMBER	PROJECT DESCRIPTION	TIME-FRAME	AGENCY	COST ESTIMATE
T13.1	Install bike lanes on the residential portion of N. Highland Ave, from Amsterdam Ave to Cumberland Rd.	Medium	DPW, OMP	\$12,000 (\$20,000 per mile)
T13.2	Install a Commercial Greenway with shared lanes through the neighborhood commercial district of N. Highland Ave.	Medium	DPW, OMP	\$5,000 (\$20,000 per mile)
T13.3	Retain on-street parking on one side N. Highland Ave and Johnson Rd from Cumberland Rd to Briarcliff Rd.	Ongoing	DPW, OMP	None
T13.4	Through the RENEW Atlanta improvements for N. Highland Ave, develop a new light sequence for the E. Rock Springs and N. Highland Ave intersection that enables west and east bound traffic to have improved timing for left turn movements onto N. Highland Ave.	Medium	DPW, OMP	TBD
T13.5	Install new striping at the intersection of Lenox Rd and Johnson Rd to provide better clarity on where the existing travel and turn lanes are. Study this intersection further through the RENEW Atlanta process to see if any other improvements could be made.	Medium	DPW, OMP	\$2,000

DPW - City of Atlanta, Department of Public Works
OMP - City of Atlanta, Office of Mobility Planning

OZD - City of Atlanta, Office of Zoning/Development
TBD - To Be Determined

TABLE LU1: MIXED USE / MULTIFAMILY IMPLEMENTATION

PROJECT NUMBER	PROJECT DESCRIPTION	TIME-FRAME	AGENCY	COST ESTIMATE
LU1.1	All currently zoned R parcels must be retained as R and must not be rezoned to any non-R zoning designation for mixed use, multifamily, or any other uses.	Ongoing	OZD	None
LU1.2	Support the reduction of provided parking for multi-family residential developments within a half-mile distance of a future Clifton Corridor transit station at Cheshire Bridge Rd.	Ongoing	OZD	None
LU1.3	Require developments along Cheshire Bridge Rd and Piedmont Ave/Rd to provide a 25' front setback along the street to accommodate wide sidewalks, street furniture zones, and supplemental zones.	Ongoing	OZD	None
LU1.4	Consider sites along Cheshire Bridge Rd for future locations for new school campus locations.	Ongoing	OZD	None
LU1.5	Prohibit on-street loading along commercial corridors on weekdays from 8-9.30a and 4.30-6.30p.	Ongoing	OZD	None
LU1.6	Rezone Morningside Place Townhomes from R-4 to MR-MUH.	Medium	OZD	None

Implementation

Implementation



TABLE LU1: MIXED USE / MULTIFAMILY IMPLEMENTATION

PROJECT NUMBER	PROJECT DESCRIPTION	TIME-FRAME	AGENCY	COST ESTIMATE
LU1.7	Rezone Yorkshire Townhomes from RG-3-C to MR-MUH.	Medium	OZD	None
LU1.8	Rezone Carlyle Heights Condominiums from RG-2 to MR-MUH.	Medium	OZD	None
LU1.9	Rezone Hillpine Terrace Townhomes from RG-2-C to MR-MUH.	Medium	OZD	None
LU1.10	Rezone Ansley South Cooperative from R-4 to MR-MUH.	Medium	OZD	None
LU1.11	Rezone I1 parcels to I-MIX.	Medium	OZD	None
LU1.12	Rezone RG2 parcels to MR2.	Medium	OZD	None
LU1.13	Rezone C2 parcels to MRC2.	Medium	OZD	None
LU1.14	Rezone University Ave neighborhood commercial node from C1 to NC with a prohibition on self-storage, gas stations, drive thru uses.	Medium	OZD	None
LU1.15	Rezone C1 and I1 parcels to MRC 1 with specified additional requirements.	Medium	OZD	None

TABLE LU2: ACCESSORY DWELLING UNITS IMPLEMENTATION

PROJECT NUMBER	PROJECT DESCRIPTION	TIME-FRAME	AGENCY	COST ESTIMATE
LU2.1	Support the City of Atlanta initiative to allow ADUs in R4 zoning districts, with specified criteria in place.	Short	OZD	None

DPW - City of Atlanta, Department of Public Works
 OMP - City of Atlanta, Office of Mobility Planning

OZD - City of Atlanta, Office of Zoning/Development
 TBD - To Be Determined

TABLE LU3: SINGLE-FAMILY HEIGHTS IMPLEMENTATION

PROJECT NUMBER	PROJECT DESCRIPTION	TIME-FRAME	AGENCY	COST ESTIMATE
LU3.1	Convene a meeting of residents interested in Historic Preservation. Invite City staff from the Historic Preservation Staff in the Office of Design and the City Planning staff as well as representatives from other Historic District neighborhoods in the City.	Short	OZD, HPS	None
LU3.2	Draft and adopt a zoning mechanism that lowers the allowable height for new single-family construction to 28'.	Short	OZD	None

TABLE LU4: SINGLE-FAMILY DESIGN STANDARDS IMPLEMENTATION

PROJECT NUMBER	PROJECT DESCRIPTION	TIME-FRAME	AGENCY	COST ESTIMATE
LU4.1	Support the City of Atlanta initiative to require limited design standards in R4, R4A, R4B, and R5 zoning districts for all new construction.	Short	OZD	None

TABLE OS1: OPEN SPACE IMPLEMENTATION

PROJECT NUMBER	PROJECT DESCRIPTION	TIME-FRAME	AGENCY	COST ESTIMATE
OS1.1	Support existing organizations and their efforts to preserve, maintain, and improve their respective facilities.	Ongoing	MLPA	None
OS1.2	Recruit Atlanta's corporations to sponsor neighborhood parks and to provide volunteer hours for clean up and maintenance.	Ongoing	MLPA	None

***Remaining Open Space Implementation Chart on following page**

*DPR - City of Atlanta, Department of Parks/Recreation
 DPW - City of Atlanta, Department of Public Works
 HPS - Historic Preservation Staff, in the Office of Design
 MLPA - Morningside Lenox Park Association
 OMP - City of Atlanta, Office of Mobility Planning
 OZD - City of Atlanta, Office of Zoning/Development
 PPC - Piedmont Park Conservancy*

Implementation

Implementation



TABLE OS1: OPEN SPACE IMPLEMENTATION (continued)

PROJECT NUMBER	PROJECT DESCRIPTION	TIME-FRAME	AGENCY	COST ESTIMATE
OS1.3	Utilize the MLPWay signage and way-finding system to direct cyclists and pedestrians to the neighborhood parks.	Ongoing	OMP, DPW	TBD
OS1.4	Establish regular coordination meetings with all area open space, parks, trails, and recreation groups.	Ongoing	MLPA	None
OS1.5	Focus additional recreation opportunities on newly created open spaces and preserve existing open spaces for their current designs, programs, and purposes.	Ongoing	MLPA, DPR	None
OS1.6	Work with Piedmont Park on Monroe/ Piedmont expansion to see if this could meet some of the community needs for additional recreational resources.	Medium	DPR, PPC	None
OS1.7	Create a new public park in the emerging mixed use Manchester District.	Medium	DPR, DWM	TBD

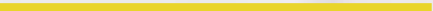
TABLE PS1: PUBLIC SPACE/EDUCATION IMPLEMENTATION

PROJECT NUMBER	PROJECT DESCRIPTION	TIME-FRAME	AGENCY	COST ESTIMATE
PS1.3	Work with commercial property owners to identify parking lots that are in need of additional/improved lighting.	Ongoing	MLPA	None
PS1.4	Identify public streets that are in need of additional/improved street lighting.	Ongoing	MLPA	None
PS1.5	Utilize community communication mechanisms to advocate for environmentally-friendly and noise-sensitive lawn maintenance practices within the neighborhood.	Ongoing	MLPA	TBD
PS1.6	Utilize community communication mechanism to advocate for environmentally-friendly approaches including rain barrels attached to gutter drains, designing gutters to flow into lawns, porous paving treatments for walkways and driveways, native plantings, and increased tree plantings.	Ongoing	MLPA	TBD
PS1.7	Utilize community communication mechanisms to advocate for community members to drive slowly on neighborhood streets.	Ongoing	MLPA	TBD

Appendix

The following appendix is a collection of all of the public comments that were received through the entire planning process via the public forums and the [mlpamasterplan .com](http://mlpamasterplan.com) website. This input is provided here to provide transparency as to the input received during the process. Names and personal information have been removed to ensure anonymity and privacy to all who provided their input.

These raw comments, along with the stakeholder interviews, steering committee input, and professional consultant expertise were brought together to create consensus-based recommendations for the community.



////

- **Overview**
- **Raw Comments**

////////////////////

Morningside - LACK OF SIGNIFICANT ISSUES REPLACING THE MORNINGSIDE LENOX PARK NEIGHBORHOOD IS..

- Lack of police presence creating opportunities for petty crime and speeding/traffic issues.
- Losing historical significance/tear downs/McMansions
- traffic
- The neighborhood is changing from affordable homes into an area where development has changed the median price of homes and created a market for mcmansions.
- Constant demolition by developers to build McMansions
- Traffic and traffic flow. Everything possible should be done to move traffic more smoothly and efficiently over the main arteries - Lenox, Johnson, Highland, Piedmont, and Monroe. Failure to do so will result in more traffic spilling over onto our residential streets.
- Our rapidly disappearing tree canopy; replacing historic bungalows with oversized McMansions
 - crime
 - density - traffic, school overcrowding
- Traffic. Specifically, cars on Piedmont blocking the intersection of Pelham and East Pelham. And the large volume of cut-through traffic on neighborhood streets.
- overdevelopment (tear down of charming homes; commercial development so close to residential neighborhood. Both of these items are destroying the character of the neighborhood
 - traffic and congestion
 - People cutting through to try to avoid traffic.
 - Increasing density to get better transit--without losing liveability.
 - Neighborhood roads used like major highways
 - Growth and overcrowded schools
 - Traffic congestion on Monroe & Highland
 - pedestrian safety - lack of sidewalks on some streets (particularly Wessyngton Rd in particular), lack of crosswalks at street intersections (Wessyngton Road and Cumberland Rd, in particular) and lack of traffic-calming measures on those streets (lots of speeding cars observed on Wessyngton Rd.)
 - Traffic and safety i.e. car break ins
- over-development
- crime
- Unification
- Crime
- Crime - the number of car breakins and other small time crime in our area is out of control. There are breakins every weekend and it is unsafe to park on the street.
 - We need more bike paths
 - tear-downs/insensitive development
- Loss of tudor and craftsman homes built in the 1920s-1940s that defined the character of Morningside--they are being replaced by oversized, stick built houses that belong in the suburbs.
 - Cut through traffic
 - Property Taxes which is forcing many retirees to leave the neighborhood.
 - Traffic from nearby increased density of residential units; without adequate infrastructure for increased sewer, public transportation, alternative transportation and commercial nodes with services people need : grocery; health care; groceries etc
 - traffic
 - Tree loss. Houses that are too large for lot and that cause increase in storm water run off
 - lack of new construction planning allowing builders to take down existing tree canopy and build beyond original footprint.
- Lack of police enforcement on crime and traffic speeds.
- Speeding traffic on residential roads
- Safety
- Traffic Safety
- Density and traffic
- School/APS realignment
- traffic
- Crime
- destruction of historic homes by developers replacing with mcmansions not akin to tudor style of neighborhood
 - The amount of houses that are being torn down to build huge multimillion dollar houses - the things the builders are allowed to do regarding zoning and variances is ridiculous. Too many old houses being destroyed instead of renovated.
 - "Destructive" construction of ugly monster homes with no trees, trampling zoning regs.
- increased traffic (and speed) due to increased high-occupancy housing in the area
 - crime
 - pedestrian and biker safety, esp as involves access to belt line/Piedmont park
 - Crime
- lack of community groups (walking groups, dinner groups, theater groups, etc.)
- Traffic speed on Johnson Rd
 - Traffic
 - Safety
- Infill housing that fits neither the size of the lot nor the character of the neighborhood.
 - Car break ins
 - Crime
 - Security
 - traffic
 - Tearing down historic homes for new tasteless mcmansions.
 - Traffic
- Inappropriate building of homes - don't fit architectural style, take up too much land or built to high or wide
- Economic and social diversity

- School overcrowding
- Crime and senseless vandalism ignored by the police.
- Congestion/Traffic
- Lack of sidewalks and traffic / through streets
- fast and reckless driving that endangers pedestrians and bicyclists
- Infill houses that are architecturally incongruent with the neighborhoods
- Tearing down the bungalows that are what our neighborhood is about and replacing them with god awful McMansions that are hideous and have nothing to do with our Neighborhood
- Traffic
 - keeping our neighborhood intact despite pressure to overdevelop space by Beltline and regional plans to ram BRT or highways through us.
 - The removal of old homes for newer bigger homes that dont match our homes.
- AKA builder greed without retrains by existing neighborhood occupants.
 - Traffic and that doesn't mean it will be fixed by having a Monroe road diet. When the freeway collapsed we quickly learned how many cars would use the side streets if Monroe is backed up. Diverting traffic from a street built to handle traffic at 30 miles and hour to side streets where children are playing is not the answer.
- Crime
- Balance between traffic and walkability
- School overcrowding and traffic related to apt complex taking the place of single family homes
 - crime
 - Crime
 - Crime
 - Traffic
- Over-development (and resulting issues: traffic, crime, etc.)
- I would love to see MLPA be designated a historic neighborhood so that the "tear downs" would stop.
- Dealing with traffic related issues- speeding, congestion, cut through traffic, failure to obey signals esp. at cross walks and lights.
- Tearing down of historic homes
- Traffic
- Traffic
- petty crime
- Today it is the car break ins. School overcrowding and traffic safety on Monroe and Piedmont would be second and third
- Dekalb county tax assessments. They don't know this neighborhood and are not elected by us.
- traffic
- tree canopy! city is not enforcing any rules for cutting down trees. New house (corner wessyngton/cumberland) just paid fines to cutdown over 13 LARGE hardwoods.
- Walkability
- Speeding near Cheshire Bridge; blight on Cheshire Bridge; cut-through aspect of neighborhood
- Traffic
 - getting gobbled up by macmansions
 - Cut through traffic, esp when speeding
 - increasing crime
 - High speed traffic with trucks & busses.
 - In town crime
 - Traffic
 - Crime and safety
 - traffic - too fast and not following the rules (stopping at stop signs, yielding to pedestrians, using signals, NOT texting and driving
 - overbuilding contributing to a greater density leading to increased traffic nightmares.
 - home & car break-ins
 - Unbridled development and accompanying traffic
 - The way builders are clearing cutting trees and putting over sized houses on small lots!
 - tear-downs
 - Infrastructure quality, traffic and security
 - Tear downs replaced by over sized houses
 - The removal of trees to build McMansions
 - NA
 - Increasing traffic congestion and poor road maintenance
 - lack of community space
 - Traffic
 - Safe walking & biking
 - McModerns
 - Traffic on Monroe and the need for better development of our shops/restaurants
 - traffic and bad driving
 - Traffic speeds.
 - deteriorating roads and sidewalks
 - pricing out of long term residents as a result of developer activity
 - Traffic, forced pay to park near retailers
 - Preservation and conservation of our neighborhood parks
 - Congestion
 - Volume of cars driving through
 - Crime
 - speeding cars
 - safety (crimes of opportunity seem to go unchecked because they are "non violent")
 - We need better public transportation!
 - speeding
 - mega-mansions causing housing prices to inflate / destroy neighborhood character
 - Destruction of historic homes, replacement w. out of scale, inappropriate infill housing



- speeding vehicles
- speeding traffic
- Crime!! Auto break-ins are constant. Package theft and residential break-ins also big problem.
- too many cars and vehicles driving too fast down residential streets
- crime
- Traffic
- traffic congestion and speed
- tear-downs and inappropriate in-fill
- traffic & speed
- crime
- Traffic is an issue- speed of cutthrough drivers. Renovation of homes that don't maintain the character, lack of connection to train system
- Traffic, cut through traffic, crime
- Need turn signal light at E. Rock Springs and N. Highland.
- Over development without increased supports
- traffic
- Traffic
- Traffic
- crime prevention
- Car breakins
- Over development of multi-unit housing
- Traffic and over-development of high density and commercial properties
- Lack of capacity in our schools
- Traffic
- Traffic...not density but FLOW. too many stops cause backups that jam intersections. We need more traffic circles in high volume areas to keep cars moving and also slow them down in the process.
- Traffic
- Crime (night time safety); traffic; over-development
- We need to control the traffic and safety of our streets.
- safety of kids walking to/from school
- Traffic followed by crime
- CRIME
- handling traffic flow, particularly as children are walking to school
- Crime
- The atrocious condition of Lenox Rd from North Highland to Cheshire Bridge
- traffic/road safety
- destroying nice house to replace with houses that don not blend with existing houses. Greedy homebuilders.
- The lack of diversity in housing, businesses, income levels, transportation and races.
- A lack of diversity in housing and businesses
- overcrowding at MES
- Tear downs reducing affordable housing and diversity
- McMansions and tear downs of charming Tudor homes that give the neighborhood character and make it unique
- Traffic and related planning issues that will result from developments on/around Cheshire Bridge, Piedmont, and Monroe.
- Growth and sustainability with the number of kids
- McMansions/Teardowns/Building to Edges of Lots/High Rises Contributing to Traffic
- safety/traffic
- destruction of our existing housing stock
- lack of connectivity
- traffic
- Crime
- crime and over-development
- crime (car brake-ins; stealing mail; stealing packages)
- Over development - causing home prices to rise increasing taxes beyond property owners budgets - having to fight you taxes every year.
- Traffic
- walkability
- Poor roads - for cars and pedestrians
- Traffic increases
- Increased car break ins/ crime
- Crime.
- Volume and speed of cut through traffic
- Lack of public transit except on main thorofares. It's especially vexing for those wanting to age in place. Without a car there is absolutely no access to transport.
- culture of diversity is disappearing. we will eventually look like a boring suburb.
- Lack of diversity and crime such as car break-ins.
- loss of tree canopy and greenspace
- Roads
- Theft/Crime
- Traffic
- Traffic, overcrowding and poor city planning
- Speeding traffic and not enough sidewalks
- housing prices
- Traffic
- Cut-through traffic (WAZE and speeders), and zoning to restrict tear-downs being

replaced by giant McMansions that are impacting run-off.

- Public safety
- school capacity
- Balance the population across a broader economic spectrum and stop the continuing move towards it becoming an enclave for the affluent.
- Vandalism & robbery
- Responsible growth to retain current character.
- Traffic/Crime
- roads and cut through traffic
- Traffic congestion!!! Especially at intersection of Monroe and 10th and Monroe due to bike lanes
- Traffic
- Traffic
- Controlled growth, while keeping valued neighborhood characteristics.
- Pass thru traffic and the crime that comes with it.
- Auto break-ins and other crimes
- Traffic - people driving through the neighborhood as if it a commercial area. They go over the speed limits, they are rude, they do not pay attention to walkers and pedestrians. It is not treated as a residential area where people - adults and children - walk and play and ride bikes, etc.
- Car break ins and packages stolen
- Speed & number of cars cutting through our narrow, hilly streets.
- Distracted fast driving cars
- Crime
- Petty crime
- safety
- affordable housing
- Traffic
- Speed of cars on Johnson Road
- Traffic
- traffic control and safety for pedestrians
- teardown of historic homes and building of mcmansions that do not fit the character of the neighborhood
- traffic
- traffic / congestion
- development
- Poor transit infrastructure (walking, biking, and public transportation)
- Crime, specifically car break ins.
- Increase in crime.
- developing a light rail system to deal with the traffic and lack of public transportation
- Rush hour traffic; traffic at 10th/Monroe/GHS
- Too easy to cut down trees

THE #1 MOST EXCITING OPPORTUNITY FOR THE MORNINGSIDE LENOX PARK NEIGHBORHOOD IS...

- Piedmont Park expansion
- Connection to Piedmont Park
- building up the park complex between E. Rock Springs and Wildwood
- The Monroe Dr. complete street.
- The Monroe Drive Complete Street Proposal
- Fixing the awful surface of Lenox Road
- More greenspace. Bike lanes. Enhancing walkability
- walkability
- proximity to belt line
- Develop Wildwood Park - create a walking trail or at least clear out the dead trees - some fall each storm
- better park access; improved walkability
- piedmont park/beltline development
- Piedmont park and belt line expansion.
- Closer ties to MARTA and beltline
- Taking advantage of our inherent walkability
- Growth
- Eliminating noisy leaf-blowers
- Expansion of Piedmont Park and the beltline
- beltline
- new expansion of Piedmont Park at corner of Monroe an Piedmont
- Piedmont Park expansion/Beltline
- Preserving the feel of the neighborhood
- South Fork of Peachtree Creek - this urban greenway and natural area is wonderful - far more important than any developed park.
- To get more bike paths
- transportation improvements (alternatives, increased walkability, bike connectivity, road diets and intersection improvements)
- to build greater community, improve our parks & greenspaces and save our tree canopy
- New entrance to Piedmont Park at Monroe and Piedmont

Morningside Lenox Park Association Master Plan

THE #1 MOST EXCITING OPPORTUNITY FOR THE MORNINGSIDE LENOX PARK NEIGHBORHOOD IS...

(Continued)

- Developing parkland
- More green space coming; but it needs to be connected to a comprehensive plan with public access; not just random patches of green
- keeping our neighborhood safe and friendly
- renovations, new homes that conform to neighborhood look and feel. Restaurants and business that welcome foot traffic
- To become as strong as surrounding neighborhood associations such as Druid Hills! Ansley and VAHI.
- Walking trails
- Retail interest
- Green space
- Connect trails from Lindbergh all the way to Beltline, Emory
- Connectivity to beltline and other transit
- commerce
- Access to rapid transit/light rail
- distance to retail and greenspace
- Close proximity to the belt line and piedmont park
- nothing
- raising average education level (with growing population in the area)
- improved park maintenance and connected trail access
- beltline
- Beltline expansion
- continued increase in places to walk
- Increasing access to Peachtree Crk, improving noble park
- Improvements to make certain streets more pedestrian friendly
- Growth
- Opportunity to create our own vision for the future, rather than to be told by Atlanta what our future should be.
- Access to the beltline and piedmont park
- Transit access through Emory!
- community engagement
- Bike lanes
- More parks and trails
- Trails and walkways that connect to rail, beltline, train, Emory
- Create a (walkable, bikeable, public transit) community, not dependant on automobiles
- Piedmont park expansion and beltline expansion.
- cameras to enhance security for our streets
- Greenspace/Beltline/Connectivity of parks
- Restaurants and shops
- to connect to the beltline and light rail
- New businesses that make it fun & easy to shop & dine locally
- to create a historic overlay that protects our neighborhood from UGLY McMansions that belong in Alpharetta
- Connection to Piedmont park and Beltline through proposed park improvements.
- Calm traffic on Monroe drive and fix intersections at 10th & Monroe and Park Drive and Monroe.
- Block the free for all over building in our neighborhood.
- Add a community center
- Walkability and connectedness
- Development of the northern section of Piedmont Park
- Preserving green space
- easy access to public transportation
- The collective power and wisdom of a united community willing to step up for what is best for their community.
- Quality schools
- Involvement in Piedmont Park expansion
- connection to the Beltline and the Clifton corridor
- Connecting to other parts of the city via Beltline, urban trail corridors and MARTA rail.
- Neighborhood Community Center - tennis courts, pool, rec center
- preserving the current population density so close to a city center
- The expansion of Piedmont Park. And the beltline.
- Beltline access
- enhancements to Piedmont Park / Belt Line
- shopping/food area (around alon's).
- The potential & location to make walkability work
- Cheshire Bridge redevelopment.
- Creating more walking friendly spaces
- to stay a friendly, healthy, well organized neighborhood with good transportation that includes bike lanes, public transportation, low crime rate, and keep macmansions out
- Ability to get better connected via light rail and trails (bike and hike.)
- redevelopment of illicit businesses on Cheshire Bridge
- Control charm of our community - before it's too late.
- Marta Emory line
- Location
- An opportunity to preserve architectural integrity
- connection to the beltline
- getting rid of the seedy sex parlors and strip clubs.
- Atlanta's growth
- Increased diversity and appreciation for in-town living
- It is still a very pedestrian friendly area
- historic preservation

- locally owned businesses integrated with a thriving residential community
- Proximity to Piedmont Park expansion, Beltline and growing Midtown
- improve traffic
- Walkability
- Connected trails that connect all the way to the Beltline
- connections to a completed beltline section (with light rail) - someday
- Additional parks that are connected and walkable.
- Proximity to so many great things
- New Restaurants
- Walkability and safe biking
- unsure
- Community pool construction
- Replace aging tree canopy. 2) Can we turn the GA Power power line right of way into something useful?
- light rail/trail connection to Lindbergh MARTA
- Summer Fest
- The light rail passenger train at Clifton Corridor
- Beltline
- Proximity to each other and to nature
- Improved parks
- empty restaurant/store locations
- continued walkability and access to parks, trails as well as shopping and dining
- Better public transportation!!
- protection of our historical architectural
- opportunities to connect to increased transit/biking/walking
- to preserve its historic aesthetic.
- trail connectivity between our parks
- connecting to MARTA
- Increased safety would be exciting.
- just the fact that the neighborhood has gone from a slightly bad neighborhood to a nice one
- create an walkable, safe and entertaining environment
- Potential Access to MARTA / Rail
- the expansion of Piedmont Park and Beltline
- to cohesively reduce traffic congestion and speed
- where we are located
- Connecting the neighborhood to the rest of the city via public transit and biking trails
- Sense of community, beautiful home, trees
- Building a cohesive neighborhood for all
- rail transit
- Better access to public transportation
- The beltline
- strengthening our sense of community
- Proximity to piedmont park, belt line, pcm, etc
- Less multi-unit development
- Preserving the area as a peaceful intown neighborhood that is inviting to residents and visitors
- to challenge ourselves to become the most diverse neighborhood in the city
- Creating new or enforcing current building codes to preserve the look of the neighborhood: too many huge houses being built where modest homes are torn down taking trees and green space with it.
- Walkable shops and restaurant/entertainment.
- revitalization of Cheshire Bridge Road
- More integration with the Atlanta Beltline and MARTA public transit (bus, light rail)
- Making it a walking/walkable neighborhood with shopping, dining and access to rail, biking etc.
- better bike trails to access parks and food/entertainment
- RETAIL, LOCAL DINING
- Establishing itself as the premiere residential area for families
- Expansion of piedmont park
- bringing more young families into the mix.
- better access to marta!
- Connectivity, Beltline, bike trails, nature trails, low-impact trails connecting residences to business, transportation, leisure, nature.
- The Clifton Corridor and the potential for true urban development (compact and diverse) along the Piedmont Avenue, Monroe Avenue and Cheshire Bridge Road.
- The Clifton Corridor and the potential for true urban development (compact and diverse) along the Piedmont Avenue, Monroe Avenue and Cheshire Bridge Road
- Beltline
- Mass transit opportunities
- Beltline and access to Piedmont Park
- Future Piedmont Park/Beltline/Marta expansion
- It can stay atlanta's premiere in town neighborhood.
- Preservation of what we have - the OLDER homes and the greenspace/trees
- beltline access
- light rail connectivity
- linking parks and greenspaces with simple trails
- better rent rates to keep good stores / restaraunts that can compete with "newer" / "hipper" areas
- Better access to Marta rail near Piedmont Park
- preservation of look and feel
- Belt-line expansion
- reducing cut through neighborhood traffic from downtown to 85 North.
- I am very excited about the South Fork Conservancy trails that connect our neighborhood to the belt line and other parks. It is incredible how popular the belt line has become and for our neighborhood to have an opportunity to connect to that will be a huge asset.
- connection to Piedmont park and belt line
- mass transportation
- Commutable streets by bike, walking



- Walking / biking trails
- All the brand new homes bringing young families to our neighborhood.
- Walk ability to more restaurants on Piedmont and Cheshire Bridge
- Don't know.
- Marta rail expansion into our neighborhood
- Access to MARTA light rail coming!
- to control cluster apartment growth and overwhelming the neighborhood with traffic.
- Roads
- increased connection to public transit/beltline
- Beltline
- More walkability and benefits of an urban lifestyle
- Increased walkability (bike ability)and connecting to the beltline
- diversifying transportation options
- Shops and restaurants, and sidewalks
- The development of more green space, especially in light of the large houses that are impacting run-off.
- Connectivity
- Marta to the CDC to control traffic
- Connecting it with the surrounding neighborhoods with trails.
- protecting greenspaces
- the diversity of the people
- Clifton Corridor light-rail
- Controlled growth.
- Future green space.
- Light rail to The CDC
- Access to Marta with the support structures available for this.
- Place for families and communities to call home
- The beltline extension & Piedmon Park expansion
- Community love for neighborhood
- Leveraging the Beltline and benefits of intown living
- Living with a variety of people where there are good schools.
- Beltline expansion
- the Beltline
- Parks and trails along creeks
- Beltline expansion
- Strong schools
- Maintaining our parks and new local oriented business
- connecting and increasing park and other green spaces through trails and bike paths
- proximity to the beltline
- increased pedestrian accessibility
- keeping our community modest
- The beltline project and accompanying improvement and light & heavy rail to connect morningside
- Maintain single family character while allowing housing for those who work here and businesses that are scaled for local, rather than city-wide, clientele.
- creating series of interconnected trails
- The extension of the Beltline and Piedmont Park to our doorstep
- Keep trees

MORNINGSIDE LENOX PARK IS THE ONLY NEIGHBORHOOD IN ATLANTA THAT...

- Offers a true oasis in the midst of a bustling city
- Has so mch preserved green space, and a Nature Preserve of 30+ acres
- Where you can park your car and enjoy everything from shops and restaurants to parks and local farmer's markets.
- Has a HAWK system to enter both the Beltline and Piedmont Park
- Not unique. Very nice, but not unique. And that's plenty good enough.
- Is walkable. It is truly unique
- centrally located in the region, easy access to all areas, vibrant residential and commercial area
- has a unique combination of beautiful homes, woods, walkable shops & restaurants, great schools
- easy access to midtown, downtown and buckhead all while feeling like a suburban neighborhood when on our quiet streets.
- i want to live in
- Has an awesome vibe for all types of people and families and you can walk everywhere and actually see and get to know your neighbors.
- has lovely, walkable shopping areas
- Feels calm and residential despite being right in the middle of everything
- You can still walk to school and work
- Pays its full share of property tax - homes valued at or above market
- seems to allow massive homes on lots that are too small for them/don't conform to how the rest of the neighborhood looks
- Has amazing schools and decent walk ability
- is walkable
- I would like to live in

- has reasonably priced homes close to urban areas on larger lots and decent public schools
- Feels like it could be in Europe
- Has a large natural area accessible to residents inside the city limits of Atlanta
- Is pedestrian friendly - for the most part
- Has top rated schools K-12 and is also situated with easy access to both the new amenities of hip neighborhoods to our south and also the established amenities of Buckhead and other areas to our north.
- Still has great homes in varying sizes, all within walking distance of most of Atlanta's major attractions--and if the beltline transit system is ever established, it will be easy to get anywhere you might want to go without getting in an auto
- Has location, location, location -proximity to midtown, buckhead, Emory, and beltline AND homes with character, trees, and neighborhood parks
- perfectly combines the urban with the suburban
- Not sure. More and more neighborhoods are developing around a village concept. We are no longer unique.
- does not have a strong neighborhood association. VA HI communicates with surrounding neighborhoods and all neighbors regardless if participant in association
- needs to become stronger and work with residents regardless if members of MLPA. All residents have voice if they live in community. VAHI and surrounding neighborhoods send out newsletters to everyone, including surrounding neighborhoods and strong web sites that contain neighborhood news.
- ???
- Is a diverse, relatively safe, walkable intown neighborhood
- has Morningside Elementary School
- Has a forest, or two!
- walkability to school
- is as nice as morningside -- and has JKG!
- safety and great elementary school
- Intown living, but feels like a small town
- is stuck between Emory and Georgia Tech
- has international, cultural and religion-diversity (i.e with GA tech, emory around...) in the heart of the city
- has parks, sidewalks, access to businesses on foot.
- has so many old trees, old homes, green space, solid residential so close to midtown
- has so many things to do within walking distance but still largely single-family homes
- Facilitates within-neighborhood walking and walking access to other neighborhood.
- Is a walkable community
- Creates a sense of community while easily providing access to all that Atlanta has to offer
- Has the right combination of homes, trees, walkability, great schools, access to downtown
- close to the city, but still a neighborhood.
- pedestrians feel entitled to stroll in front of cars.
- Has good schools, diverse population and access to nature
- Has evolved yet some of the store offerings and store designs are dated
- has a combination of affluence and support of public schools
- Is easy to get around in.
- has the oldest all organic farmer's market.
- Has this location
- Is in town and has good schools
- mixes businesses, shops, single-family homes, apartments, parks, and schools in a walkable intown neighborhood
- I want to live in
- is being destroyed by builder tearing down bungalows
- Combines the attributes of an early American suburb and the proximity to amenities of a modern US city.
- Has a walkable family neighborhood adjacent to Piedmont Park
- One can walk to the movie, a great restaurant, grocery store pharmacy,or
- Not sure about ONLY, but I enjoy its central location and its sense of community.
- Combines an in-town feel with sizable lots and greenery
- is centrally located and walkable to key attractions
- has a true neighborhood feel
- feels like a small neighborhood but offers big opportunities
- Has Moe's & Joe's
- provides convenient access to city, top schools, and walkable restaurants/shopping
- Allows a unique blend of safety, walkability, amenities, and greenspace
- is extremely popular but not a lot of traffic congestion
- is conveniently located to so many other parts of the city.
- has top rated public schools
- Has a great elementary school, is on Piedmont Park and has access to cool shops and entertainment (Va Hi and M
- Doesn't have its own coffee shop
- Perfectly situated in the metro Atlanta MSA
- close (walking distance) to a great public elementary school
- Has it all - location, convenience, parks, etc.
- Has the feeling of the suburbs with the benefits of the city

Morningside Lenox Park Association Master Plan

- Has it all - beautiful neighborhoods, friendly neighbors, great schools, parks and green space, great proximity to everything in ATL, and still has a quiet, tucked-away feel.
- works together to protect and improve their neighborhood
- Allows uncontrolled high speeding along Johnson Rd & NHighland.
- Walkable, friendly, diverse
- Is adjacent to the park, and has a nature preserve
- Is walkable to so many places and has a real friendly feel
- is walkable with good schools and old historic charm
- has Atkins Park, one example of some of our neighborhood restaurants/shops/businesses with a long and important history who need to be encouraged and protected (at all costs even to the often too greedy landlords). Seeing empty storefronts along North Highland Avenue is not a good sign for this neighborhood. We've got to change that., become more current without franchises and chains.
- has a nature preserve of this quality near the CBD
- Offers two nature preserves right in the middle of the city
- You can walk to shops and restaurants,
- provides walkable city lifestyle yet has a sandy beach, a river, and nice trails in the woods (Morningside Nature preserve); also best area of concentrated 1920s brick architecture (in danger now)
- combines residential and retail in a blended, neighborhood like way
- Is a small town in the middle of the city
- is SO neighborly with people actively walking the streets with their family friends and dogs. It's safe, supportive and welcoming
- will interact with both the beltline and clifton corridor
- Is in the heart of the city but maintains its unique neighborhood identity
- Knocks down perfectly good houses to build ugly ones
- Allows you to walk to parks, restaurants, stores etc.
- Feels like a suburb in the middle of the city
- easy access to Piedmont Park and to restaurants while stil being single family
- You can walk to school
- Is inside the city yet has a very lush green, verdant feel.
- Feels like a neighborhood in a city
- Has proximity to each other so we know one another and proximity to local and regional parks with access to commercial services as well. A place that you can live without your car at least on weekends.
- is centrally located for easy access to all areas of town with minimal traffic
- gives birth to live young
- Is far enough out to be self contained yet close enough in to have access to all that Atlanta offers (we're 10-15 minutes without traffic from just about everything we need)
- is right in town and doesn't have a bus running through the neighborhood!
- ?
- has such a great location, amenities & neighbors
- you can feel safe walking in
- has done a 360 degree change over 30 years
- I want to live in
- Easy access to the rest of Atlanta's neighborhoods
- feels like a village
- we can walk to almost anything we need
- has great parks, tree coverage and an amazing layout overall
- Has maintained its character
- Great care and attention to home upkeep
- Has a huge walking & biking to school/ work community
- has 2 large parks in walking distance from my house
- ...is close to everything.
- Has established businesses and a desire to improve walkability in the neighborhood
- has such intown sensibility with small town community
- Is a beautiful residen
- Has charm, varied architecture, access to parks, restaurants, stores, and great schools
- You can leave your car and walk to parks, trails and locally owned shops and restaurants
- Has three walkable and/or bike-able serving k-12 in the COA
- Feels like a small town in the big city
- I can't answer this, because we have several really great neighborhoods and all great neighborhoods share common excellent attributes: adjacency to city parks, safe walk-able residential areas, proximity to restaurants and shopping, bikeways, etc.
- Offers in town living, close neighborhood associations and convenience to everything.
- Has walkability, proximity to city center, good schools
- Is close to Midtown, Emory and still a lovely cozy neighborhood.
- has strong community engagement
- Combines an urbane intown feel with a tremendous family-friendly outlook
- Retains character while moving forward
- has the fanciest homes and the crappiest roads.
- feels private and peaceful in the middle of the city
- it is in an ideal location. Close to VA-HI, Buckhead, Mldtown and Emory. And close access to I-85.
- is in an ideal location. Close to VA-HI, Buckhead, Mldtown and Emory. And close access to I-85.
- Has architecture reflecting the 1920s brick bungalows
- was constructed in the late 20's with character style tudor homes
- is so walkable to school, restaurants, farmers market, playgrounds, and shops.
- Attracts homebuyers, tourists, out of towners
- really feels like an established neighborhood that could be in a small town, yet we are in a big city - it doesn't feel like it, but we have all the amenities
- has easy access to major interstates as well as walking options

- nature preserves, walkability, soon to be connectivity
- has 80+ acres of nature preserves linked by a creek
- not cookie cutter, is diverse with good location and good schools
- Easy access to parks/green space, near Emory & hospitals, great schools
- has easy access to highway but still keeps neighborhood feel
- Has a school, park, trees, restaurants, shops and is all walkable
- small parks everywhere
- kids walk to school on a regular basis
- Has great schools in a walkable community
- Walk to great shops and restaurants, no high rises, inclusive of everyone feel.
- Has so much cut through traffic that you can't get out of your driveway.
- Allows easy access to so much (many different neighborhoods, highways, restaurants)
- has such a good mixture of residential and small commercial establishments.
- can save itself from overcrowding and ugly apartment complexes
- Has significant access to nature; doesn't make you feel like you're in the middle of a huge city.
- is central to shopping, downtown, and still not overbuilt.
- Is safe
- both is centrally-located and has good public schools
- No comment
- Enables you to park your car on Friday and not have to use it again till Monday in a true neighborhood setting
- has access to so many grocery stores and activities and still has really nice schools
- Has sidewalks throughout neighborhood
- Still has a FEW large trees left. A precious FEW! And it has the Morningside Farmers' Market.
- Offers such a diverse housing stock and lot sizes, proximity to great parks and schools, and the urban amenities for those that appreciate them
- is in Morningside.
- not sure about the "only" neighborhood
- offers great schools and walkability
- Everyone has a landscape service that has to use a gas blower to move 12 leaves!
- is perfect for me and my family.
- Has so many park areas; Gives the quality of homes in such close proximity to urban benefits.
- Morningside Conservatory
- Is losing its neighborly feeling as people think, it appears, that they live in a gated community where we are all supported to look the same and do the same things. Getting to know our neighbors is not a normal activity and when issues come up there appears to be little conversation and just action.
- Is beautiful with history, great schools and diverse community
- Has so many wonderful amenities within walking distance.
- Family-centered and in-town
- Feels like a neighborhood where neighbors care about each other
- Has an outstanding public elementary school, parks within walking distance, and friendly neighbors.
- best location
- is just north of Virginia-Highland
- Has nature trails and the best restaurants in walking distance
-
- Has such high taxes and such TERRIBLE sidewalks
- a true neighborhood with wonderful people
- has good public schools
- feels like home
- Big city amenities with a neighborhood feel.
- Has the present mix of neighborhoods, parks, nature preserves, and undisturbed urban forest.
- I really do not know how to answer this question
- sits smack between Emory and Midtown. Perfect location for the two workers in our household.
- I live in

NAME 2 OR 3 PLACES/THINGS THAT YOU LIKE ABOUT THE MORNINGSIDE LENOX PARK NEIGHBORHOOD

- Walkability, friendly neighbors, shops and restaurants close by
- Morningside Farmers Market every Saturday, parks and playgrounds for children, walkability
- walk-ability (distance & sidewalk access) to school, parks, small section of shops on highland.
- The convenience and proximity to amenities.
- Morningside Farmers Market - Alons Bakery
- Trees, quiet, privacy, yet with ready access to other parts of the city
- The pocket parks. Morningside Nature Preserve. And the small shopping/restaurant areas
- commercial areas along N Highland, access to Piedmont Park and other greenspace areas, wonderful housing stock
- our parks, historic homes, shops & restaurants
- Beautiful houses, friendly neighbors
- piedmont park; bunaglow and tudor style homes built in the 20s and 30s and thoughtfully preserved
- walkable to parks, restaurants, easy to get all over the city from here
- Alon's Bakery, seeing people out on their front porches, seeing people out running and walking with their dogs
- Big trees, arts and crafts bungalows
- Restaurants/shops, playgrounds/parks, central location to Midtown, Buckhead,



- Downtown, Decatur, Inman Park, etc etc.
- Walkability, school proximity, people
- Trees, Walkability including to local bakery, restaurants, pubs
- Love the parks/playgrounds and the Morningside retail strip on Highland.
- People, trees, schools
- craftsman homes 2) local shops
- close to things I like: grocery shopping at Ansley Mall and Sage Hill, High Museum, access to interstates
- Proximity to Piedmont Park, Nature Preserve, easy access to Midtown/Downtown & Buckhead.
- Morningside village and farmer's market
- Shorty commute times for travel to work or for personal needs; wonderful huge trees providing unique character; a safe neighborhood environment
- Farmers market and easy walk/access to shops and restaurants
- Morningside Elementary School, Doc Cheys, the field at Morningside
- Walking & biking to Morningside Organic Farmers' Market, restaurants, museums, shopping, plays, etc. Running/walking in our parks and greenspaces. Our neighbors and neighborhood activities--concerts, garden club, dinner club, etc.
- Parks/playgrounds, nature preserves, and tree canopy
- Walkability, Trees, Proximity to things
- walkability, retail diversity
- Tree canopy, sidewalks, Alons
- Walking, Alons.
- Quiet, walkable, proximity to work and play
- Morningside Elementary, Morningside Village, Nature Preserve
- Old architecture...even though it's disappearing, walkable, unpretentious
- Noble Park, Wildwood urban forest, Herbert Taylor Nature Preserve
- neighborhood parks; 2)proximity to Piedmont Park/Midtown; 3)Neighborhood Pride
- Friendly, homey, atheistically pleasing
- Village feel, sidewalks, walkable access to restaurants, retail and park
- walkability, tudor style architecture (for now), parks access
- Walkability, houses are all unique and full of character, Schools
- VaHi (correct), walk to Piedmont Park, Alons
- beltline, nature preserve, emory
- ease of walking, greenspace, urban amenities
- herbert taylor park; sydney marcus park; MES
- Parks
- Shops and restaurants along Va. Highland, convenience of Ansley Mall, Piedmont Park
- Noble Park is by far the best and most important. Also, I love going to the creek, although it's difficult. And access to Samuel P Taylor
- Proximity to Piedmont Park, Downtown, and Marta
- walkability 2) proximity to downtown 3) neighbors
- Our parks, and the old trees
- Love walking to restaurants and shops and its convenient to downtown and buckhead
- Walkability to many restaurants, pedestrian friendly
- Doc Chey's, Morningside Nature Preserve, all other parks
- Sidney Marcus Park, morningside farmers market, retail along N. Highland
- The parks, the location,
- Access to Piedmont park and wildwood nature center. My neighbors and the fact that their children go to neighborhood school
- In town living with great proximity to major highways and city resources
- Sidney Marcus Park - the Sunken Garden Park-Haygood Church-Morningside School complex
- Ansley Mall. Morningside Elementary. Many good restaurants within walking distance.
- primo location for accessing midtown, Buckhead and freeways
- Noble Park, Daniel Johnson Nature Preserve, People
- Parks, walkability, reataurants
- sidney marcus park, morningside elementary school, piedmont park access on Monroe/Cumberland
- Proximity to Piedmont Park, Botanical Garden, and Beltline.
- I like the quaintness of the neighborhood that is quickly disappearing, and the small town feel
- Sidewalks, access to urban amenities and the scale and character of the original architecture
- Walkable to school and restaurants; intown location;
- Old houses, walking from one little library to the next, parks.
- Alons, Piedmont Park
- Parks, greenspace, schools
- Piedmont Park, Ansley Mall, Safety
- elementary school. Ability to walk to food, exercise
- closeness to downtownand points north;walkable neighborhood
- Sydney Marcus Park, Orme Park and Alons
- George's, Schools, LaTavola
- Friendly neighbors, shops and restaurants, parks
- Sidney Marcus Park, Nature Preserve, and Noble Park
- Relatively access to other parts of the city, mostly single family homes
- the historic homes, amount of green space, excellent schools in walking distance

- My neighbors, parks
- walkability 2. proximity to midtown, downtown, buckhead
- The Daniel Johnson nature preserve, Alon's, safety
- Style of homes, schools, parks
- it was the character of the homes.... but too many mcmansions going up and taking away character
- Location. Tree cover. Multiple parks.
- Walkability, central location
- Piedmont park, great restaurants
- our parks, schools, friendliness
- Noble Park, Herbert Taylor nature preserve, Morningside Village
- lots of trees, parks, restaurants
- Restaurant & small business clusters. Noble Park. Winding tree covered streets.
- People, history, shops/restaurants
- Nature preserve, size of lots, location
- Walking everywhere. Trees! Businesses commitment to the spirit of the neighborhood.
- trees, sidewalks, small/local shops (not big box stores and restaurants)
- Morningside Nature Preserve, the incredible trees, where it exists the homogenous story and a half bungalow architecture from the 20's and 30's.
- location; proximity to major roads; access to nature trail
- Close proximity to shopping needs on foot, amazing elementary, houses that have character (though that is quickly being lost)
- Alon's, farmers market, George's and Moes and Joes, Murphy's, Family Dog
- 1920s architecture, playgrounds, Morningside Nature Preserve, Saturday Market
- parks, proximity to amenities, community
- Location, small town feel, walkability
- Proximity to Piedmont park and the Atlanta botanical garden
- Nickel Bottom Park near Zonolite, Noble Park and all of the other neighborhood Parks, The Johnson Taylor Nature Preserve,
- nature preserves (both Morningside and Daniel Johnson). 2. Morningside Village shops and farmers market. 3. interaction with beltline and piedmont park.
- Restaurants and green space
- Proximity to Piedmont Park and other parks, excellent schools
- Alons, Wiskey Bird, Nature preserve
- Piedmont Park, Beltline access,
- people, proximity to everything
- Peaceful, well grown landscaping,
- tree cover, walkable access to restaurants, shops & parks
- trees, nature preserver, walkability
- Walkability, unity
- The parks, the farmers market & the elementary school
- Piedmont Park; beltline
- Johnson and wildwood urban forests, pocket playgrounds, diversity of housing styles
- Andrea Mansour
- nature preserves, playgrounds, ma li
- all the nature preserves/parks that are walking distance, local restaurants (Whiskey Bird, Alon's, Callie's Biscuits etc), sidewalks everywhere!
- I like the parks. and the nice walkable sidewalks.
- proximity to schools/workplaces/shopping; quiet neighborhoods
- Architecture style, ratio of outdoor spaces w. buildings
- woodland parks, close-by shops & restaurants
- great schools, great neighbors, great parks
- VA Highlands Center/stores. People walking/running.
- its where I grew up
- shopping, restaurants
- Access to the rest of Atlanta, Walkability, Access to Piedmont Park & Beltline
- walkability and the faces
- restaurants/shops, accessibility to major roads/hwys, post office, good schools
- proximity to piedmont park and highways, our own parks, local businesses
- parks, restaurants, small town feel in a big city
- Herbert Taylor nature preserve, Trails on Lenox road, Some of the retail/ restaurants in Morningside village
- MES, many parks for kids
- Walkability to restaurants, bars, parks
- Daniel Johnson / Morningside Nature Preserve / Sat morning market across from Alons
- Trees; restaurants within walking distance
- Excellent schools, sense of community, great shops and restaurants
- sidney marcus park, Morningside Village, sense of community support
- Walking, trees, schools
- Parks, Walkability
- the walkability to shops, restaurants, schools - our parks -
- Close to midtown and downtown, walkable, decent amount of greenspace
- Morningside Elementary School. Morningside Nature Preserve, proximity to Ansley Mall, VA-HI & Cheshire Bridge retail & Piedmont Park
- Neighbors maintaining their property, convenience to most everything
- Has walkability, proximity to city center, good schools
- Proximity to Emory. Great food and shops.
- MLPA concerts/Sidney Marcus park, Amazing elementary school, walkability

Morningside Lenox Park PLACES/THINGS WE LIKE

LIKE ABOUT THE MORNINGSIDE LENOX PARK NEIGHBORHOOD (Continued)

- MLPA concerts/Sidney Marcus park, Amazing elementary school, walkability
- ALONS, FAMILY DOG, MORNINGSIDE Presbyterian PARK
- The neighborhood's engine is Morningside Elementary School. Without MES, the property values fall, and the makeup of the neighborhood would change. Supporting MES is critical. Next, the neighborhood is walkable with lots of parks and shops within easy walking distance. Finally, the houses are upscale but not super expensive, just the right mix.
 - Location, old homes, trees
 - quiet, secluded, easily accessible retail
 - Beautiful trees, sidewalk access, safety
 - nature trails along South Fork of Peachtree Creek, parks and sidewalks.
 - The MS Nature Preserve and the character of so many of the homes.
 - MS Nature Preserve and the character of so many of the homes.
 - great community events like the Concert in the Park series, walkability to shops and restaurants; access to excellent schools,
 - Shopping district, esp restaurants, at N Highland and University
 - Trees, houses, walkability, close neighbors
 - Morningside Elementary! Alons! Morningside Farmers Market!
 - walkability, great local shops and restaurants, proximity to park
 - parks, trees, older homes
 - walking to places; shops/restaurants
 - Nature preserve, businesses, tree canopy
 - nice neighbors, good restaurants, some good parks
 - parks
 - Piedmont Park, Sydney Marcus Park, friendly neighbors
 - walkability, strong community, nearby restaurants and shops
 - has great schools, good commute, easy access to Piedmont Park
 - Morningside Elementary School, parks, retails.
 - piedmont park, neighbors, sidewalks
 - Noble Park & Alons
 - Local non-chain restaurants and shops; next to Piedmont park and Midtown; family oriented
 - Parks, schools, restaurants
 - Morningside Village shops. No parking meters.
 - Great neighbors, proximity to things, schools
 - Trees and at least some good sidewalks.
 - parks, trees, Peachtree Creek
 - Daniel Johnson Nature Preserve. Morningside Farmers Market. Morningside Elementary.
 - shopping and dining on highland ave. mature tree canopy.
 - Trees and parks
 - plenty of on-street parking, herbert taylor/daniel johnson nature preserve
 - Proximity to Piedmont Park, Virginia Highlands.
 - Piedmont Park, beltline
 - Nature preserve, shops and restaurants, easy piedmont park access
 - access to grocery stores (3!), nature trail, access to piedmont park
 - Family oriented, quaint
 - The Preserve! The Farmers' Market. The remaining big trees and curving streets. I love having the creek area for children and dogs to play...at Johnson Park.
 - Morningside village, sydney marcus park, morningside elementary
 - low population density, walking neighborhood
 - Morningside Nature Preserve. Herbert Taylor Park
 - Nicely kept homes.
 - walkability, restaurants, parks
 - parks and mature green spaces, business areas, people out walking
 - walkability, the people, and community feel
 - Piedmont Park, accessibility to metro Atlanta, great restaurants
 - Green spaces!
 - Big trees, parks, Morningside ES
 - So many things I cannot limit it to 2 or 3.
 - The lot sizes, the mature trees, the proximity to urban areas.
 - Neighborhood involvement, close to fun things to do and little traffic problems
- poor road with many potholes
 - Green space/Trees and the convenience to great restaurants and the feel of a small town with large city assets.
 - Good restaurants, parks, trails
 - Morningside Organic Mkt., Alon's, Highland Wines, sidewalks, Piedmont Park.
 - Town center near Alon's, Piedmont Park, Sidney Marcus Park
 - George's Bar and Restaurants (we have been going there for 45 years - since it was a bar and a grocery store/deli..
 - people, walkability, history
 - my street, my neighbors, being able to walk to nearby destinations
 - Trails alons MES
 - community, charm
 - sidewalks, restaurants, schools
 - Nobel Park, local restaurants
 - Piedmont park, the beltline, Ansley Mall, the preserve
 - walking to restaurants and coffee houses
 - Walkability to restaurants / shops; proximity to Piedmont park and local events
 - diversity and walkability
 - Alons, Beltline/Piedmont Park access
 - Morningside elm, sindney marcus park, orme park
 - Residential character, small businesses relevant to neighbors, undissturbed urban forest with wildlife (no trails).
 - walkability, tree canopy, friendliness of neighbors

- Trees, sidewalks, Alon's
- all of it

NAME 2 OR 3 PLACES/THINGS THAT YOU DISLIKE ABOUT THE MORNINGSIDE LENOX PARK NEIGHBORHOOD

- Highland Ave near Ponce, magnet for petty crime, cut through drivers
- So many tear downs and new homes lacking character and
- Traffic volume, and cars speeding through neighborhood. I don't feel it is safe to let my 10 year old walk to school because of lunatic drivers that don't stop.
- The development and congestion.
- the 4 lanes of Monroe Drive, the 4 lanes of Piedmont Ave. and the 4 lanes of Cheshire Bridge Road
- Growing traffic; permitting parking on both sides of residential streets; the disgracefully poor surface of Lenox Road
- Lots of noise, particularly from gasoline blowers all day long
- commercial area is losing its interesting) tenants, paid parking on N Highland (Va/ Highland
- horrible roads (city), traffic (city's failure to address infrastructure while giving permits for all of the new building), poor park maintenance (city)
- Speed and volume of cut-through traffic
- crime; tear down of historic homes and replacement with homes that are too big or too modern and do not fit the character of the neighborhood
- my street (wessyngton has become a cut through and we have no sidewalks
- People speeding down the quieter streets, not much diversity
- McMansions/big new houses; prohibitions against renters/alley homes
- Hideous new houses that maximize the lot and shit on the character of the neighborhood. Lack of or deficient sidewalks, lack of speed humps, lack of buried power lines - basic infrastructure concerns
- Traffic, crime,
- McMansions, tree destruction
- Lack of sidewalks/traffic calming measure on all streets (Wessyngton Road in particular), lack of crosswalks at all intersections (Wessyngton Road and Cumberland Rd, in particular), lack o requirements for new homebuilders to comply with any building standards/clean up empty lots during construction (neighborhood doesn't look consistent and some houses look ridiculous)
- Car/property theft, poor sidewalks, mosquitoes in the playgrounds
- crime 2) traffic
- old architecture being demolished, with no standards for new construction. New construction often unsightly and oversized for lots
- It doesn't feel unified, perhaps because of how large it is
- Giant homes going up, Jackbuilt, lack of public transportation options
- Crime is completely out of control - our streets are unsafe; Projects for bike travel come at the expense of car travel - and cars are required. Taxes to pay for everything are growing rapidly with no sense of control or limits.
- High city taxes and not enough bike paths
- Cheshire Bridge corridor, new out-of-scale houses
- All the oversized homes that are being built and destroying the character of the neighborhood. Broken sidewalks/lack of sidewalks.
- Cut through traffic, petty crime, and lack of maintenance at parks
- Crime, Traffic
- increase in crime, traffic
- traffic on rock springs and north morningside. Lack of identifiable crosswalks.
- Uncontrolled overgrowth encroaching sidewalks.
- All or majority of mature trees taken down on new build properties. Traffic speeds, lack of marked crosswalks. Lack of stop signs and perhaps eliminating left turn going south on N Morningside at N Highland during evening rush hour.
- Streets too narrow for driving and parking, no sidewalk or speed bumps on Wessyngton
- Car break-ins
- Traffic, access to public transit, crime
- Lack of diversity
- 1)NIMBY attitude of long-time residents; 2)transient, cut-through traffic
- traffic (particularly on N Highland and E Mside)
- Crime, low quality spec building
- developers tearing down historic homes, traffic, speeding
- Cut thru traffic, over crowding of the schools, too many high density apartments being built
- Monroe Drive, Beltline x 10th x Monroe (I consider it in the hood), smash n grab car thieves
- cheshire bridge road, piedmont road
- lack of sidewalks, speeding, crime, lack of biking safety
- monroe traffic speeds; cheshire bridge blight; substation on monroe
- Off leash dogs in nature preserve
- sleazy Cheshire bridge, low design quality of Ansley Mall
- Increasing number of dogs. People parking close to intersections. Traffic speed on Johnson Rd., 1. Increasing size of in-fill homes.
- Lack of sidewalks - especially on our very busy street Wellbourne Dr.
- crime 2) schools (middle) 3) traffic
- Monstrosity infill houses; dismissal of no parking sections of the streets by both residents and visitors alike.
- Fast drivers on side streets
- All of the car crime
- turnover of restaurants, grumpy neighbors on NextDoor, snootiness of some cars that cut through our neighborhood, lack of sidewalks and bike lanes in many areas,
- Lack of bike lanes, traffic, Jack Built homes
- Traffic. Move toward less socioeconomic diversity



- losing its consistent architectural look and design
- Many old houses being torn down and replaced with huge homes that aren't in the same style or era or size as the older existing homes.
- Surrounding unbridled development that has brought crippling traffic
- Traffic/Congestion/10th and Monroe Crossing
- Speeding traffic,
- McMansion construction, cut-through traffic, overcrowded schools
- Traffic congestion
- I dislike tearing down our beautiful historic neighborhood and replacing it with homes that are far too large for the neighborhood and the lots they are being built on
- Traffic, cut through from Monroe to Piedmont at the SW end of Sherwood Rd.
- Missing sidewalks; Monroe Drive; lack of Park and Rec space for older children
- Over building, the cross walk at Morningside and Lanier, very dangerous. Traffic, I've almost been run over crossing N Highland at Morningside a number of times.
- High taxes
- Traffic and people speeding through the neighborhood
- Lack of connection with neighbors, limited restaurants and shops within walking distance
- Intersection of Piedmont & Monroe, Intersection of 10th and Monroe, Sidewalk maintenance
- Mega homes taking up entire lot. Traffic. Lack of field for kids aside from school
- no continuous sidewalks; reduced ability to use water; high taxes; aging sewer infrastructure; no community pool; lack of easy access to public transportation
- Speeding cars, broken up sidewalks, invasion of modern homes
- Empty storefronts/lower quality retail mix, car thefts
- Poor sidewalk conditions, ongoing crime
- I dislike that we do not have a neighborhood pool. We also need baseball fields.
- Traffic, also the incursion of new McMansions which are out of scale and generally ugly due in part to elevated ground level with front facing garages.
- traffic, rezoning of kids to schools outside of the neighborhood, all the historic homes are being torn down and replaced by McMansion
- Traffic, Crime
- Traffic, crime - especially car break-ins and mail/package theft
- Monroe is too busy 2. Need to do a better job of controlling petty crime
-
- Metal plates everywhere, lack of businesses that are useful and accessible to many
- traffic, crime
- no care about tree canopy or the style of the large homes going up.
- Sidewalks. High cost of homes. Unsynchronized traffic lights that increase reckless driving.
- Cookie-cutter craftsman McMansions, sloppy businesses on Cheshire Bridge (Rhodes Bakery), cut-through aspect of neighborhood.
- Traffic, crime, parking
- Lenox Rd is one pothole after another and needs repaving desperately, we need more speed bumps on the lower part of N. Morningside Dr. - cars are sipping by.; redesign the round about at the intersection of Lanier boulevard, Morningside and Mc Lynn
- over development including infill housing that is out of scale with the neighborhood, and apartments that can't be supported by the current infrastructure (school capacity is part of infrastructure!)
- cheshire bridge blight, Piedmont & Monroe traffic, always worried about being redistricted out of good schools
- Emory Annexation. Crime. Speeders.
- Traffic,
- New houses that are non-descript and too large. People with kids that forget some of us don't have any and they are not entitled to space or service anymore than we are. Influx of homeless people. The city has to do better.
- McMansions/new builds that don't follow the law or try to fit in, cars that don't follow laws
- the new(er) McMansions, higher density development, the trash along Cheshire Bridge and beyond (mostly figuratively)
- traffic congestion on Lenox Rd at rush hour
- Ugly McMansions sprouting up, the Rock Springs/Johnson intersection
- Over development, and, these huge homes being built, they are horrible. These McMansions do not belong in this inner city neighborhood. They look fake and have no character. And the loss of our old growth trees is a disgrace.
- tear-downs, no control over greedy developers
- road/sidewalk quality, traffic
- Traffic, tear downs replaced by houses too big for the lots
- The traffic congestion on Piedmont Rd and the forthcoming congestion with the built up on cheshire bridge rd
- Lack of bike racks
- Sex shops and Head Shops on Cheshire Bridge, In-Fill McMansion Oversized spec houses, mounting traffic congestion at the end of the work day
- No neighborhood pool (so many MLP people drive up to the garden hills pool), we should have a neighborhood pool. 2. some streets lack a sidewalk ex. Hillpine, Middlesex (should have one on at least 1 side of every street). 3. No red light/stop light at Sussex and Rock Springs
- Congestion on n highland. Vacant spaces in the shopping areas.
- Dangerous traffic
- Jack Bilt Homes' ugly houses
- Lack of long term building and development planning, lack of police presence
- Traffic, bad drivers who don't care about pedestrians
- Lack of handicap ramps, some roads need repair
- Too much traffic at rush hours, too many speed bumps (I drive here too), pedestrians who dart out between parked cars rather than using the crosswalks and using their heads.
- out of scale development; pricing out of long term residents
- Growing homeless population, vacant retail store fronts
- The gigantic infill mansions are hurting the character
- Crime; lack of neighborhood restaurants
- Any street without a sidewalk, frequency of car break ins
- Andrea Mansour
- stinky water at Orme and Johnson NP
- pervasive petty crime (we can't leave anything of value in our cars, on our porch or unlocked anywhere on our own property!), traffic! (particularly Johnson Road which has become impossible to cross safely in the last 5 years as it has become a Waze cut through area), ugly zero lot monstrosities replacing the charming cottages, bungalows and mid century modern ranches that make Morningside the attractive, livable and highly desirable neighborhood it is
- I play the cello and I can't take public transportation because the nearest bus stop to my house is blocks away. BRING BACK THE NUMBER 31!!!!
- lack of sidewalks; lack of restrictions on new homes being unsightly megamansions that negatively impact the environment/neighborhood
- Lack of historic preservation, rising crime rate (car break ins, package thefts) taxes too high
- speeding vehicles, clueless pedestrians at Saturday market
- drivers who speed on our streets (yes, you neighbors), neighbors who pick up their dogs poop, then leave the poop bags in the park (why bother, jerk?)
- CRIME 2. High Property taxes with no tax break for elderly
- people are a little snobby
- traffic, car break-ins
- Traffic / Speed, Could Have More Entertainment Options
- condition of some roads and sidewalks and crime
- tear-downs and inappropriate in-fill along with destruction of trees, traffic speed, lack of repair to roads, sidewalks and curbs
- Cheshire Bridge motels, homeless problem and overall cut-through traffic
- traffic and there needs to be a traffic circle at the corner of McLynn, Lanier, and N Morningside. Its a dangerous intersection
- Red light district on Cheshire, Speeding on Johnson and Monroe, Majority of Retail at Sage Hill and Morningside Village, Huge houses on tiny lots like everything on Lanier that Jackbilt is building
- Wish the middle and high schools were attended by more Morningside families vs private. Could have better restaurants (similar to Inman Park/o4w
- Not any real family restaurants in the business section on N. Highland and University Ave. Doc Cheys is the only one.
- Nowhere for independent kids to walk to afterschool / on weekends. Parents have to drive kids to all afterschool/ enrichment activities because there's very little within our own community.
- Traffic / torn up sidewalks / not enough bike lanes on major roads
- Cheshire Bridge Road
- Traffic surrounding the neighborhood has become horrific, we seem to be consistent targets for property crime
- crime, sidewalks, poor lighting
- Traffic, broken sidewalks, over development
- Increase in traffic that makes walking dangerous, large scale developments
- the lack of respect from cut through traffic with honking at all hours, both day & night as well as the inability to stop at pedestrian crosswalks especially on bust streets
- Amount of cut through traffic that does not obey speed limits, lack of traffic calming element on main thoroughfares, appearance that you can build whatever sized house you want
- Traffic congestion. Adult entertainment. High density apartments.
- Homeless population on the railroad tracks at Lenox Rd., Lack of security and policing of the Nature Preserve
- Crime (night time safety); traffic; over-development
- Cars race thru the streets. Morningside is a cut- thru for commuters.
- No bike lanes. Traffic. Crime increasing.
- HOW MANY RETAILS SPACES ARE OPEN
- The traffic on North Highland is horrific and can be dangerous.
- Old home tear-downs, tree destruction, street parking in neighborhoods
- the Johnson/Lenox/North Highland intersection, the potholes on Lenox, Jackbilt's Lanier takeover
- Traffic, unsafe intersections, potholes/terrible roads
- traffic: volume of traffic, speed of traffic and cut through traffic on side streets
- not enough sidewalks, no bike lanes
- The lack of sidewalks on several streets. And the loss of trees.
- The lack of sidewalks on several streets
- too many tear-downs, high density new development, high volume of traffic,
- Trash cans left out, ugly mailboxes, McMansions that don't fit in and tower over the original bungalow

Morningside Lenox Park Places that You Dislike About the Morningside Lenox Park Neighborhood (Continued)

- Piedmont/Monroe bottleneck of traffic. Safety issues with nature preserve.
- Car break-ins and beat up streets.
- new homes too big for their lots, high rise apartments/condos
- heavy traffic volume/speeding; potential high rises- apt/condos
- emerging traffic, tear downs rather than renovations, emerging crime
- too many cars going too fast, not enough options to walk
- Lack of sidewalks on many major streets.
- traffic and speeding cars, lack of sidewalks, sidewalks needing repair
- developers building homes that don't fit in, crime, traffic
- Lack of sidewalks, homeless camps in nature preserve, rampant petty theft
- Traffic cut through, huge homes pushing up home prices (unrealistic taxes), crime, traffic
- pot holes on Lenox Rd
- Increased traffic; Increases in McMansions
- Break ins, dangerous to bike on main roads. No swimming pool
- Potholes. Old trees that are tough to cut down even when they're dangerous.
- Increase building of apartment complexes, traffic
- Potholes and lack of public transit.
- Apartment complexes, horrible pot holes in roads, crappy sidewalks
- Lack of bike lanes. Lack of MARTA rail (may be changing soon). Dangerous intersection at Johnson + East Rock Springs.
 - people use morningside as a traffic shortcut. very weak neighborhood planning and representation. zero control on building size and excessive clearing of trees.
- Roads
 - parks/nature preserves don't have off-leash dog hours
 - City services, trash collection, potholes, mail delivery
 - no comment
 - Significant cut through traffic driving too fast (add more speed bumps and sidewalks),
- missing sidewalks, tacky mansions, speeding/racing cars
- Amount of traffic, bad roads w potholes, increasing crime
- The houses are becoming TOO BIG, and I detest the cut-through speeders that WAZE has brought.
- Cut through traffic, safety of Monroe drive
- ongoing deforestation,
- The infill housing and the poor condition of the streets, particularly Lenox Rd.
- Cars driving too fast down the hill on E Rock Springs Rd. 2. People letting their homes and lawns get messy and unkempt. 3. Allowing trash to accumulate at curb several days before pickup and outside of trash receptacles.
 - dogs off lease
 - Businesses along the Cheshirebridge corridor that attract crime.
 - cut through traffic and poor roads
 - Traffic, huge apt complexes that are adding back more congestion, the possibility of eliminating the complex at Piedmont and Monroe
 - Dog owners that can't control their pet or keep it quiet, especially before sunrise!
 - Traffic, poor development planning, increased crime
 - Inattentive drivers. Petty crime.
 - Too much traffic, increased crime, and over development.
 - Many potholes and no police presence Need to have .
 - Developers buying our bungalows, tearing them down and putting up a standard, cookie cutter house. Lack of diversity in our neighborhood - in all aspects. New people coming in and thinking because they have just paid a fortune for their house that they can act and say and behave as if they own everything and can dictate how things are done and what should be done.
 - Current crime
 - Package thieves, speeding traffic, discourteous drivers cutting through our neighborhood
 - High-speed traffic, too hard to bike
 - crime, cars flying down Monroe & N. Highland, proximity to Cheshire Bridge "spas"
 - bad sidewalks, not safe for biking, speeding careless drivers
 - Single lots being split into 3 lots. Speed of cars coming through neighborhood
 - most roads need repaving
 - Sidewalks are terrible
 - traffic, crime, poor construction
 - lack of traffic control to promote safety for the pedestrians in the neighborhood
 - The Smith fountain entry/park; overhead powerlines
 - developers who build without respect for the older houses wrt height and setback
 - Traffic and Speeding; Sidewalks and roads that need repaving
 - developers and developers and developers
 - The Monroe "highway"; "No Pedestrian Access" into Piedmont from Evelyn Street
 - The old, decrepit houses that have yet to be torn down. Hopefully they are soon.
 - Crime growth, traffic congestion growth, large apartment/condo developments built to a scale beyond capacity of roads to handle the traffic.
 - traffic, traffic, traffic
 - Oversized infill housing. Can we ban two-car garages and make it harder to cut down trees for construction?
 - Too easy to cut down trees and tree ordinance not enforced

THE #1 THING I THINK THE MORNINGSIDE LENOX PARK NEIGHBORHOOD IS MISSING IS...

- Not sure
- A local dog park
- restroom and shelter at the big Lenox/Wildwood park.
- Historic preservation or preservation in general. We are losing the essence of who we are as a community.
- Historic Preservation is missing as well as other building codes and zoning to preserve the existing built environment
 - Nothing important
 - A comprehensive plan for future development
 - some control over city's failure to control overbuilding - causes traffic & school overcrowding
 - Neighborhood pool - maybe at Lenox/Wildwood park?
 - athletic fields for kid sport
 - Constant construction of gigantic mansions
 - Zoning restrictions to prevent ugly new houses
 - Better sidewalks. Safer streets
 - Tree protection
 - Sidewalks on at least one side of every street and more crosswalks! There are a lot of kids and we need to keep them safe.
 - Connection to the beltline
 - fields for recreational use
 - effective policing, given the level of petty crime that happens on a daily/nightly basis, mostly cars vandalized
 - Unification
 - better dining experiences and shopping experiences
 - Safety and a freeze on taxes
 - Enough bike paths so we can safely commute to work on bike
 - complete streets, control of development
 - Better relationship with BZA--currently they don't seem to care about our neighborhood
 - More routine maintenance and periodic refreshing of parks/nature preserves/playgrounds like Ansley Park. We moved from Ansley to M-LP and notice the difference.
 - Easy access to public transportation.
 - Effort to replace trees
 - Planning-neighborhood will lose it's appeal once tree canopy is gone and streets are overly congested from uncontrolled growth.
 - Stronger Police presence to reduce crime and stop speeding.
 - Speed bumps on Wessyngton
 - A Mexican restaurant ;)
 - community feel and more restaurants
 - Pool, saltwater preferably! That we can walk to.
 - Bike Share/City Bikes
 - Better traffic flow
 - Security cameras
 - checks and balances on home developers
 - Neighborhood pool
 - ADHERENCE TO ZONING REGULATIONS by HOMEBUILDERS
 - more public transportation
 - better public transportation and safe biking
 - protected bike lanes, which could slow cut-through traffic and increase everyone's safety, providing a buffer bt sidewalk pedestrians and cars
 - community pool
 - more interactions among the members
 - Speed bumps around Noble Park, Easy walking links to Peachtree Creek.
 - Being pedestrian friendly throughout neighborhood
 - Bike lanes
 - Easy access to marta
 - neighborhood festivals, central playground.
 - neighborhood festival to bring people together
 - A historic designation for homes.
 - Connecting trails between parks and natural areas. Long term master plan.
 - Restaurants that allow dogs
 - A community public pool (like garden hills)
 - a park with a walkable track for exercise besides the belt line
 - Connected parks and transit solutions
 - easy access to public transportation
 - control over construction of new homes
 - Sidewalks throughout in good, repaired and safe condition.
 - Basketball/sports courts and fields
 - Building laws to limit the free for all for greedy builders.
 - Community center and sidewalks on all streets
 - Public transit
 - Traffic congestion solution
 - Sports field
 - continuous sidewalks
 - greater security to fight against crime
 - MARTA station
 - public pool
 - Police presence
 - a neighborhood pool
 - diversity of many types-racial, economic, religion, etc.
 - historic preservation
 - Traffic control
 - Coffee shop
 - increased participation in security patrol
 - improving the shopping area around alon's... more greenspace/parks.



- Sidewalks. Even existing sidewalks are unpassable because they're so torn up.
- A neighborhood pool like Garden Hills
- Public transit
- better public transportation
- a pool
- neighborhood swimming pool
- Timely response to high speed heavy transportation throughout.
- Traffic calming
- A small market like Savvi.
- better bus service (more frequent)
- backbone! for the protection and oversight on residential OVER-building (new or expansions) and developments that destroy the intended character and look/design/feel of our special area.
- completion of Beltline east spur in back of Ansley Mall
- A MARTA stop
- We are losing our charm.
- historical preservation
- cohesive planning and design of neighborhood
- Rules about new houses
- Bike racks
- a plan for Connected Trails - Connecting Nickel Bottom Park to the M'nignside Nature Trail to the Beltline and connected trails elsewhere. This would be truly unique for our community
- Neighborhood swimming pool
- Connectivity.
- Excellent walkability & bikeability
- Savi like corner store with good beer, wine, and household essentials
- More cohesive development of shopping areas.
- neighborhood pool like the other intown neighborhoods - like garden hills
- A community pool
- walkable small grocery or bodega
- bungalows; smaller homes
- Good Pizza!
- A great general store, coffee shop & breakfast place in Morningside Village. Need more sidewalks too!
- community center/ pool
- Signage not only to designate neighborhood but to highlight parks and other attractions. I also wish there was more racial diversity.
- pizza
- zoning to protect 10,000 square foot houses from replacing 2,400 square foot homes on modest sized lots
- Bus service!!!!
- transit options
- historic preservation of original homes.
- Community center
- traffic enforcement and improvement at Johnson Road and Briarcliff Road.
- Safety. For people, cars, packages and residences.
- more trees...more character..its being torn down literally
- nothing
- Retail and More Entertainment / Restaurants
- a community pool
- community/senior center
- bike and ped safe pathways
- fences around the parks
- Good public transit options, community center with pool
- Excellent restaurants
- Community center with sports fields
- access to Marta or other public transportation (not a bus)
- Mini mart for milk, etc., within walking distance
- a pool/recreation area
- Traffic control
- Better traffic management strategies
- a community center for youth - a Boys and Girls Club or YMCA type of venue ; more usable public transit
- Traffic calming elements
- More/good/wide sidewalks on highly traveled streets.
- Road maintenance
- Better bike lanes (more comprehensive and contiguous); better access to public transit; better access to Beltline; community center
- Sidewalks.
- recreation space for children.
- POLICE PRESENCE
- Not sure, perhaps a really good family-friendly Mexican restaurant or maybe more community events such as Celebration of Summer.
- Control over new development and keeping in character with the neighborhood
- a sandwich shop
- marta access
- more public transportation
- bike lanes
- a hardware store and other practical small businesses. And not just retail. We need more professional offices (accounting, dentist, computer repair, etc.).
- A hardware store and other practical small businesses. And not just retail. We need more professional offices (accounting, dentist, computer repair, etc.).
- dog park
- Swimming Pool
- Visibility of neighborhood patrol
- Free street parking or good general public parking
- stricter zoning
- recreation fields for kids sports
- strong safety
- connectivity out of cars
- Sidewalks on many major streets.
- Marta rail access
- a community swimming pool and better access to MARTA stations (Midtown or Arts Center)
- more sidewalks, which would improve walkability to the center, to schools, and safety.
- kids friendly streets - slower traffic - allowing kids to play/bike on the street they live on
- locally owned business
- mass transportation
- Central gathering place
- Swimming pool/ community meeting place
- An all inclusive neighborhood association that you don't have to pay to join.
- More "togetherness", more streets hosting block parties.
- Don't know.
- diversity
- Bike lanes.
- the ability to work better with surrounding neighborhoods such as the monroe drive diet being pushed by virginia highlands and the impact it will have on morningside streets.
- off-leash dog hours in the nature preserves.
- Pedestrian bridges or tunnels across Monroe, especially at 10th Street
- no comment
- More family friendly restaurants
- sidewalks
- Dog park
- Maybe stop signs at EVERY intersection would help. ??? All the way down Lanier Boulevard, for example (I know the Stillwood Intersection is VA-Highland, but begin there. Confound the cut-throughs.
- More visible police presence
- good sidewalks
- A greenway along the South Fork of Peachtree Creek.
- a board walk through Herbert Taylor Park
- playing fields or sports complex
- More restaurants! Wish Ansley Mall had better offerings...
- controls on bad/poorly designed development
- Bike lanes.
- Road maintenance.
- Need to have police drive in the area. Haven't seen a police car in our neighborhood in years
- Bike lanes.
- More trails, parks
- Safe bike infrastructure
- respect for drivers, pedestrians & bikers
- bike lanes
- Speed camera that give automated tickets to slow down traffic
- sidewalks that are stroller accessible
- better traffic & crime control
- police protections against speeding and patrols for safety ie break ins
- safe sidewalks
- lack of traffic
- Mass transit connections.
- Bike lanes. It would be nice if they eliminated some street parking and replaced with bike lanes
- Adequate bus service.
- an infrastructure plan to deal with the traffic and connectivity of neighborhood
- Economic and racial diversity; prospects seem ever dimmer as real estate prices get out of hand. 2. MARTA rail. I know, buses connect, but I wish we were on a main line.
- Nothing

I WOULD WALK MORE IF...

- We walk a lot and enjoy the area.
- There was a small grocery or market nearby.
- there were stop signs at more intersections along Sussex & E. Rock Springs.
- We had better sidewalks and more HAWKs to allow crossing of busy streets.
- there were more HAWK devices and raised crosswalks
- It weren't for the hills
- I already walk about 5 miles/day in the neighborhood. No complaints
- I had more time. I think our neighborhood is very walkable.
- There was not cut-through traffic speeding through neighborhood
- sidewalks were in better condition
- MORE SIDEWALKS
- Hills weren't so high.
- Sidewalks were on my street
- The sidewalks were repaired and wider
- The dogs demanded more walks
- There were sidewalks on my road (Wessyngton Road). I feel like I am taking my life in my hands every time I walk down that street.
- Sidewalks were better maintained
- easier to access beltline
- the sidewalks didn't present so many fall dangers (uneven pavement)
- There was lighting in Piedmont Park and more interesting destinations closeby
- This is not at all viable. I walk my neighborhood with my dogs, but it is too far to walk to stores or public transportation. there was a bridge across Peachtree Creek at Zonolite Park.
- There was a sidewalk all the way up Wildwood Rd to Pelham and North Rock Springs
- we had better sidewalks and safer intersections and more shade
- I already walk a lot--better street lighting and repaired sidewalks would make evening walking more pleasant.
- I walk all the time, but the sidewalks could be improved, especially for pushing a stroller.
-I wasn't so lazy
- I felt safe at night
- sidewalks were repaired and overgrowth onto sidewalks and intersections were enforced.
- Zoning would enforce shrub encroachment onto sidewalks. Sidewalks are unpredictable with ruts, and having to step into streets to avoid lack of maintenance. I've placed numerous calls to zoning and nothing is done to correct problems unless excessive overgrowth or junk. Monroe sidewalks south of Piedmont are awful.
- I didn't have to walk in the street
- sidewalks were in better shape. It can be dangerous!
- Trails were better marked for the public.
- Side walk improvements and tree/landscaping maintenance over side walks
- Roads weren't so busy and people drove more carefully
- not an issue for me...walk all the time
- We walk all the time!
- probably would not walk more than I do
- there was more sidewalks
- I were not afraid to go into the parks alone
- I saw more people out walking
- sidewalks were more friendly and clean of debris
- I walk a lot, so probably nothing particular; Hawk light into Piedmont Park is great
- More access to the creek. But overall, I walk a lot.
- we had a sidewalk. Our street is one of main entrance to neighborhood and also has entrance to Morningside Preserve.
- Sidewalks maintained
- Sidewalk dangers and off-leash dogs were less prevalent.
- Sidewalks were clear and well maintained
- The sidewalks were in better shape, better lighting on the streets
- we already do!
- there were more things to walk to
- there were more sidewalks.
- Everything was connected. I walk the same routes every day
- I do walk a lot. But I would like to have sidewalks on Hillpine to make walking up and down our street safer for our kids.
- there were more options besides the sidewalks
- Johnson Road was safe
- More sidewalks
- I could easily get to public transport and were less concerned about dangerous intersections
- I could feel safe early in the morning (6a-7a) or later in the evening (8p-9p)
- Sidewalks were in better shape throughout the neighborhood.
- I wasn't rushing around so much. Also, some streets are missing sidewalks.
- Clear walk ways, some bushes limit that freedom, broken side walks.
- If I didn't have a car
- All streets had sidewalks.
- Sidewalks were maintained
- I didn't think I would die on Monroe from traffic
- Small grocery to pick up healthy basics
- there were more sidewalks in our neighborhood. Currently, there are streets or parts of streets (Berkshire), that do not have any sidewalks on either side of the road.
- more sidewalks
- The sidewalks were more even (less hazardous)
- The sidewalks were in better shape
- it weren't winter

- The sidewalks were in better shape
- there were more family-friendly businesses and a neighborhood pool
- Sidewalks were in better condition and if the various trails were connected
- Monroe was not so busy
- places to walk to
- sidewalks were repaired
- improved restaurants around alon's.
- I wouldn't kill myself tripping on the sidewalks
- We had better lighting at night.
- There were neighborhood activities to attend
- we had sidewalks everywhere
- I were less lazy
- there were more sidewalks
- Traffic Calming!!!!
- There were more places to walk to
- I felt is was totally safe after dark.
- fewer speeding cars
- there were more green space and trails.
- The sidewalks weren't in such horrible shape!
- I do walk
- there was better public transportation (already walk to nearby shops etc.)
- more sidewalks and closer amenities
- I walk all the time
- NA
- We had connected trails
- sidewalks were better lit at night. 2. Monroe had a road diet to reduce speeds and accidents.
- I had trails that went to important spots.
- All streets had sidewalks and traffic was calmer
- we had a good bodega
- There were sidewalks where they need to be (Hillpine Drive) and if they were maintained where they are. Broken cement everywhere and trees and bushes not trimmed back from sidewalks.
- I already walk a ton
- We had handicap ramps. A path connecting the nature reserve to piedmont park along the GA powerEasement
- It didn't rain so much! I walk a lot now.
- sidewalks were better maintained
- I walk plenty.
- More sidewalks and please see above
- closer to Marta
- Sidewalks were better maintained and there were commercial nodes at more frequent distances
- I wasn't afraid to walk at night alone on our streets because of folks outside our neighborhood commuting to commit crimes here
- I walk everywhere as it is.
- there were more sidewalks that had sufficient distance from high-volume/speed streets
- already do!
- Not an issue. It's a very walkable neighborhood.
- I have no trouble walking.
- Occasional benches along sidewalks
- I had more time
- sidewalks were better
- Traffic calmed, especially on Monroe, and more options to walk to (entertainment, retail, restaurants)
- there were more destinations. I already walk a ton.
- there were better sidewalks - if they exist (some roads don't have them), are in good condition, wider, away from the street (buffer)
- there were sidewalks along my entire path and roads were slower and safer to cross
- sidewalks were better
- There were more family friendly restaurant and retail options at Sage Hill or Morningside Village
- Speeding was limited, esp on Johnson rd, mores destinations to walk to-like vahi
- My daily errands were in my walking community
- I were closer to a MARTA station
- There was more commerce to walk to, or public transit was closer
- I walk a good bit
- the sidewalks were better
- Better sidewalks
- I were not afraid of being mowed down in a crosswalk or on the sidewalk by speeding distracted drivers
- I had more time - I love living here for this exact reason and excretes that option as often as I can given my schedule
- Crosswalks more clearly marked on all streets.
- Safe/good sidewalks. I already run in the neighborhood, but our sidewalks are treacherous!
- Security was better
- Better quality sidewalks; more night time safety; better lighting
- There were sidewalks.
- the crossing lanes were safer
- Better sidewalk and lighting. Many streets have no sidewalks or the sidewalks are in disrepair
- the weather were better
- There were sidewalks everywhere and didn't have to walk in the street
- the sidewalks were in better shape and there was more lighting
- MLPA is very walkable
- more sidewalks/more bike lanes
- there were more sidewalks and businesses within the neighborhood. Not just along Piedmont or North Highland. There needs to be more small commercial pockets.



- we had more sidewalk and places (like small businesses as mentioned above) were nearby and spread throughout the community - not just around the perimeter of the neighborhood.
- I walk most places but would still like to see more sidewalks, and the ones we have kept in better shape
- sidewalks were repaired
- more crosswalks had curb cuts for strollers, scooters, bikes for kids
- nada. I love to walk around MLP
- there were more sidewalks (that are in good repair)
- better crosswalks; improved sidewalks
- better street lights, less crime
- off street options are expanded.
- There were more sidewalks.
- sidewalks were repaired
- i felt safe in the dark
- there were sidewalks in front of my house.
- Side walks were improved
- I walk quite a bit because I have a dog. Variety is good and it is always nice to get out and see a new areas
- slower traffic
- i could easily push my stoller on sidewalks and curbs
- There were more cafes.
- I do walk. Where I go sidewalks are fine.
- Already walk 10 miles a day.
- There were more sidewalks for my kids to ride bikes
- we had better and more sidewalks on connecting streets.
- better sidewalks, crosswalks and less dog poop
- Sidewalks were wider and further from road (separated by trees, for example).
- Feels dangerous on Johnson and East Rock Springs walking with children.
- there were more dining and more shopping within walking distance
- there were more places worth walking to.
- There were more stores, restaurants that I could reach in walking distance
- There were sidewalks on every street (especially Wessyngton RD!)
- there were sidewalks
- Sidewalks would be better
- The crosswalks are becoming treacherous with so much traffic!
- More streets had sidewalks
- we had better sidewalks
- I walked more.
- the weather were better
- the sidewalks were better and crosswalks on highland were safer
- Better sidewalks
- Sidewalks were smooth and traffic slowed
- I had places nearby to visit
- Maybe a little more maintenance on the sidewalks
- Sidewalks were in better shape.
- Sidewalks were in better shape
- cars slowed down
- I had a bit more free time to walk
- transit was better (could combine walking & transit)
- I had easier access to the zoo lite trails
- The sidewalks were stroller friendly
- no issues
- already walk twice a day but would walk even more if we had proper control of traffic
- if Morningside Village had more diverse businesses
- the sidewalks were in better repair; they are better than when I moved here 20 years ago but need improvement
- The sidewalks were repaved; better public transportation options to walk to
- automobiles were more pedestrian friendly
- there were well maintained sidewalks (exist in the first place, don't have major defects, aren't overgrown by vegetation).
- The sidewalks were not treacherous
- There were more sidewalks.
- there was a destination dog park
- there were more useful stores in the neighborhood (places to do real errands, vs overpriced boutiques and overpriced eateries)
- Walk as much as I want to now.

I WOULD BIKE MORE IF...

- It were less dangerous.
- It was safe. The roads are too narrow with cars parking on the street.
- there were more stop signs and/or marked bike lanes.
- I were younger, I am no longer able to ride.
- if could. I can no longer ride a bicycle.
- I don't bike
- There were more protected bike lines
- I didn't think I would be killed every minute on a bike ride.

- there were bike lanes and enforcement when laws are broken
- I actually get irritated with bikers because they ride in the road but don't ever follow traffic rule and then get mad at cars
- Wouldn't.
- NA - too dangerous in our area and not a hurdle worth tackling IMHO
- There was a dedicated bike lane and less traffic
- it were safer on streets without bike lanes. dream on
- There were bike lanes
- more bike paths/ easier to access beltline
- not so many hills (lol)
- I bike a lot as it is.
- I would not bike more - it's not safe and distances are too far. This is a wasate of time and money. We should not emphasize bike traffic in single family areas or at the expense of cars.
- There were more bike paths on the main roads
- we had protected bike lanes and safer intersections
- There were safe ways to connect with major arteries--now I use the beltline but it only goes so far.
- I felt safer, but the traffic is too heavy for me to feel comfortable as an adult or to let our daughter.
- I felt safer on the streets
- we had bike lanes
- more direct access to Piedmont Park and beltline.
- More Direct access to Piedmont park
- Cars were forced to slow down
- it was safer. I bike to work now from Morningside, and the lack of bike lanes make it dangerous.
- There were bike paths
- Dedicated Bike lanes
- N/A
- Roads were less busy or people drove more carefully
- people using our neighborhood as a cut through were more sensitive to bikers. Seen many instances of speeding drivers getting very aggressive with bikers
- I don't like to bike
- dedicated safe lanes for bikes where cars can't go (i.e with parking concrete bump or something like this...)
- it were safe to bike
- bike racks at all parks/greenspaces, and protected bike lanes
- drivers would share the road
- no biking
- Traffic was slower on Johnson/Highland
- I can't even walk out on our busy street without fear of getting hit by a car... how much more riding a bike?
- Bike lanes
- Waze didn't route all the cars through our neighborhood (they're the ones that go flying down the road so fast they miss the next turn directions by Waze, screeching to a stop and backing up in the middle of the road.
- There were dedicatec bike lanes
- drivers weren't so aggressive/aloof
- there were safe bike lanes and sidewalks
- There were bike lanes.
- I felt safer on my bike
- It weren't so hot and hilly ?
- will never bike!
- Johnson and Highland were safer
- Bike lanes
- there were more protected bike lanes and drivers were less reckless and sped less
- N/A
- There were dedicated bike lanes
- There wasn't so much vehicular traffic.
- There were fewer hills and better bike lanes.
- I felt safer on the streets
- If I wasnt afraid to be kill by a speeding car
- I'm not a biker
- Safe bike lanes existed
- Neighborhood streets were bike friendly
- Safer
- There weren't so many cars using the neighborhood as a 'cut-through'
- not a biker
- I would never bike more. Too dangerous. No room.
- Drivers were less aggressive
- it weren't winter
- Drivers weren't as reckless near bicyclists
- Atlanta drivers were not crazy
- there were more bike lanes, more links to Beltline, Piedmont Park.
- dedicated bike lane
- Monroe was not so busy
- I felt safe
- more bike lanes, but not at the expense of traffic lanes for cars
- there were more bike lanes

- weather were better ;)
- I could use the sidewalks
- I dont bike. There were better biking lanes
- there were bike lanes
- see above. Also, drivers are crazy (mostly those cutting through the 'hood, I think)
- there were more bike lanes
- Traffic Calming!!!!
- Traffic wasn't so out of control
- There was a bike lane on North Highland.
- fewer speeding cars, bike lane
- I felt safe enough to bike!
- I felt safe on the roads or I could use the sidewalks
- If traffic was less, and maybe more defined bike lanes
- designated routes and lanes;
- there were more bike racks
- we had safer streets for biking - more awareness of bikers from drivers
- less pot holes
- I felt safe in the roads
- There were clear measures taken for bike safety & awareness; bike lanes & signage for drivers to be aware of bikes
- People slowed down
- There were bike lanes on North Highland. In general, North Highland needs to feel very safe as it is a the major thoroughfare to get wherever you want to go. Maintain sidewalks on this road more too.
 - I enjoyed it more ;)
 - I bike all the time. No problem there.
 - I bike a lot but bikers need to realize they are sharing the road too. For ex, a narrow road during rush hour may not be the best choice.
 - there wasn't so much cut through traffic
 - There were dedicated bike lanes
 - N/A
 - There were bike lanes and a general sense of safety
 - i did not think i would get severely crippled
 - Bike paths in our neighborhood were connected to other bike paths (like the beltline) It's treacherous to bike in the streets
 - the drivers weren't insane and constantly on their phones.
 - there were separate bike trails
 - Already do!
 - there were dedicated bike paths and vehicle speed was reduced
 - There were secure bike lanes (meaning, no cars in the bike lane).
 - I had a bike
 - there were places to park your bike
 - Bike lanes existed
 - there were bike lanes
 - there were designated bike lanes and traffic slowed
 - there were safe dedicated lanes
 - The roads had bike lanes, the sidewalks were wider, and the cut through traffic drove slower
 - Same as above
 - Stores weren't so spread out and far away
 - it weren't so hot in the summer and there was a bike friendly way to get from Beech Valley to Buckhead
 - Less traffic and dedicated bike lanes
 - My dog could run alongside my bike and I felt safe doing so.
 - we had more bike lanes
 - Too dangerous
 - it was safer
 - Would not bike in this neighborhood. Automobiles are too dangerous
 - it wasn't so dangerous because there are so many pot holes and narrow streets.
 - Bike lanes were installed and separated from traffic
 - Better bike lanes (more comprehensive and contiguous); better quality sidewalks; more night time safety; better lighting
 - With the way cars fly around Morningside, we need to consider bike paths and trails.
 - there were bike lanes. my child would also bike if there were bike lanes.
 - Slower traffic and better lighting. Traffic in neighbourhood must be slowed down.
 - our roads made biking safe
 - There were dedicated bike lanes
 - defined bike lanes
 - the roads were resurfaced and there was more lighting
 - it were safer on the roadways
 - there were more bike racks throughout - stores, parks, churches, etc.
 - There were more bike racks throughout - stores, parks, churches, etc.
 - nothing. People drive like idiots through our neighborhood.
 - there were trails and not on street - and if it was flat!
 - there was a meaningful network of bike lanes to/from Piedmont Park and the Beltline.
 - The main streets are in disrepair and biking is dangerous on them
 - there were better/safer paths on which to do so
 - reduce speed limit on Monroe
 - safer bike paths
 - traffic slowed on neighborhood streets.
 - There were dedicated bike lanes
 - traffic were safer
 - i could bike to marta to take it north to work and feel safe leaving my bike at the station
 - there was bike lane on morningside drive, rock spring and cumberland and if drivers were more courteous

- Cut through traffic was reduced (local traffic more courteous)
- I truly do not feel comfortable biking on the streets of Atlanta. I would like to bike if I felt there were areas safe from traffic.
- dedicated bike lanes
- there were designated bike lanes
- Roads were safe to bike on.
- Bike lanes. More car awareness/ acceptance of bikes. Don't need to change much maybe signs for cars to be aware entering a bike friendly zone.
- I didn't like driving.
- There wasn't so much traffic at high speeds
- I bought a bike.
- n/a, too many hills to make biking easy for routine transport
- I already bike to work round trip 8 miles per day despite no bike lanes. I might live longer with bike lanes, though.
 - n/a
 - nothing - I wouldn't bike anywhere.
 - Atlanta had bike lanes
 - It were safer and there were designated areas for bikers
 - There were designated bike lanes
 - I bike because there is good access to the park and the roads are pretty good to points of interest like Highland shopping. I would bike more if there were more coffee shops.
 - Traffic would be less, cars would drive slower
 - My biking days are over. Too dangerous.
 - There were less hills ;)
 - I biked
 - Streets such as Lenox Road were resurfaced before they fall apart as they currently are.
 - there were bike lanes
 - There was a safe space.
 - safer bike lanes
 - Wouldn't bike.
 - Cars drivers were not on their phone
 - if we didn't have so many hills and so much traffic
 - I bike 50+ miles a week.
 - It was safe in the streets.
 - we had a bike lane to get us to the Beltline and Freedom Parkway.
 - Clear bike paths were marked on the street
 - Sidewalks were repaired & maintained
 - Protected bike lanes and really low speed roads
 - I didn't fear crazy drivers hitting myself or kids
 - I wasn't afraid of dying because drivers are terrible
 - Paths not just sidewalks
 - Cars didnt go so fast on Johnson/Highland
 - i do bike and find the roads wide enough. But traffic and speed is my number 1 concern.
 - bike lanes and once again - traffic control
 - the traffic wasn't so bad
 - Larger bike lanes on Monroe
 - automobiles were more pedestrian friendly
 - there were protected bike lanes or no speeding/distracted drivers
 - There were bike lanes
 - It were safe to do so.
 - streets were safe for bikers. right now, it's very dangerous
 - roads felt safer or there were bike paths. We never really taught our kids to ride around on their own because it felt too scary.
 - Bike as much as I like to now.

I WOULD TAKE THE BUS MORE IF...

- I WOULD TAKE THE BUS MORE IF...
- There were more short routes/smaller buses and we could take our dog to the park on one of them.
- It saved money on parking.
- it came more frequently
- I currently ride the bus and would do it more if it ran more frequently and was more dependable.
- there was more frequency and if the wifi device worked more reliably
- I have no need for the bus
- The bus routes and schedules were more convenient
- Honestly, I probably wouldn't take the bus
- There were a bus stop within walking distance of my house
- There was a stop by my school
- It came more often.
- Marta could get their act together
- everyone else did
- more consistent
- there were bus stops in neighborhood (eg the old stop on Cumberland), and if it went to Arts Center Station.
- Bus?
 - If it came down my street. It's .75 miles one way to the nearest bus stop
 - we had smaller electric buses which ran more frequently and went to more nearby places (I can use my car for further destinations)
 - The schedule were easier to tell--more like Lyft and there was more frequent service going where I want to go--arts center, Phillips Arena, M-B stadium, etc
 - Unlikely I would take the bus, unless it was to crowded events in the city.
 - ...if it was more accessible with more route possibilities
 - it went places I frequen



- I would not take the bus.
- Connecting train routes were more extensive and went to Emory as well as Cobb.
- I knew how
- if it didn't take so long to get to the marta train.
- It went directly to little five, to mall
- It efficiently went where I am going
- no real need for bus
- It was more convenient
- if the buses on Highland, Piedmon, Monroe actually ran on time and frequency was bit so pathetic
- they had better routes, were more frequent, and easy for large family with young children
- I could count on frequent service along certain corridors
- there was a line that went from MLPA directly to Midtown station.
- bus shelters. The app has been a huge help.
- More frequent AND clearer signage as to schedules.
- If we had a sidewalk....
- Locations were relevant
- it actually got me where I needed to go in an appropriate amount of time. Looked into taking Marta buses to my job at Emory; would have required three route changes and 45 minutes of travel (walked it instead)
- Nothing would make this a good option.. unless there was an easy way to get to the airport
- they were more reliable
- the bus stop going to downtown CBD was closer to my house and didnt involve a transfer
- It had a better schedule. I already take the bus.
- It stopped closer to my house, but not sure I would honestly ride the bus rather than walk or drive
- I don't have anywhere to go that I'd need to take a bus to. I can walk or take Marta most anywhere I'd need to take a bus to.
- not riding the bus!
- It were easy and I knew where it went
- It went anywhere
- the bus line from N Highland to midtown MARTA ran more frequently, especially on weekends
- N/A
- Service was frequent enough and went where I needed to go.
- It went directly somewhere I wanted to go when I wanted to go there.
- I don't think I would bus more. I either Uber to midtown station or drive to east lake station.
- More efficient. Had direct access to MARTA.
- I am unlikely to do so unless it went directly to my office
- The bus wasn't terrifying
- More convenient and frequent routes Family discounts
- n/a
- easier access to buses
- Not interested in bus.
- there were absolutely no other option
- It were faster than driving myself
- if it was faster than driving
- there were routes that connected to places that I want to go to.
- I honestly would not take the bus
- It didn't take forever to get anywhere. 1 hour and 2 busses to get to Inman park marta station is ridiculous
- i understood the bus route/system better
- Hahaha - never. I don't take busses in the US
- Never.
- They were convenient to get to
- it came more often and would be going in other streets as well, such as MorningsideDR
- it ran frequently and on schedule. But probably not, in reality.
- the schedule was reliable/predictable
- Marta was more reliable with ontime buses. Route 16 is always late due to new extension to Lenox Mall.
- There were more stops
- I worked in an office
- it came more frequently
- I could no longer drive or walk or bike.
- I would take the bus if it took me where I need to go in a timely manner, but it doesn't
- it was replaced by a streetcar; or if buses would go MUCH more frequently
-
- bus routes are advertized
- NA
- I don't have an answer for this question
- Monroe had a bus
- The bus went where I want to go
- The routes were more frequent and direct to my office

- no
- it were a light rail trolley rather than a bus. The busses are cumbersome and create traffic more than not due to the number of stops on N. Highland. Perhaps smaller vehicles to loosen up traffic. Or a bus depot instead of lots of stops in order to get out of the neighborhood and to downtown.
- it wold go more places and be more frequent - I always took the bus in NY
- Not sure anything could make me ride the bus
- i've never been on a MARTA bus
- more frequent and more neighborhood stops....perhaps a neighborhood shuttle that ends at Lindbergh MARTA
- it went some where
- I knew what their schedules were!
- N/A
- The buses ran more frequently
- n/a
- It was expanded
- a bus went through our neighborhood!!!
- There were bus lines that served areas i frequent (to Emory and Midtown from Morningside)
- n/a
- The bus is not a viable option. Way too slow!
- transit really existed in Atlanta.not
- I needed to
- likely would not use bus unless it had few stops / went direct to MARTA
- the bus were convenient
- they operated more like the European system - on time and go everywhere in a reasonable amt of time and/or if it were FREE
- it was very easily accessible
- it connected to a train station closer, came more frequently,
- It went somewhere I needed to go.
- other people did and it felt like the cultural norm - lame answer, but truthful
- it were on a better schedule and went where I need to go (Buckhead)
- I'm unlikely to take the bus
- It was convenient
- Buses came more frequently. And buses need to SLOW DOWN and drive the speed limit. They are not going 30 mph on Johnson.
- if ti came by more often and had meaningful connections to the city - to services like grocery to arts center
- If buses kept to schedule and more affordable for short trips
- it made any sense to. It just doesn't work for me (retired).
- Never
- If it was more integrated with light rail/heavy rail, more stops, faster and more efficient
- There were stops nearby.
- there was a stop near my house (but then again, i probably wouldnt)
- More stops/routes in neighbourhood. Currently 27 bypasses neighbourhood. Also need maps and schedules at bus stops. Buses should also service areas other than just Marta trains stations.
- I had no car and couldn't uber
- It could get me where I need to go easily currently take 3x longer to ride the bus than drive due to changing stations
- There was an express to Lindbergh
- more routes existed in the neighborhood
- the routes were a little more direct. And if there were several more nice bus stops with shelters (rain and cold). More shelters would emphasize the bus system's presence to the public.
- it was convenient with timely schedules
- i had faith in its timeliness, routes, and safety.
- I wouldn't
- one of the reasons I love Atlanta is that I don't HAVE to take public transport
- frequent/ reliable
- Hmmm that is a challenge.
- not likely to take the bus more.
- it took me where I needed to go
- I didn't have young children.
- it was more convenient, location and service.
- I am not familiar with the bus routes, but it does not efficiently take me where I need to go.
- I got used to it, more frequent bus service
-
- More routes were available.
- I knew when and where they went! It's super hard to find out. Something at the stops would help. Visitors have NO idea how to get a ticket. How much etc
- It went where I need to go and was less expensive than driving.
- I would not.
- I didn't have to walk so far to catch it.
- bus stops need shelters for rainy days
- It came more frequently.
- the public transit quickly went somewhere I wanted to go.
- Not going to happen
- There was an intititative to make riding the bus more attractive i.e. more bus stops

Morningside/Lanier Park Bus Master Plan (Continued)

- it were more frequent and had stops in the neighborhood instead of at the borders
- I would unlikely take the bus
- It went where I now travel (I'm retired and 75 years old).
- There were more stops nearby
- not going to happen
- MARTA added more buses to Route 16.
- routes were posted
- would not take the bus
- No buses
- it went someplace I needed to go
- Update service to be like Uber with app that shows routes and actual buses in service and their locations.
 - Lenox
 - It went where I was going and it ran per schedule
 - Wouldn't take the bus
 - it became more convenient - more consistency & frequency
 - It came more often
 - they ran more frequently & the app worked better to tell you when they would come
- I was just going to work instead of running errands
- Marta were expanded
- i don't believe I will do this because I will walk, bike or take uber
- probably would not take the bus
- it connected to the Arts Marta station, instead of Midtown
- the bus actually went somewhere beside north, south, east and west
- buses were reliable, frequent, and routed to the Clifton corridor
- I would never take the bus
- I did not have to walk 1/2 mile to get to a bus stop.
- it ran more frequently and had more diverse routes
- if Breeze Cards were easier to use; if route schedules were up to date and easy to parse; if the bus from my block went to Arts Center station
- Will not take a bus.

NAME 1-3 DIFFERENT STREETS YOU THINK NEED NEW OR IMPROVED SIDEWALKS.

- Piedmont between Monroe and Atl Bot Gardens, Highland Ave - get rid of parking and expand sidewalks
 - Lanier Pl.
 - 1824 Lenox Rd. NE
 - Cheshire Bridge Rd, Monroe and Highland.
 - North Highland, Monroe Drive, Courtenay Drive
 - Can't think of any. Plenty sidewalks where we walk and on the roads we drive
 - Can't think of any
 - 1597 East Sussex Road NE
 - I can't think of any
 - N/A
 - Cumberland (near Sidney Marcus Park); Reeder near Cumberland; Sherwood, Cumberland Circle
 - Wessyngton
 - Wessyngton Road
 - Lanier blvd., n highland , Amsterdam
 - Hillpine
 - Wessyngton Road
 - Courtenay, Amsterdam, N. Highland
 - Hillpine
 - Yorkshire, Cumberland, Sherwood
 - Monroe & Piedmont (too close to the street) - walking to Botanical Garden is a nail-biter
 - 1332 Lanier Blvd. NE
 - Sidewalks are fine.
 - Wildwood Road has a part that has no sidewalk and fast driving cars
 - N Highland Avenue, Monroe Drive
 - Berkshire, Wildwood, Wellbourne
 - Berkshire (only partial sidewalk), N Pelham (sidewalk is a mess), and Wildwood (only partial sidewalk). All three of these create major problems trying to walk with a stroller.
 - Don't know
 - Highland Ave, Monroe Drive
 - Monroe, North Highland.
 - Wessyngton, Pine Ridge, Wellbourne
 - Courtenay
 - Beech Valley Rd NE
 - Meadowdale cause they have paved many times and the curb is almost nonexistent
 - Cumberland Road, North Highland Ave, Monroe Blvd.
 - E Morningside, N Highland
 - All. Only upside to spec building is they put new sidewalks in front of the houses.
 - all sidewalks need help, but would rather prioritize repaving the roads
 - North Morningside Drive - also need new curbs
 - Hillpine, Middlesex, NEW, Northview REPAIR
 - wellbourne dr,
 - Berkshire
 - na
 - Monroe - it is a dirty mess. Maybe up Park as one climbs the hill.

- Meadowdale near Noble Park.
- Wellbourne Drive, Wildwood Rd.
- Lanier Place
- North highland
- North highland
- University, Lanier, Highland... ALL of them
- Yorkshire
- Hillpine,
- E. Rock Springs, N. Highland, E. Morningside
- 1246 University Drive
- Hillpine Drive. Hillpine Drive. No sidewalks at all. At least one one side would be very helpful - and safer.
 - Highland Avenue,
 - Cumberland, Briarcliff
 - Middlesex, hillpine
 - Monroe Drive, N Highland, University
 - Morningside Dr, Sherwood Rd and Cumberland Rd..
 - Hillpine Drive, connect sidewalks that dead-end/ add ramps on Courtenay Dr/ Northview, Courtenay/Berwick, Berwick/Wayne, Northview/Wayne
 - Generally, every street has a dangerous area.
- Hillpine
- Wildwood
- Monroe
- Berkshire Road, between Merton Road and Miffiin - Currently, no sidewalks exist.
- Wildwood RD, Pine Ridge, Wellbourne
- Morningside Drive, Lanier Blvd.
- N. Highland, Sussex, Lanier Place
- Lanier Place, Cumberland
- Morningside, Wessyngton, Lanier Blvd
- Johnson road
- Parts of N. Highland, also Piedmont near Botanical Garden and north end of Piedmont Park.
- N. Highland near DBA BBQ shopping center
- Monroe 2. Northview
- some parts of Highland
- Highland, Cumberland
- wessyngton
- Virginia. Orme. Amsterdam.
- Don't know
- MORNINGSIDE DR, N. Highland, Mc Lynn
- I have no knowledge of the sidewalks on streets other than my own but those leading to MES get a lot of use and need to be suitable for children and strollers.
- Wellbourne, North Highland
- Johnson Road
- N rock springs,
- Lanier. North Highland. Monroe.
- Lenox Road
- Helen Dr, Noble Dr, Johnson Rd
- I think our sidewalks are fine North Morningside and Wessyngton
- amsterdam
- North Highland,
- NA
- not sure i have an answer for this. I walk a lot in the neighborhood and while some sidewalks are overgrown we have sidewalks!
- Hillpine, Middlesex
- N Morningside
- Hillpine, middlesex, Monroe
- Hillpine, Even sidewalks on one side like Wayne, N. Highland needs to be improved. Feels dangerous.
 - Hillpine, Middlesex
 - East rock springs
 - East Rock Springs, Monroe
 - Wildwood
 - Piedmont; Monroe
 - Lenox Road n
 - 1240 Pasadena Avenue NE
 - wayne, middlesex, hillpine (unfortunately no room)
 - North Decatur Road near North Decatur/Briarcliff (this may be in DeKalb County though), areas of Rock Spring
 - Lenox Road.
 - Hillpine, Middlesex
 - none I can think of
 - Beech Valley Road
 - Beech Valley Way (along the east side of the triangular park)
 - Lenox Road (across from grass island)
 - NA
 - Wessyngton Rd
 - Monroe, Piedmont, E Rock Springs
 - Upper Homestead and Johnson
 - wellbourne, n. highland ave
 - wildwood rd ne, Bridal Path, Pine Ridge Dr Ne
 - North Morningside, Lanier & North Highland
 - Noble Drive, Meadowdale
 - Johnson rd, Noble dr
 - E rock springs near MES, wildwood, Lanier place
 - Can't think of any entire streets, rather there are sections of streets where sidewalks are in disrepair
 - Rock Springs Rd, Morningside Ave
 - Plymouth. Areas of N. Highland badly need repair.
 - lots - start with routes to schools - 1 mile radius for elementary to 1.5 miles for middle and high schools



- Parts of north highland where tree roots have popped up sidewalk, Los Angeles between Lanier and north highland, Cumberland between morning side and north highland
- MONROE DRIVE! The sidewalks suck! Lenox Rd/Johnson Rd/EastRock Springs intersection is terrible - traffic circles! Re-paint lane lines that wear out.
- Lenox Road
- N. Highland Ave, Hillpine Dr., Courtenay
- Sidewalks on Wellbourne and Wildwood.
- Johnson Road to Highland. Lenox Road to Cheshire. East Rock Springs. Pretty much every major thorough fare needs better sidewalks.
- NORTH HIGHLAND
- Wildwood, North Rock Springs, Wellbourne
- not sure
- Briarcliff between University and Chalmette, Lanier needs some improvement
- Hillpine, Amsterdam
- Johnson, Meadowdale, Inverness
- 1858 Wildwood Pl NE
- Wellbourne Drive, Wildwood Road/Wildwood Place, Berkshire Road
- Wessyngton, section of Cumberland where it abruptly ends between Lanier Pl and Morningside
- N Highland, E Rock Springs
- Curb cuts for strollers/scooters on Highland
- Highland near St Charles,
- Johnson, Homestead, Noble
- hillpine
- Noble Park area , Morningside Drive, N Highland
- Rock Springs, Cheshire Bridge
- Wellbourne, Wildwood, North Rock Springs
- Cumberland Rd., Sherwood
- Wildwood Dr NE; Wellbourne (to nature preserve)
- North Highland Ave.
- East Rock Springs between Barclay and N.Highland/Johnson
- unfortunately, i think the streets without any sidewalk might be in a different county
- Homestead Ave, Johnson Rd, N Highlands
- Beach Valley, lower end.
- None
- Wildwood, N. Rock Springs
- Wildwood, Wellbourne
- wildwood, lenox rd, highland
- Johnson. Briarcliff.
- highland ave/monroe/n. morningside
- Piedmont Ave, Monroe Drive, side streets off of Cheshire Bridge Road
- Wessyngton RD
- N Rock Springs Rd, Wildwood Rd
- Lanier, n. Highland
- I can't remember their names...sorry
- Middlesex Avenue, hillpine, Monroe
- Beech Valley Rd
- North Highland.
- N.Highland, Johnson
- 1100 Berkshire Road NE
- highland, lanier blvd
- Monroe near Dutch valley road. I think I am
- All
- Cumberland Rd, Wessyngton Rd, West Sussex
- Lenox road needs a complete repaving.
- Lenox Rd between Cheshire Bridge and Johnson Rd
- N. Highland, Wildwood,
- Most of them
- Yorkshire Rd., Monroe Dr., N. Morningside
- Monroe, Hillpine
- 1055 MCLYNN AVE NE
- Wessyngton Road
- Not sure
- Johnson Road; North Highland Ave.
- e rock springs
- Pasadena, Beech Valley, Johnson Rd
- Cumberland Road, Cumberland Circle
- Monroe Drive, Westminster Drive
- Piedmont
- Hillpine (no sidewalks!!), Monroe (wider sidewalks with greater distance from cars)
- Lanier Place
- Wellbourne, Wildwood, Berkshire
- Charline Avenue, where I live. many streets have sidewalk but tree roots have created dangerous conditions for walkers, kids on scooters, etc.
- Wessyngton Road could use any sidewalk at all.

NAME 1-3 DIFFERENT AREAS YOU THINK ARE IN DIRE NEW OR IMPROVED CROSSWALKS

- East Rock Springs and Cumberland. You have to cross the street as the sidewalk ends on one side and it is hard to see the cars and the cars are speeding. Very dangerous.
- Lanier Pl. at N. Morningside and N. Highland and at N. Highland in front of the Farmers Market
- N. Morningside and Piedmont, Park and Monroe and Monroe at Dutch Valley.
- All of Monroe except where the HAWK is, North corner of Highland and Courtenay, corner of Highland and Lanier Place. There are really too numerous to count.
- We seem to have ample crosswalks. Maybe the Briarcliff/Johnson/Zonolite intersection
- You can never count on cars stopping for crosswalks.
- Cumberland rd
- Wessyngton Road @ Cumberland Road
- N highland, Lanier and McLynn, McLynn and n Morningside
- Wessyngton Road and Cumberland Road intersection, N. highland Ave. at Lanier Place
- Monroe and Amsterdam, N. Morningside and Highland, Piedmont and Monroe
- 10th/Piedmont intersection 2) Piedmont/ Monroe intersection
- on Cumberland at Sidney Marcus Park
- Crosswalks are all fine. The worst place is Monroe and 10th - and the redesign made things worse.
- Lanier Boulevard and Morningside multi-point junction needs island or something. Lenox road needs crossing light to alert cars that pedestrians want to cross. Same on North-Highland. Cars drive too fast to notice pedestrian about to cross.
- E Rock Springs & N Highland, N. Morningside & N. Highland, entire Monroe corridor
- Monroe, North Morningside, Cumberland Circle
- Crosswalks don't seem to be the issue -too many cars, but I know that is a very hard problem to solve.
- Don't know
- North Morningside at each intersection and midstreet at Morningside Presbyterian Church. Addition of marked and raised crosswalks all over neighborhood, but especially on busy streets such as Rock Springs, Highland, E. & N. Morningside.
- North Morningside, Monroe. Raised or very well marked crosswalks are needed. Mid street crosswalk on North Morningside at Morningside Prebyterian Church.
- Intersection of Wessyngton and Cumberland
- In front of Alon's, esp b/c of the market on Saturday, maybe several in that area
- Cumberland/N. Highland
- N Highland and E Mside
- All crossings are poorly marked except at Highland and Piedmont Rd€™inside the neighborhood could use updated painting
- North Morningside Drive
- North Highland - just paint them people, every few months., Also, some highlight lime green crosswalks on Monroe, just to see if anybody would notice.
- I don't walk enough to know ;-)
- Monroe near Piedmont is ignored often
- Still not sure that the ones at the school are safe enough. If kids are going to walk to school, there may have to be a light at Cumberland and North Morningside.
- Meadowdale crossing Johnson Rd. This is quite dangerous. Also, leading Noble turning left on to Johnson - needs at least some signage to alert cars on Johnson that cars or people are coming out of Noble.
- Wellbourne Dr. - especially entrance to Morningside Preserve
- Courtney, northview, north highland
- everything that intersects with Monroe
- north highland
- E Rock Springs and N Morningside needs better signage in walkway. E. Morningside and Cumberland. N Highland at Alon's and doc cheys area
- Multiple spots along Monroe between 10th and Piedmont.
- Johnson Road
- 10th and monroe
- Anywhere near a park (orme with no Amsterdam cross walk
- N Morningside / N Highland intersection; University at Lanier Blvd Intersection; Cumberland at Sussex intersection (heavy school crossing traffic)
- Overall access to Piedmont Park including the proposed improvements.
- Courtenay/Northview;
- Morningside at Lanier. That cross walk needs to go to the corner of mclynn instead of going from Morningside and Lanier to the corner past mclynn.
- Hillpine and Monroe
- Johnson
- 10 & Monroe, Piedmont & Monroe
- Elementary school exit onto rock springnorth highland need to be 20 where there is no light. Very dangerous. Bling to westbound traffic when crossing from school side dying aftercare hours when traffic is heavy. Witnessed an almost accident of child
- Monroe and 10th
-

MORNINGSIDE LOCAL PRESBYTERIAN AREAS MOST OF THEM ARE IN DIRE NEW OR IMPROVED CROSSWALKS.

(Continued)

- None jump out at me, though I think crosswalks would greatly benefit from increased signage and/or reflectors
- Cumberland Road
- Johnson Road, Lenox Road, Monroe
- Yorkshire across Morningside missing cross-walk
- Monroe 2. Monroe 3. Monroe
- East Rock Springs and Johnson crosswalk lights do not work properly
- wessyngton
- The Beltline Crossing at 10th needs to be put over or under 10th Street
- all the crosswalks on Johnson Rd. How about giving raised crosswalks a try?
- E Rock Springs
- We have tons of crosswalks, but drivers ignore them. DANGEROUS!
- E morningside
- Lanier/Virginia.
- Where Windemere hits Cheshire Bridge between Mandarin Antiques and Rhodes Bakery.
- Better crosswalk at Johnson bridge by Noble Dr
- i think the crosswalks are well marked but the issue is RUDE drivers. we need a better way to get Drivers to STOP and honor the cross walk
- Monroe and Amsterdam
- Lanier and n Morningside.
- Monroe& Dutch Valley, Monroe & Westminster, Piedmont & Monroe
- Hillpine
- Monroe/Piedmont
- East rock springs at West Sussex
- East Rock Springs Rd
- Sussex & Berkshire
- Piedmont near Monroe; Morningside near MES
- N highland and n Morningside, Lanier and university, north Rick springs and piedmont
- Around MES, JKG
- Lenox Road, especially the stretch after the railroad tracks near Cheshire Bridge.
- N. Highland leading into Johnson Road.
- none I can think of
- Can't think of any
- Meadowdale at Johnson Road (both ends); Pasadena at Johnson Road (both ends)
- put a left turn signal on corner of N. Highland and Virginia Ave.
- Old Lenox to Johnson. School walkers, especially in the morning face challenging conditions
- morningside and n. highland ave. (the re-do is not great), any that need repainted (which is most)
- N rock springs traffic circle and all surrounding streets, N Pelhman at pine ridge and e rock springs, MONROE access to park
- Johnson Road, Monroe, North Highland, Rock Springs
- Johnson rd
- Corners of Cumberland & Sussex, Lanier pl & N Highland, E rock springs & Barclay
- Monroe and Piedmont
- 10th and Monroe
- N/A
- Johnson/Lenox. It's a critical walk path to Morningside elementary and it is confusing to drivers and incredibly dangerous for children. All Johnson road crosswalks are at dangers spots - at a curve, at the top of a hill. Noble park is isolated with dangerous crosswalks for pedestrians, but too close for bus service to the school.
- cumberland and sussex - cumberland and wessyngton
- Lenox rd, Johnson rd, north highland,
- Pelham/Morningside/E. Rock Springs: Traffic Circle in lieu of 4-way stop
- Cheshire Bridge Rd., Highland Ave.
- Monroe Dr. and Hillpine Dr, Monroe Dr and Piedmont intersection, Courtenay and N Highland Ave, E Rock Spring Rd at MES
- Lenox/Highland/Johnson Road closer. Kids from Johnson estates have a very dangerous crosswalk at the yield sign. Sussex @ E.Rock Springs where Haygood UMC is. Dangerous for kids unless traffic cop there.
- KENTUCKY AND N. HIGHLAND
- Traffic circle at North Rock Springs and Pelham
- not sure
- Virginia and Monroe at the crossing over Virginia to trader joes
- Lenox near Johnson
- Lenox Road at both intersections of Wildwood Road, Wildwood Place at Wildwood Road.
- traffic circle at N Rock Springs--crosswalks line up with curbs and not curb cutaways
- E Rock Springs
- Need curb cuts at crosswalks along Highland
- Monroe & 10th is a mess.
- ?
- monroe and westminster
- Johnson Rd at Homestead/Noble,
- Johnson Road at Noble, and at South Fork
- Monroe and Piedmont corner,
- Monroe, Highland - they need to be more apparent to drivers who are unfamiliar with the area
- Crossing Morningside at Bridal Path (could use those flashing crosswalk lights

there). Crosswalk added at intersection of Plymouth and W Sussex

- Around Morningside elementary
- Improved crosswalks on Lennox just past Johnson.
- piedmont and monroe (especially piedmont near park) have crosswalks that traffic does not stop for
- Triangle @ Johnson & Lennox intersection & E Morningside/N Highlands
- East Rock Springs/Highland junction; Johnson Road NE
- Lenox Rd near Johnson Rd existing ones just need higher visibility
- They all need to be restriped.
- Cheshire bridge
- Monroe, Piedmont
- lenox rd, highland, wildwood
- Unsure.
- crosswalks in front of morningside presbyterian
- entrances to Daniel Johnson Nature Preserve
- I think we need to spend the money on pedestrian bridges. Drivers ignore crosswalks, even with lights.
- Cheshire Bridge Road
- Wessyngton and Cumberland intersection, in front of morningside shops (Alon's area)
- I can't think of any.
- Amsterdam, McLynn, Stillwood
- Monroe everywhere
- Morningside Dr. at Lanier Blvd., N. Highland at Lanier Blvd.
- around sage hill
- highland and cumberland, highland and zimmer
- It's not the crosswalks-slow the traffic
- West Sussex at Cumberland Rd
- Piedmont Road
- Woodland/Lenox Rd
- Homestead and Johnson Rd, Lenox at triangle before N. Highland
- Highland (tighten them up so people can't pass a stopped car), near the school
- So many near-accidents at N. Highland and N. Morningside with cars turning left when pedestrians are crossing
- Cumberland and Wessyngton
- Johnson road and Meadowdale/ Johnson road and Noble
- E rock springs and Barclay
- Rock Springs, Johnson Rd
- Crosswalk at Monroe and Piedmont
- cumberland rd and e rock springs
- Monroe Drive and Westminster Drive, Monroe Drive and Park
- Crossing Monroe between Hillpine/Carlyle Heights
- All on highland. Signage that states drivers are required to stop for pedestrians needs to be much more prominent
- Lenox at Wildwood, Lenox at Johnson Rd,
- more crosswalks between light at Briarcliff & Johnson and Johnson and East Rock Springs.
- Crossover from Alon's to farmer's markets.

NAME 1 TO 3 DIFFERENT STREETS/ INTERSECTIONS THAT YOU THINK ARE IN DIRE NEED OF IMPROVEMENTS TO RELIEVE MAJOR TRAFFIC CONGESTION.

- Monroe and Piedmont. Piedmont and Morningside Dr, Briarcliff and Ponce
- Cumberland Rd. and Monroe; Monroe and Piedmont Ave.
- Monroe and Amsterdam, Piedmont and Monroe.
- All of Monroe Drive. Specifically Monroe and Piedmont,
- The Highland/Johnson/East Rock Springs intersection is a backup problem at rush hour, but the only solution - road widening to make turn lanes - is probably not feasible.
- E Rock Springs/N Highland/Johnson, Lenox/Johnson, Cheshire Bridge between Woodland & 85
- Pelham and East Pelham - rush hour traffic on Piedmont blocks access
- N highland and Ponce De Leon
- Pelham @ Rock Springs, N Morningside @ Cumberland and @ Highland
- Amsterdam and Lanier, n highland and e rock springs , n Morningside and McLynn/ lanier
- Monroe & 10th, Monroe & 10th, Monroe & 10th
- Cheshire Bridge Road and Piedmont Road intersection (specifically, northbound on Piedmont Road), Monroe Dr. between Amsterdam Ave and Piedmont Road
- Monroe, N Highland
- 10th/Piedmont intersection 2) Piedmont/ Monroe intersection
- Monroe and Piedmont
- Monroe/Piedmont
- Monroe and 10th; Highland and Virginia needs a turn lane;
- Piedmont-Monroe intersection. Traffic always backs up on Piedmont in both directions in evening rush hour (5-6).
- E Rock Springs & N Highland, Piedmont & Monroe
- N. Highland & N Morningside, Monroe & Piedmont, Monroe & Yorkshire
- N Highland and Rock Springs and Rock Springs and Briarcliff
- Piedmont and Monroe.
- East Rock Springs, North Morningside, North Highland
- North Morningside. Highland. Monroe.
- ????
- Highland and Rock Springs
- East Rock Springs and North Highland Ave
- North highland where it meets Rock springs, bottled up daily.. Give us a rotary!!!



- E. Rock Springs and N. Highland/ N. Decatur Road and E. Rock Springs
 - N Highland and E Mside
 - Lenox/Johnson/Highland, Highland/Rock Springs
 - Lanier, north highland
 - North Highland Ave, Monroe and Virginia Ave
 - 10th/beltline/Monroe is a freaking transportation nightmare, I don't think it was even designed. There is no other like this one.
 - cheshire/l-85, cheshire/la vista, east rock spring/N. highland
 - Barclay and Berkshire before school begins; Piedmont and Pelham during rush hours
 - Piedmont and Monroe
 - Lenox/Johnson
 - East Rock Springs/Johnson;
 - Problem is not congestion as much as speed.
 - Cumberland/Monroe; Cumberland/Johnson; E Rocksprings/Johnson
 - Amsterdam and north highland
 - Monroe and 10th...virginia and monroe...
 - Near Woodys
 - monroe and piedmont
 - North Highland to Ponce de Leon
 - N Highland and E rock Springs and Piedmont and monroe
 - Piedmont and Monroe. 10th and piedmont.
 - Johnson and Briarcliff and Lenox/Johnson Rock Springs
 - E Rock springs and Johnson/Highland
 - Park and Virginia. Need left turn lane going north
 - Piedmont at Monroe
 - Piedmont & Monroe ; Amsterdam & Monroe ; Park & Monroe
 - North Highland at virginia
 - Morningside and North Pelham
 - Monroe and 10th
 - Lenox and Johnson
 - E. Rock springs & N. Highland
 - Lenox / Johnson, E Rock Springs / N Highland
 - North Decatur/rock springs
 - Lenox Road, between Wildwood and Johnson.
 - Cheshire Bridge and Piedmont
 - 10th and Monroe, 10th and Monroe, 10th and Monroe
 - Piedmont/Morningside, Monroe/10th
 - Morningside-Rock Springs, Rock Springs-Highland, Cumberland-Morningside
 - There needs to be a left hand turn signal at East Rock springs onto Johnson. That is by far the worst intersection in the neighborhood.
 - Johnson/Lenox merger into N. Highland, also at Piedmont and Monroe
 - N.Highland & Amsterdam needs a turn signal, Lenox Rd merge w/ Johnson Rd
 - Yorkshire/Sherwood/Cumberland at Monroe
 - Monroe and Tenth Virginia and Monroe
 - The Lenox triangle during rush hour -heading south
 - 10th & Monroe; Monroe & Piedmont
 - traffic light at north highland/johnson and east rock springs. if someone wants to turn left, you can wait 2-3 lights.
 - The Beltline Crossing at 10th needs to be put over or under 10th Street. Lights should be synced on Monroe between 10th and 8th. Pedestrian crosswalks shouldn't blink yellow for so long -- they should just provide short notice and then go straight red (currently, people are attempting to cross while the light is blinking yellow, which does NOT require drivers to stop).
 - Morningside/Rock Springs
 - Any street off Monroe
 - we need to make the round about real at Morningside and Lanier
 - Piedmont and Monroe. A traffic circle is a great idea since 2 of the corners will soon be owned by the city.
 - Piedmont & Monroe
 - Johnson + Zonolite + Briarcliff!
 - Piedmont and Monroe, N Highland and E Rock Springs, N Rock Springs and Piedmont
 - North Morningside from cumberland to North Highland. North Highland from Amsterdam to Ponce.
 - Lenox/Johnson/E. Rock Spring, Monroe/Piedmont
 - Lenox Road from Berkshire to E. Rock Springs at rush hour
 - Johnson/N Rock Springs needs a left turn lane both directions on N Rock Springs
 - Piedmont and monroe
 - monroe, north highland
 - Piedmont and North spring rd where the Subway is.
 - NA
 - East Rock Springs is pretty congested in the mornings M-F,
 - Rock Springs and Highland (Rock Springs needs a turn lane for at least 1 car). 2.
- Monroe road diet
- Ponce and n highland
 - Monroe & Piedmont, Monroe & 10th
 - Monroe from Piedmont to Ponce. The traffic backs up so badly.
 - Monroe/Piedmont
 - Eastrock springs at north highland needs a left hand turn lane
 - Traveling south on Highland from Lenox Rd to Ponce is a nightmare on Friday

- evenings. Slowing it down just makes it worse with extra iding and exhaust.
- Monroe/10th/beltline; Piedmont/Monroe; Morningside/Johnson/Highland
 - Monroe and Sherwood, Cumberland, YORK. Lanier/university split
 - Monroe / 10th - allow right turns onto 10th when 10th has a green light
 - North Highland, the new intersection where the QT is (maybe not in our neighborhood but used by everyone in the neighborhood)
 - highland/east rock springs/johnson/lenox
 - Tenth and Monroe, Piedmont and Monroe
 - Monroe and 10th
 - Johnson Rd/Highland/Rocksprings
 - Monroe and 10th Street. Not only is Grady High School at this intersection, but Piedmont Park and Beltline. This is the most problematic and dangerous intersection. Why oh why can't we have a three way stop. One for each direction of traffic and one for pedestrians to cross in any direction they need to go (bikes could go with pedestrians). This works so well in other cities, like Northhampton, Mass., where students can cross diagonally, left, right, whatever, while cars wait. Then, the red light works like any other red light. It's amazingly simple.
 - Amsterdam at 5 pm and early morning, Lanier Blvd in morning, RockSprings in morning and evening
 - Highland & Ponce, Monroe & 10th
 - Intersection of Monroe Drive and Piedmont Ave
 - monroe, n. highland ave., lenox, johnson at briarcliff
 - Windemere/Pelham/Wellbourne/
 - East rock Springs, Monroe and piedmont
 - Johnson and briarcliff, Johnson/Lenox
 - E. Rock Springs/N. Highland intersection
 - N highland, e rock springs, corner of n highland & N Morningside dr
 - Piedmont & North Morningside; Piedmont & Monroe
 - 10th and Monroe, 10th and Monroe, 10th and Monroe
 - Rock Springs/Highland, Morningside/Highland
 - Johnson/Lenox Road. Rock Springs/Johnson/N. Highland
 - N Highland & Morningside - Rock Springs, Morningside & E Rock Springs
 - Lenox Rd and East Rock Springs and Johnson Rd
 - 1.Cheshire Bridge/Piedmont/Piedmont Circle. 2. Cheshire Bridge/Lindberg 3. Cheshire Bridge/Lenox.
 - Cheshire Bridge Rd./ Buford Highway, Cheshire Bridge Rd./Piedmont Rd, Lenox Rd./Cheshire Bridge Rd.
 - Monroe Dr. and Hilpine Dr, Monroe Dr and Piedmont intersection, Courtenay and N Highland Ave, E Rock Spring Rd at MES
 - Highland/Johnson/Lenox is congested. Traffic calming would make it worse to me. Monroe is a complete nightmare especially thinking of moving it down to 3 lanes from 4.
 - Traffic circle at N Rock Springs and Pelham. Very dangerous for pedestrians to cross especially at night. Make lanes narrower and add larger sidewalks and crosswalks, have tighter turn around circle to force vehicles to slow down.
 - not sure
 - N highland at e rocksprings
 - Lenox/Johnson/North Highland
 - Lenox and Johnson!!!!
 - Piedmont at Monroe, Monroe at 10th Street, N Highland at Johnson Rd
 - Cheshire Bridge Road at Piedmont Road and Piedmont Circle
 - E Rock Springs, Johnson Rd.
 - E Rock Springs and N Highland
 - Piedmont/Monroe; Highland/East Rock Springs
 - Cheshire Bridge
 - monroe/piedmont ; monroe and amsterdam
 - E Rock and N Highland, N Highland At Amsterdam border
 - Monroe at Piedmont, Highland at Rock Springs
 - E. Rock Springs and N. Highland (need left turn signal)
 - Monroe/Piedmont, Monroe/10th, Park/Amsterdam
 - All-way stop signs at intersection of Berkshire, E Sussex and Barclay
 - E Morningside and North Highland
 - monroe and piedmont intersection is a problem. I would advocate removing the separate right turn on Piedmont from Monroe. Cars speed through there without regard for pedestrians coming down Sherwood Rd, and there are many accidents caused by people turning right onto Piedmont without looking.
 - Lennox & Johnson intersection
 - North Highland/Johnson Road/Lenox Road junction; Johnson Road/Briarcliffe/Zonolite junction
 - Rock Springs traffic circle needs to be fixed
 - Cheshire bridge/ Piedmont interesection
 - Morningside at Highland
 - monroe and 10th
 - Intersection of East Rock Springs and Johnson.
 - traffic circle on rock springs needs to be more of a wider circle as to force rock springs to yield to other street traffic. severe rush hour congestion on n. morningside. -using as a cut through to highland.
 - Lenox/Johnson/ERS/Highland
 - Cheshire Bridge at Lindberg, Monroe at Ponce, Monroe at Piedmont
 - Monroe Drive, Piedmont Ave,
 - Monroe / Cumberland intersection

Morningside Lenox Park Area Improvement Plan

INTERSECTIONS THAT YOU THINK ARE IN DIRE NEED OF IMPROVEMENTS TO RELIEVE MAJOR TRAFFIC CONGESTION. (Continued)

- turn waits (the traffic circle is NOT congested because it's a traffic circle, but many people here don't know how circles work)
- Piedmont and Monroe
- The length of Lanier, which is now in shambles due to the construction trucks that have been driven over the curbs.
- Rocksprings/north highland, north highland @ Amsterdam
- Johnson - Highland - Rock Springs
- Install a traffic circle on Rock Springs at Morningside Dr.
- Johnson and briarcliff
- N. Decatur/Rocksprings/N. Highland
- highland/rock springs and lenox/johnson
- Amsterdam at Monroe, Piedmont at North Rock Springs, Piedmont at Cheshire Bridge
- Monroe Drive, but DO NOT reduce the number of lanes.
- 4 way stop at Lenox and Wildwood. 4 way stop at Rock Springs and East Sussex.
- Johnson Rd/Lenox Rd. Virginia Ave/Highland
- N. Highland and Ponce, Johnson Rd and Briarcliff
- Monroe & Piedmont
- N. Highland between N. Morningside and until Amsterdam is a standstill from 4-7pm
- Johnson Road and Briarcliff
- Briarcliff and zonite at Johnson. Cars turning right from briarcliff in order to go around the right turn lane
- Briarcliff to Johnson
- E Rock at Highland
- Rock Springs and Highland, all of Johnson Rd
- Piedmont and Monroe
- No left turn from Sherwood to Monroe. Monroe and 10th - better light time timing with crosswalk for right turn onto 10th
- Piedmont and Monroe
- Monroe/Piedmont
- Lenox at Johnson Rd/Rock Springs, Lenox unsafe level RR crossing
- Highland and intersection of street where Neighborhood Pub is--forgot name.
- Monroe at 10th
- Morningside and Rock Springs.

THE #1 THING THAT NEEDS TO HAPPEN TO MAKE SURE THAT MORNINGSIDE LENOX PARK CONTINUES TO BE A GREAT PLACE FOR KIDS IS...

- Good Schools
- Safety so they can play outside and at parks
- Parents teach their children to cross streets properly. The Jr. High age students seem to cross streets as a group and must feel this is a protection for failure to cross according to the lights.
- crossing guards at rush hours
- Taking care of Noble Park. A project that is moving forward already. Support the local schools.
- relieve overcrowding at schools!
- Neighborhood pool and bathrooms in parks
- Education
- Slowing down cars
- Timely playground repairs/improvements. School planning to keep up with the explosion of kids.
- Streets need to stay safe.
- Homes that their parents can afford
- More sidewalks/crosswalks, particularly a new sidewalk on Wessyngton Road, and a new raised crosswalk at Cumberland Road and Wessyngton Road
- Maintain playgrounds
- make sure schools don't become (more) overcrowded
- parks
- Upkeep of the parks and sidewalks
- Invest in the South Fork improvements. Kids need nature. Maintain great schools
- Street crosswalks with lights and bike paths
- more community recreation space (other than nature trails)
- Upgrading parks, making sure sidewalks are in good repair, keeping our great school
- Park/playground/nature preserve maintenance and refreshing
- traffic calming
- mini parks.
- Maintenance of parks even if chips rather than grass. Greater access and cleanup of Morningside preserve.
- Parents need to slow down
- Continued focus on great local schools
- great schools
- Parks. pool and rec center, on Zonolite?
- Park Maintenance
- safer crosswalks
- Ensure safety and security of kids at play from traffic and crime
- greenspace and backyards - again, these mcmansions take up their entire lot
- Being able to walk and bike safely through the neighborhood

- probably never will be.
- keep the parks/ the trees !
- catching speeders and not using traffic calming that endangers cyclists
- improve transit options/ped & bike safety to MES and parks/greenspaces
- neighborhood pool
- Good schools but that is probably not within the power of this commission. Good parks second.
- Improve Noble Park, including speed bumps around the park
- Sidewalks please
- Maintain quality of public schools
- safety
- Walking safety
- Safer sidewalks. Maintenance of parks. Safer crosswalks
- Relieve overcrowding of schools.
- not sure. don't have kids
- Parks and Schools
- Good schools
- traffic calming to make it safer to walk and bike
- N/A
- Carefully placed crosswalks
- School-oriented community
- Add a community center. Don't divert traffic from Monroe into the neighborhood.
- Avoid overcrowding schools
- Address traffic concerns in kid playing areas
- Creation of playing field and swimming pool
- continue high quality public education
- REduce crime
- Outdoor play areas
- Traffic/speed reduction
- neighborhood pool and continued support for the public schools
- maintain schools, make walking and biking safer, diversify recreational opportunities beyond small parks and the nature preserves.
- keeping the schools w/in the community
- Traffic Control
- keep the elementary and middle school highly-rated
- reducing overcrowding at schools
- parental involvement in the schools.
- more parks. cool parents.
- Stop forcing traffic from Monroe and Virginia into the neighborhood because traffic isn't moving on those street (i.e. what atlanta calls "traffic calming" actually results in more wrecks and reckless drivers).
- Get people to slow down and stop cutting through.
- Reduce crime
- to have good sidewalks, schools, parks,
- School capacity needs to be increased. Schools need to be considered as part of the infrastructure that needs to be in place to support all the new and future residents moving in
- keeping crime low
- Walking & biking to school and parks - independently (many parents escort kids to protect them from traffic).
- Slow traffic
- schools stay at or below capacity
- having more places for them to be out in nature and places for them to play outdoors.
- clean up Cheshire Road businesses
- Continued diligence on crime. I feel very safe in my neighborhood
- SECURITY/SAFETY (and parks)
- Slower traffic
- bike racks
- well maintained parks so kids can get outdoors and feel safe, connected trails so families can hike in town together
- school class sizes limited and adhered to.
- Additional playgrounds
- Ensuring they can safely walk and bike to school, parks, and other places in the neighborhood
- Allowing for all income levels to remain in the neighborhood, as soon as a lower priced house comes on the amrket, jack Bilt snatches them up and knocks them down >:{
- Creating more pedestrian awareness, slowing down traffic, perhaps putting in pedestrian lights
- more places to go on rainy days instead of having to go to the suburbs or bowling
- I love the community pool idea
- Keep up school quality.
- Keep the schools local so they can walk to school
- Parks parks & parks! And bike lanes
- Community center (pool)
- Sidewalks that lead to schools, parks and commercial nodes. Kids continue to live near their schools
- traffic calming
- traffic safety - kids need to be able to walk, bike around neighborhood safely
- schools must address overcrowding
- not sure.
- Slowing cars down significantly and improving crosswalks
- keep the schools great (keep good principals and teachers)
- Get Crime under control!
- more security patrol
- park maintenance
- Neighborhood pool
- A continued great elementary school
- slow down traffic, improve sidewalks and cross-walks
- good schools - so minimize big development, safe streets for biking, continual



improvement of parks

- to slow down cars
- Maintain parks, Community center with a pool, continued investment in schools
- Traffic, improve middle and high schools
- More schools - not trailers on fields
- That it is a safe place for them to be outside
- more parks
- Slowing drivers and monitoring crime
- great parks
- Continued investment in parks and shaded areas to play; safer crosswalks for walking
- a place that is relevant for kids and teens to go and feel independent - like a park w/ a community center
- Safe way to cross streets
- Safer sidewalks around schools
- Safety in the Nature Preserve and eliminating homeless population
- Community center with pool/fields/facilities for youth & adult sports/meeting space for community gatherings and programming (this can be done possibly in partnership with VAHL); world class library (possibly work with Fulton Co to improve Ponce Library); continued investment and advancement of Grady cluster schools
- safety for them to walk AND a recreational space for them to play
- Stop hihh
- SAFE WALKING TO SCHOOLS
- Support MES through redistricting and every other change. I fear many people do not realize just how critical MES is to our neighborhood, including particularly residents who don't have kids and don't regularly interact with MES. On a personal note, I no longer have kids at MES, but I know it is the key ingredient for our neighborhood. If MES suffers, so will our entire neighborhood.
- Safety
- bike lanes
- Barriers around parks so parents don't have to block kids from running into the street
- open public spaces: parks, fields, preserves, trails
- Make it easy for kids to explore their neighborhood with safe biking and walking.
- keep MES at capacity, maintain parks,
- Slow speed
- Keep MES great
- Fix the trailers at Inman middle and do something about overcrowding due to builders building 8 bedroom homes with no regard to how it affect schools.
- Keeping the parks in place and well maintained
- maintain parks
- Safety...re crime, crosswalks, better street lighting
- more access to public green spaces
- better street crossing and sidewalks.
- Community Center (perhaps with neighborhood pool)
- maintaining strong, non-overcrowded public schools
- More sidewalks
- Cut through traffic reduction - Work with Waze, Google etc
- safe paths to parks and schools
- Maintain Parks
- Less traffic/Safe Walking & Biking
- Nick down Morningside Elementary and build a better school. It's too old and out of shape.
- encouraging the kids to explore the area and bike around.
- Safer sidewalks.
- maintain playgrounds and nature preserve.
- Safety
- Keep MES and IMS at current sizes.
- Improve schools
- More parks, outside play areas that are walkable
- Sidewalks on every street
- ability for autonomy and free play
- Control better the speed and number of cars in neighborhood
- parks with playgrounds, and hiking trails like the South Fork Preserves
- Public safety
- school capacity
- More trails along Peachtree Creek
- updated parks
- Slow down the traffic
- safer crosswalks
- Safer streets
- Great public schools and neighborhood support.
- adults who act respectfully towards all people and set an example for the children.
- Schools and walk to school
- safe travel around the neighborhood
- Keep the schools at or below capacity
- affordable housing
- Mes
- slowing down traffic, making sidewalks safer
- security cameras, APD patrols and neighborhood watch
- Traffic control and maintain parks

- investment in the schools
- keep the developers out
- Safety infrastructure
- Reduce crime
- Sidewalks, safe crosswalks
- Traffic calming measures, more parks and play areas
- keep improving public schools (more funding, less testing, etc.)
- Perfect

**THE #1 THINGS THAT NEEDS TO HAPPEN
TO MAKE SURE THAT MORNINGSIDE LENOX
PARK CONTINUES TO BE A GREAT PLACE FOR
RESIDENTS IS...**

- Keep crime under control
- Tax relief for seniors who want to age in place.
- Make it possible to age in place by giving better property tax breaks for seniors like they do in Cobb County
- Maintaining it pretty much as it is.
- Continued support of walkability. Regulations/Education/Support for the tree canopy. More parks, bike lanes.
- to moderate growth
- Neighborhood pool and bathrooms in parks
- stop overdevelopment (multi use developments in appropriate for the roads that would support it); stop tear downs of existing homes
- Stop building unnessesarily gigantic houses
- Using the ever-growing tax dollars to construct/repair sidewalks, landscaping, parks, intersections, crosswalks, etc.
- Streets need to stay safe
- Ensuring people can get in & out without long traffic delays
- More sidewalks
- Improved safety
- alleviate traffic conjection
- safety
- ? Reduce crime and stop increasing taxes. I'm close to moving away over the rising property taxes and crime.
- More bike paths
- preserve trees and historic fabric
- Better enforcement of traffic and zoning, better curbs on mcmansions, reduction in far to reduce the number of mcmansions
- Traffic volume reduction and calming
- Reduce property tax for seniors making it more possible for them to stay here and maintain some age diversity in the neighborhood.
- Promote tree care
- planned growth
- Wrk with zoning for overgrowth onto sidewalks. Make sure all streets have sidewalks and enforce Curbs.
- Slow down traffic
- Increased security
- great schools and parks
- Connect by trails to rest of city that is all becoming connected by foot
- Crime Prevention
- N/A
- Fight high density development at edge ANSM in neighborhood that isn't coupled with supporting infrastructure
- safety against petty theft
- Slow down all the tearing down of old houses!
- wipe out the Office of Buildings and the Commissioner's position and start over. Pitiful, willful neglect of zoning ordinances, the so called tpo.
- traffic volume/speed and population density control
- Do not narrow lanes that endanger cyclists
- no more monster homes; no more high-density dwellings without traffic plans
- police involvement with regard to crime
- More neighborhood social activities
- Establish/enforce zoning requirements limiting height of new houses. This should not turn into Lullwater / Oakdale Rd.
- Sidewalks please
- Safety and more security
- Get cameras, security for crime prevention..keep restaurants and stores in retail spaces
- natural and man-made amenities (parks & retail)
- A historic designation. Not just for aesthetics but this will change the type of person that will occupy a historic house vs. McMonster house.
- Managing traffic and safer walking
- Discontinue overbuilding of large homes, condos, apartments. Perhaps also require some uniformity in size and style of new homes (historical district)
- limit development
- Traffic/COngestion

**Morningside Lenox Park Needs To Happen
TO MAKE SURE THAT MORNINGSIDE LENOX
PARK CONTINUES TO BE A GREAT PLACE FOR
RESIDENTS IS... (Continued)**

- traffic calming to make it safer to walk and bike
- Reducing traffic thru calming devices that enhance the aesthetic value of the neighborhood.
- Keep neighborhood intact despite growth around it
- Add sidewalks to all streets. Community center.
- Greater connectivity to the rest of the city, without requiring cars
- Encourage business with creative parking solutions
- No more McMansions. Ok with big homes but not when they take up lot and cut down trees
- public safety
- reduce crime
- Distinctive retail
- Encouraging community involvement
- community center with a pool
- Deal with destruction of existing housing and replacement with oversize and out of scale houses, get a handle on traffic congestion and speeding, creation of recreation centers and community pool.
- protecting the historic homes
- Traffic Control
- safety from crime
- maintaining the integrity of the neighborhood and not allow it to be overrun with giant, cookie cutter homes
- suppress large scale multi family developments
- better regulations on types of homes to build, size of homes being built and tree canopy.
- Stop building high-density apartment and condo complexes
- We need more walkable retail and a stronger police presence.
- Reduce crime
- safety
- Make it harder for builders to cut down trees and build huge houses out of scale with the neighborhood
- keeping crime low
- Preserve the old charm which drew us to MLPA. Stop cutting down trees, bulldoze older houses & stop speeders.
- Traffic Calming
- Improved police response and presence.
- fewer speeding cars
- to stop letting greedy developers and homeowners looking to go big and flip build anything too big or too beastly that does not fit with a reasonable but protective architectural standard that preserves the look and feel of our neighborhood which is defined by its architecture, its topography, and its trees more than anything else.
- MARTA line tunneling under Lenox Road
- Stop the high density housing and Mc Mansion building
- historic preservation
- reducing crime like car break ins.
- bike racks
- Ensure that the connected trails plan is added to the MLPA long range plan that is presented to the City and that the City of Atlanta support the funding and establishment of connected trails throughout the city
- diversity of transportation options (walk, bike, light-rail, bus, drive)
- Walk ability and connectivity
- Calming the traffic
- diverse mix of restaurants and retail with focus on safer streets (ie petty crime)
- Improving our shopping areas, walkability and traffic
- pedestrian friendly opportunities
- The pool again
- Maintain streets, curbs, sidewalks, shrubs/trees overgrowing sidewalks. 2)
- Encourage off street parking.
- neighborhood business--grocery, etc
- Parks & bike lanes
- More schools
- Replace street trees where they have gone down. Allow for a range of housing types including Multifamily
- incarcerate those who put dog poop in my trash
- fewer big ugly new houses
- regulations/restrictions on builders squeezing every inch of property to build harmful megamansions / prevent variance requests.
- tax relief
- Slowing cars down, building restrictions
- enforce speed limits and respond to citizens needs to reduce crimes (answering reports to 911 in a timely manner)
- Improve Crime situation. We pay high taxes yet our cars are constantly broken into, our packages are stolen and our homes are broken into.
- more security, cameras everywhere possible, patrol
- reducing crime
- More entertainment and retail options
- a business climate that allows commercial tenants to grow
- to stop over-building
- build community, build our relationship with piedmont park
- traffic control, better retail/restaurants, connecting the beltline to the neighborhood, and connecting public transit via train
- Minimal crime
- Develop some open space into community rec center with sports fields for kids to

- walk to on their own & pool with swim team capability.
- less traffic
- Monitoring crime
- crime reduction
- Prevent more increases in traffic and development of huge commercial properties.
- We don't want to be a tiny neighborhood surrounded by commercial development like some neighborhoods in buckhead.
- Traffic calming
- Police patrols
- More police presence, clean up and enforce the Nature Park rules and times
- Community center with pool/fields/facilities for youth & adult sports/meeting space for community gatherings and programming (this can be done possibly in partnership with VAHI); improvement night time safety; better bike lanes/sidewalks; better integration with Beltline and public bus/transit
- safety in terms of walking & biking as well as the safety from crime
- CRIME NEEDS TO GO DOWN
- We've got to make sure MES remains the preeminent public elementary school in the city.
- Safety
- Repair horrible roads - particularly Lenox
- Sidewalk repair, better lighting, better road surfaces
- citizen involvement in decision making
- ... Allow for a diverse community - income, race, age, professions and skill sets.
- protect MES from overcrowding due to annexed neighborhoods, preserve architectural integrity of the neighborhood (keep it's charm!), traffic calming
- Quit allowing McMansions to be built and trees cut down
- proactive planning to deal with the developments on the borders of our neighborhood
- Fix the crime. We pay HUGE taxes to live here, yet we're targets of petty theft all the time.
- stop building up and out - maintain trees/greenspaces - don't overcrowd
- traffic control
- safety, control of new build, connectivity
- slower traffic, more diversity in housing
- Safety and Security
- Enforce leash law for dogs - especially a problem in Morningside Nature Preserve - not safe
- decreased crime, including petty crime
- Decreased crime
- Slow down the redevelopment - keep the builder out - keep an eye on the size of the home, keep the taxes within reason.
- calmer traffic and bike lanes we can trust!
- Good schools
- Maintain character, less McMansions
- Don't get carried away with "improving" it.
- more social events that encourage people to meet neighbors
- Addition of bike lanes.
- control apartment mass building and enforce tree replacement for trees removed by builders.
- Better roads
- reduce crime/theft.
- Improve City services
- Cheshire Bridge Corridor clean-up and revamp; the adult entertainment brings an unwanted element to the area
- Traffic management
- diversity
- Keep small shops alive
- Tree canopies!!! and zoning limitations on size of houses on the lots
- Public safety
- maintaining trees
- More trails along Peachtree Creek
- trees
- Crime reduction
- less traffic cut through
- Stop cutting down trees
- fewer McMansions
- Safety. Great schools. Controlled growth. Reasonable taxes.
- Police presence
- More interaction among residents so they are known and are treated as friends.
- slow cars down
- crime prevention (cars broken into and package thieves are out of control)
- bike lanes
- Traffic calming
- improve the neighborhood roads
- sidewalk improvements to make the neighborhood more walking friendly
- Traffic control, police protections
- cut down cut-through traffic and continue to keep it low in crime
- keep the developers out
- Economic and racial diversity
- Keep MSE a great school
- Control density, limit businesses to scale consistent with capacity of roads.
- fix the traffic problems.
- clamp down on oversized new houses that fill lots, clogs views and kill trees





THE #1 THING THAT NEEDS TO HAPPEN TO MAKE SURE MORNINGSIDLE LENOX PARK CONTINUES TO BE A GREAT PLACE FOR BUSINESSES IS...

- Keep rents low enough that unique concepts can survive.
- Lower rent to enable small businesses to thrive—not just chain businesses.
- Get rid of the parking companies.
- Make Cheshire Bridge, Piedmont and Monroe Drive less hostile and it would positively impact businesses.
 - Ditto.
 - helping homeowners helps the businesses
 - N/A
 - better walkability; increased transit options
 - Better parking options
 - Reasonable landlords at our commercial nodes which is a bit out of our hands
 - Better choices for residents
 - Reasonable rents
 - keep parking free
 - More quality small business retail incentives
 - improve parking options
 - parking issues for customers (problems with park Atlanta-type issues)
 - I'm not aware of the businesses in MLP
 - Support free parking and road plans that reduce gridlock and keep traffic moving.
 - More bike paths
 - free parking as well as easy safe walk/bike accessibility to shops
 - upgrades to morningside village, better working relationship between MLPA and businesses, better promotion of Morningside Organic Market
 - Resident patronage -we try very hard to support local businesses
 - provide parking and reasonable rents
 - improved sidewalks - note encroachment of shrubs at corner of North Highland at Amsterdam and North Highland at North Morningside.
 - Parking as well as sidewalk and crosswalk improvements.
 - Better off street parking
 - walk-ability and safety
 - Good schools
 - Improved walk/bikability to relieve lack of parking
 - More parking
 - parking and we attract great businesses. the retail and restaurants that have come and gone have done so because they've been mediocre (my opinion)
 - Keeping the area walkable
 - have to define which businesses
 - keep business taxes low
 - Safe and easy pedestrian and bicycle access.
 - better pedestrian and bike safety to enable beltline traffic to our businesses
 - Encourage neighborhood, owned shops, including a bookstore.
 - More neighborhood activities
 - walkability
 - Limited chain stores
 - Happy populating
 - ldk
 - provide free parking
 - Affordable space
 - better access to public transportation
 - Parking and bike rental, ride share accommodation.
 - Sidewalk enhancements like what Virginia-Highland got about 10 years ago.
 - Local bus shuttles
 - Improved walkability
 - Creative parking solutions
 - Maintain free and accessible parking
 - public safety
 - get rid of paid parking have free parking
 - Commercial real estate landlords connected to the hood.
 - Encourage residents to frequent businesses
 - manageable business rental opportunities
 - Insure adequate access via parking, public transportation, improved walking and biking access.
 - implementing thoughtful traffic solutions
 - traffic control, bicycle safety, pedestrian safety
 - improve the area around alon's and the restaurants in the shopping centers.
 - Have walkable sidewalks so neighbors can actually walk to the shops
 - End the grandfather clause on Cheshire Bridge.
 - Increase foot traffic, better parking
 - contain them where they are now with good parking access
 - make it safe to walk, bike, and leave your car parked at local businesses (without getting broken into.)
 - parking & walkability
 - Avoid mass expansion, mass tree removal, huge houses on tiny lots, over pricing & higher property taxes, - keep it simple.
 - Business involvement with neighborhood
- Better parking. Reasonable rent. Renovation of Atkins Park business stretch.
- reasonable rent for local businesses so they can stay
- getting landlords to lower their prohibitive rents that keep the one-of-a-kind, unique, or mom and pop, or partner and partner, or un-chained, un-franchised businesses from being able to succeed. We need variety, we need good services, we need neighbors doing business in our neighborhood.
 - More arts and more low key non trendy eateries. Also, crime has increased, and there are problems with mail delivery
 - foster local businesses
 - parking
 - bike racks
 - improved parking, clean up the nasty part of Cheshire bridge road. -i.e. sex shops and head shops,
 - connection with the neighborhood to be neighborhood/Intown focused businesses that people will want to support. right size and right scale.
 - Ensuring that neighbors can easily patronize local businesses by making them safely walkable and bikeable
 - welcoming storefronts, free parking, crime reduction
 - Improve the buildings, modernize and parking
 - lower the rents in the neighborhood - not sure how they survive
 - More openness to townhomes
 - Safety, access, use them.
 - parking remaining free
 - allow for free parking on the streets
 - Walking traffic & bike lanes
 - No more Park Atlanta
 - More resident pride in local business. Maybe more discounts for local or special nights to bring residents out - don't have to give anything anyway if discount. Add live music and other family friendly events.
 - Three Things: 1) traffic 2) safety 3) keep neighborhood feel with trees and homes keeping with character of an intown neighborhood not a McMansion development
 - better public transportation
 - increase walkability of the area through sidewalk improvements
 - tax relief
 - Easy access and sufficient parking
 - responding to calls to 911; patrolling the neighborhood; watching the ATMs; pulling over speeders
 - Get rid of CRIME
 - if more crime continues it will end up like it did in the 1950s and 60's and will lose residents and businesses. Needs to have less crime
 - Actual space for business with parking, potentially more office space to have options for people to work in the area
 - reasonable overhead
 - to provide encouragement to businesses (rent, parking, special events, etc.)
 - make it affordable and create campaigns that encourage local residents to eat and shop and support local business
 - increase foot/bike traffic
 - no paid parking, connecting to belt line and transit
 - High bar of excellence
 - encourage lower rents so small businesses can succeed.
 - better walkability
 - Building owners lower rent to attract businesses and fill vacant spaces
 - refreshed business areas - clean, paved, well lit
 - Make it friendly for independently-owned restaurants and shops.
 - Sidewalks that allows greater walk ability given limited parking
 - available parking areas
 - Commercial affordability (rent)
 - parking options. better traffic flow.
 - AFFORDABLE LEASES SO RETAIL DOESN'T STAY VACANT
 - Supporting smart development
 - Safety
 - More inter-related events
 - accessibility and parking; reasonable rents; fair prices
 - Create a more diverse customer base. Not just incomes, but variety of needs and services- for young to old. Not just restaurants and dry cleaning.
 - stable rent for store owners; free street parking
 - Limit chains, keep rents reasonable, and have neighborhood support
 - make it easier for residents to get to those businesses (by foot, bike, or car)
 - Get rid of Park Atlanta. They are the devil and are TERRIBLE for businesses.
 - access - ample free parking/sidewalks to walk to/through business areas
 - free parking
 - Parking, lighting, security, neighborhood support
 - more diversity of residents
 - Safety and security
 - More outside lighting for walkability and safety
 - parking for patrons
 - Walkability to them
 - Work with the landlords to keep an eye on the leases and be a community and support the businesses.
 - more foot traffic
 - walk ability

Morningside Lenox Park HAS TO HAPPEN TO MAKE SURE MORNINGSIDE LENOX PARK CONTINUES TO BE A GREAT PLACE FOR BUSINESSES IS...

(Continued)

- Walking commuter turnover
 - FREE PARKING!!!
 - focus on local business; try to avoid big boring chain stores
 - Improve pedestrian safety to encourage the community to come out and shop.
- Reduce the urge to drive.
- keep sidewalks maintained in front of businesses, provide parking.
 - More walkable
 - remove valet parking.
 - Improve City services
 - Traffic reduction and Cheshire Bridge Revamp
 - Keep walkability high
 - access to businesses (i.e. can turn into parking safely, can walk there, bus there, etc.)
 - Parking
 - FREE places to park
 - Parking solutions
 - family based businesses
 - Make it easier for customers to access their businesses by walking and biking.
 - making it easier to get a permit
 - Parking
 - stable rent
 - Pay well - you get higher quality work
 - keep commercial rents low
 - Supportive neighborhood. Reasonable taxes.
 - More free parking options
 - Reduce crime, lower property taxes.
 - make them easier to get to on foot & bike
 - reasonable rent. The empty storefronts in VaHi near St. Charles are horrible
 - reasonable commercial rents
 - Keep it walkable
 - better roads
 - safety in parking lots
 - Neighborhood support and business of a local nature
 - increased police presence
 - Keep from selling properties for small businesses to developers
 - Affordable rents
 - Is it great for businesses?????
 - limit businesses to scale consistent with capacity of roads
 - Connectivity so people can walk to business areas

IN THE FUTURE, ALL NEWLY-BUILT SINGLE-FAMILY HOUSES IN THE MORNINGSIDE LENOX PARK NEIGHBORHOOD SHOULD...

- Be congruous with the neighborhood
- Be flush with the rest of the homes on the street and take on the character of the historic homes that have survived here for 90-100 years.
- Have some regulations and adhere to them regarding how high, percentage of impervious surface and garages in front.
- Comply with some kind of design guidelines such as restricting garages in the front of the houses, requiring front porches, limiting height better, etc. I would use the work done by Doug Young in Inman Park as an example of good design and planning work.
- Have driveways and parking pads to keep excessive numbers of parked cars off the residential streets.
- Ideally be built in the spirit of the neighborhood- no giant houses, dwarfing their lots and cutting down every tree on the lot
- not be too big for the lot. Some replacement of large trees if they're removed
- N/A
- limit footprints; limit heights; restrict destruction of trees on lot during remodels
- Not be so big that there is no yard and they tower over every other house
- Have much more stringent energy efficiency standards
- Conform to neighborhood standards as far as materials, shape, size, lot coverage, etc.
- Be tasteful and fit in the neighborhood
- Have no more than 3000 sq ft
- need to conform to certain building standards, including a style that fits with surrounding houses, and a requirement to install sidewalks on the property (if they don't already exist)
- Have parking in site (no street parking)
- Not to be too big for their lot size
- leave plenty of trees, and respect guidelines to keep architecture in character of neighborhood
- It's private property, I don't have a lot to say here other than abide by city permitting rules.
- Have a property tax freeze.
- not be allowed to subdivide any lots
- be subject to a design review board to preserve trees and follow lot coverage and height restrictions
- Conform to the scale of the existing homes and not tower over the homes

blocking all their light

- Be required to replant more trees than they cut down, maybe two planted for one cut. Can be Japanese Maples or smaller trees but we must keep the landscape lush. We are fine with new builds, but they cannot ignore landscaping.
- not be above a certain height and maintain the architectural feel of the neighborhood.
- Be in scale with lot (including height) and must maintain water run off systems
- conform to existing footprint. New home porches are encroaching into sidewalk way beyond existing home porches
- Conform to existing setback from street. Work Aron's existing mature trees and enforce one tree per year rule even on new builds. Enforce tree canopy replacement.
- Have garages to limit street parking
- Preserve part of the old house.
- Not dwarf the lots they occupy or visually overwhelm existing homes
- Comply with zoning law
- Be required to have a minimum tree density planted after the lot is clear cut for building, be required to have at least 40% of facade above basement level be brick
- keep with the original aesthetics of the neighborhood.
- Be very aware of their lot coverage and be aware of potential drainage issues for their neighbors!
- have a 4 hr review period at a convenient location. The builders act like its a communist violation of their Trump Christian rights to have to answer to anyone. Most residents are really sick of these b****ards.
- limit surface of house vs total surface+ not exceed a certain high (i.e see houses on wellbourne ;-(
- be in scale, put utilities underground, have sidewalks.
- have front door facing street; above-ground square foot limit
- hew to the tenor of the neighborhood (no ultra-modern houses); DO NOT allow the zoning regulations to be flaunted
-have height limits, i.e. not be mansions.
- be appropriately sized for their lot and all the contiguous houses.
- Be in scale with parking pads in front
- comply with a set of design standards
- Meet "historic" style and height restrictions.
- Fit properly on lot and retain as many Trees as possible
- Adhere to size and style commonalities matching the historic architecture of the neighborhood.
- conform to prevailing size standards on individual streets
- require neighborhood approval
- preserve existing tree cover
- Respect the architectural integrity of the neighborhood
- Be held to certain restrictions that force them to comply with the style of the existing historic homes.
- Adhere to generally accepted design and planning parameters that reasonably protect the "brand" of the neighborhood.
- Just follow the City rules.
- Regulate the homes being built, the ones necessarily knocked down. Can I say I wish Jack Built would destroy another neighborhood, far, far away from here!
- I like the diversity, but feel zoning rules as they relate to height and area should be enforced.
- Not take up the majority of the lot with a house
- Maintain similar neighborhood look and feel
- Maintain current green space and keep height limits
- buried utilities
- be in the craftsman tudor va highland brick style
- Be encouraged
- Not be modern design
- be subject to historic standards. Of course, the neighborhood needs to be designated a historic neighborhood
- Be more in scale to existing homes, not have raised ground level with garages and no front facing garages,
- Significant tree plant plan
- Stay within the footprint with fewer variances for lot coverage
- maintain the diversity of home styles
- Not be so large and overwhelm the homes nearby
- be high quality
- not look terribly ugly (like new house on corner wessyngton/cumberland). Not tear down all trees to build a house. Look something like the other houses around it.
- Save as many trees (esp near sidewalk / street) as possible
- Not be cookie-cutter craftsman McMansions. I don't want to live in a subdivision full of identical houses.
- not be allowed to become Mac mansions
- Not cut down trees unnecessarily and be in scale with to the neighborhood (i.e. height restrictions based of amount of street frontage, and % impervious surface.)
- have a minimum amount of yard (i.e. not fill the lot with house)
- Not be too big & reflect the charm that got us here.
- Meld with the neighborhood in regards to design
- Fit the style of the area.
- be a reasonable size and follow the building laws, don't cut down too many trees
- be designed by an architect who understands the historical aspects of the original architecture or this unique neighborhood. No developer, no contractor, no homeowner should be allowed to build a structure that was not designed for the sight it sits or is going to sit on. No more "builder" designs by interlopers who could care less about the aesthetics of our neighborhood. So many have no taste and they tastelessly leave their monstrosities all around.
- conform to the homes in proximity to new structure
- Be restricted in height, setback from street and max % of lot built. This needs to be enforced!!
- Have building limits, keep old growth trees Stop building such big homes that take up the entire piece of property
- never be replacing tear-downs of 1920s historic buildings; if they replace tear-



downs of newer non-historic buildings, they should follow architectural style and appearance of the neighborhood

- a level of common requirements (size to lot ratio)
- Not tower over the neighbors, not take up the whole lot, and not be placed closer to the street than the others on the street
- be built only if no trees are taken down.
- support the overall character of the neighborhood with the appropriate architectural design and standards, restrict oversized housing on lots
- go through proper zoning and variance reviews with NPU input to ensure proper development. beyond that, the free market should decide what people do/don't want to buy.
- Try to incorporate more of the original neighborhood style into their design; there are too many "big boxes"™ being built
- have an enforced set back and side yards so they aren't a giant box that goes to all 4 corners of the lot.
- not sure
- No rules
- More interested in maintenance of deteriorating homes but new houses should make me say "wow, that looks like it's always been here."
- bury utilities
- Meet the city codes
- Not cover more than 50% of the lot, or be higher than any neighbor on the street
- Bury utilities
- Not have a garage that faces the street or is close to curb line, have zoning that does not encourage house to occupy so much of the lot
- be smaller
- Keep with the look of the neighborhood and not look like they belong in Alpharetta or Marietta - including not take up all the space of the lot, not be 3 stories ABOVE ground, not block out the sun for the street, not cut down or kill all the trees on the lot including the area between the street and sidewalk
- be SMALLER - in scale with the existing houses.
- abide by building codes that should be strongly enforced and are sensitive to the neighborhood character. not be allowed to push variances through to increase square footage at the expense of environmental impact to neighbors.
- conform to the scale of the houses nearby (not exceed their scale by a certain percentage), have appropriate ratio of lot to building size.
- be limited in size to something commensurate with the balance of the neighborhood. No McMansions!
- not add to stream runoff, but be required to have a system in place to catch water runoff from their roofs, driveways, patios etc. (and they should not be allowed to convert firetruck turn arounds into their back yard BBQ areas)
- Be small to fit in with area. No more huge houses.
- not be torn down just because they were built before 1999
- have garages
- Allow for some density, consider options outside of single family homes, also bury the utilities
- have a limit on the number of trees to be removed
- built in the style of the home it is replacing, so that our neighborhood can retain it's character
- have height standards to adhere to based on size and topography of property, simple unified design elements
- fit the neighborhood
- conform to the style and character of the neighborhood
- Stay in the theme of the neighborhood
- Have set backs from street equal to other homes nearby & no garage in front of house (Lanier pl).
- not be allowed to have the footprint of the house greater than x % of the property (not sure what x should be, but use the average of traditional homes)
- Require builders to meet the same lot coverage requirements as individuals
- Regardless of style they should be sized so they don't infringe on neighbors privacy and maintain healthy trees and green space
- Adhere to design consistent with the look of the neighborhood with attention paid to size limitations relative to lot size
- be required to have sidewalks
- Have height restrictions; fit the character of the existing neighborhood (Tudor, craftsman)
- respect the green space code.
- not sure
- Be in character with the surrounding neighborhood, both in style and size. Existing trees should be kept unless sick.
- not be artificially elevated to add a garage beneath. Houses are too tall for lot sizes.
- Be within the size proportion of the surrounding homes. Going large can be okay in certain areas, like on Merton where the lots are large. But these new builds on Merton, for the most part, have keep the same setback. So the new scale fits and the street still has balance and unity thus making it one of the more upscale in all of Atlanta. But where the lots are smaller, the newer, giant homes can look like they are squeezed onto the lot. Then the character of the street becomes irregular and out of proportion.
- stick more closely to neighborhood's original designs-no McMansions, front-facing garages, etc.

- Comply with height and set back restrictions, bury utility lines.
- account for the historic character of the neighborhood if reasonably possible.
- Take into consideration how many more kids we're going to pack into our overcrowded school system.
- NO NEW BUILDS - remodel - hate the way the new homes ruin the character of a neighborhood
- maintain historical feel
- be compatible with other homes on the street, and in keeping with the neighborhood styles.
- vary by price to increase income diversity.
- maintain the look and feel of the neighborhood, including trees
- have solar power
- be limited in size - encourage remodel be considerate to your neighbors
- have sidewalks and maybe not build monstrous homes
- bury utilities
- Be brick built. Max 3 stories including basement. Have off-street parking.
- Follow the current zoning regulations.
- NEVER have group restrictions as gated communities have.
- No opinion
- Be designed in size and style similar to that of the surrounding neighborhood. No mansions or "modern" designs (tasteless offset stacked cubes).
- have size limitations and require a % for tree canopy.
- Be unique
- not be limited by overly-restrictive building codes.
- Please their owners
- no comment
- Have a sidewalk
- be affordable and not tacky
- Have comparable dimensions as other houses
- Have greater set-backs!!! Do NOT fill up the whole yard. Places needs to be left for trees and water run-off.
- Preserve more trees
- be required to include native tree plantings
- have front porches.
- stay within the original footprint
- Have some architectural continuity (height, set back, etc)
- bury the utilities
- Do their own landscaping. Then they would realize a smaller lawn or no lawn is better for everyone.
- be limited in sq ft to lot ratio and in keeping with the older neighborhood architecture. Don't plop a huge 4 square next to a Tutor or Craftsman.
- Bury the utilities.
- Match the character of the neighborhood
- Should fit within the given restrictions and not create these mac mansions.
- should respect the character of the neighborhood
- celebrate variety in architectural styles, but maintain a height and footprint restriction
- not cut down trees
- Have a larger green area requirement
- have size restrictions, height restrictions and style restrictions
- Be required to keep their sidewalks clear from overgrowth
- be built with quality and in period style
- Keep with original architecture - no huge mcmansions
- conform to the characteristics of the neighborhood
- conform to height and setback standards
- Have a restriction on how big you can rebuild on a lot (for example, no bigger than 50% larger than what was torn down)
- limited in square footage and control the amount of set backs
- Not obstruct the neighbors' sightline
- Be allowed to have parking and/or turn arounds in their front yard.
- Stay within side and front setback requirements.
- not be more than 2 stories so as to be in keeping with neighborhood and not loom over neighbors
- NOT include two-car garages. Keep your car outside. Say hi to your neighbors on the street. Twice a year scrape ice off your windshield; it's fine.

MOBILITY

- Maintaining and increasing walkability via improved sidewalks
- Access to the Beltline, increase walkability
- Walkable, bikable and what about golf carts?
- Walkable
- Working to improve traffic flow
- walkable, bike able
- clifton rail corridor might help relieve some traffic
- Be able to get to the Beltline safely
- More sidewalks
- Safer
- Reduced congestion on arteries
- Walkable
- better access to beltline
- don't create traffic problems as unintended consequences of making things "better". Don't favor bikes in favor of having access to our houses via car traffic for everyday activities (going to work, shop, etc.)
- Traffic that moves smoothly - no gridlock
- More bike paths so the neighborhood becomes bike friendly and connects to other bike paths (belt line, 10 street, etc)
- safety, wider sidewalks further from the street, protected bikelanes, safer intersections, shuttles/trolleys
 - better walkability, more bike corridors, preserving craftsman & tudor homes built in the 1920s-1940's
 - raised and marked crosswalks.
 - Overgrowth enforcement thealignment with zoning.
 - improve sidewalks
 - Connect us! VA HI, Poncey Hi, midtown & Inman Pk all benefit from beltline. With no added crime!
 - Priority
 - N/A
 - Increase biking and walkability (safe places to bike through and sidewalks in good repair)
 - continued walking, biking access to greenspace, retail around
 - A walkable neighborhood where you can get to shopping and restaraunts easily
 - shuttles, not huge buses, subway under Monroe
 - more electrical cars
 - safe for pedestrians and cyclists; frequent, reliable public transport on major thoroughfares
 - protected bike lanes, please
 - That it be a walking neighborhood where we see kids on the streets and all adults watching out for them.
 - Sidewalks
 - Sidewalks repaired
 - more transit options, less car dependency
 - Bikes
 - Ability to walk anywhere including access to woods
 - Keep our interior residential streets safe- sidewalks and speed bumps, police patrol, stop signs, etc
 - marta access at sage hill
 - More transit options
 - easy access to public transit
 - Walkable neighborhoods without fear of speeding cars and inconsiderate cyclists
 - Intuitive and safe
 - So walkable that kids can walk around unsupervised and be safe
 - Easy access to MARTA
 - Public transit
 - Access to train mobility
 - Walkable
 - accessible public transportation; continuous sidewalks
 - family friendly
 - Walkability
 - I envision even more walking with improved sidewalk, tree-lined streets and automobile speed control0
 - Increase bike and pedestrian safety, get MARTA line to Emory with Sage Hill stop
 - better access to Piedmont Park across Monroe
 - more places to walk to, I don't shop in my neighborhood as most stores are too expensive or sell things i don't need.
 - see above responses
 - sidewalks, parks
 - Feasible but not being pursued logically.
 - More street lights
 - more buse lkines
 - city pays for sidewalks, not homeowners
 - walkable
 - Walkability & biking is important.
 - Ease
 - Safety
 - Great walking and safe biking, small buses or trolleys which run more regularly to more places.
 - streetcar
 - fluid, safe, easy
 - walking and bikings
 - safer bike-ability, easier connection points to the MARTA Line
 - walking and biking builds better neighbors.
 - Sidewalks everywhere and creative alternative paths, like under the power lines

- Walking, biking, potentially golf carts
- increased opportunities for pedestrians - something done about intersection of Monroe and Piedmont which is like a race track especially at yellow lights
- maintained pedestrian lifestyle
- Sidewalks
- Multi-modal
- Ability to walk or bike safely through nhood, even at inconvenience of cars
- pedestrian hybrid beacons
- maintained sidewalks throughout neighborhood, expanded MARTA options
- buses that go through the neighborhood! they could be SMALL buses if necessary.
 - sidewalk, bike path
 - already good
 - Bike paths, safer crosswalks
 - walk to train that I can take to airport
 - more walking paths and parks
 - more sidewalks and better maintenance
 - Bike lanes, traffic calming
 - bike paths and improved sidewalks
 - sidewalks
 - Access to all modes of transportation
 - bike lanes, trains, better sidewalks
 - more public transport
 - don't know
 - More frequent/smaller buses could help with congestion. Maybe a local bus/van service.
 - Easy to get around neighborhood in variety of ways.
 - better sidewalks and bike lanes on the major thoroughfares
 - Better integration with Beltline, public transit; better sidewalks/bike lanes
 - swift, smooth sidewalks and bike lanes
 - Better lighting and marking for sidewalks and bike paths. More bus lines through neighbourhood.
 - Walkable, bikeable, people focused
 - More Marta access
 - connectivity; more bikes; less cars; more mini-buses
 - Design for more walking and public transit (more compact housing to support)
 - improve sidewalks
 - Would love to see repaired sidewalks, and trails for safe biking
 - Morningside should be a great place to walk, bike, or drive
 - better sidewalks, more sidewalks
 - walkable community
 - Ease, safety connectivity
 - Get us out of our cars via better trails & connected green spaces.
 - Bike paths and repaired sidewalks
 - safe pedestrian crosswalks, accessibility to marta stations heading north
 - sidewalks
 - Tram from Johnson to Ponce
 - for bikes ;)
 - pedestrian friendly
 - Multi-option
 - Fine
 - Good sidewalks help
 - Huge focus on biking, walking, and public transport. Less driving.
 - limit traffic cut through during rush hour and have the timing of traffic signals maintained.
 - Side walks and bike options
 - connected to useful public transit/beltline.
 - walkable
 - Walking and biking neighborhood
 - diversity of transport, walkable
 - Walking, cycling
 - Sidewalks everywhere, with raised pedestrian crossings.
 - More and better sidewalks
 - bikability and connectivity
 - better sidewalks
 - bike lanes and better crosswalks and sidewalks
 -
 - Fix sidewalks add stripped bike lane
 - multiple safe options
 - More streets to safely ride bikes
 - safe to walk, ride bikes and drive
 - bikeable, walkable
 - why can't cars, bikers and pedestrians all get along?
 - don't have to drive
 - Connect nature paths
 - improved sidewalks
 - bike lanes, improved sidewalks
 - most pedestrian friendly neighborhood in Atlanta; with everything you need in walking distance
 - more mobility in all areas
 - safe movement on foot, bike, and vehicle
 - Public transport serving all; traffic congestion cured; businesses serving local needs within walking distance.
 - areas to walk, including sidewalks and trails, better bus service, light rail





TRAFFIC CALMING

- Yes - slow traffic down especially cut through traffic
- More traffic circles to allow flow
- People will drive less.
- HAWK
- safe, but traffic should flow
- I don't believe in making roads more dangerous in name of "calming". Making Monroe Dr. one lane is a horrible idea - you'll have just as many cars, just with angrier drivers
- Reduce speeding cut-through traffic
- Speedbumps
- More of it
- Maintain status quo on res streets. Stop speeders on Monroe
- speed humps/raised traffic calming devices
- Pedestrian and family safe
- more bike paths
- The hawk light at Monroe/Cumberland is excellent. Maybe more people will start respecting that yellow light, and learn they can move on when blinking red with no one in crosswalk
- Limited to residential streets, not major areas that drive traffic to residential streets
- Integrate traffic calming with pedestrian islands and crossings to kill two birds with one stone
- traffic circles, speed humps, stop signs, enforcement
- Slowing traffic so those going through can enjoy the view
- Attractive traffic calming installations -NOT like Beverly Rd's chicanes (HIDEOUS)
- stop signs at all intersections.
- bike lanes
- Again, worst is N highland and rock springs
- Need
- Road alterations?
- cops placed at main cut through areas distributing speeding tickets. doesn't interfere with neighborhood aesthetics and only needed for short periods during the year. A speeding ticket will change behavior fast
- Thoughtful
- bumps, time the lights, it's the only thing that really works.
- more self-responsibility
- DO NOT endanger cyclists with bumpouts and narrowing lanes
- road narrowing through protected bike lanes
- Speed bumps and 4 way stops at Meadowdale / Noble.
- Sidewalks, crosswalks
- Reduced cut-through traffic
- elevate the pedestrian and bike over the auto
- Roundabouts
- Safe environment for walked bikers and drivers
- Traffic circles. Speed bumps. Police patrolled Enforcement of speed limits.
- universal traffic calming to discourage outside cut thru
- Bike options and less condos
- unfriendly to cut-through traffic
- Various methods to calm the traffic speeds without constructing traffic flow to the point it causes more congestion & backup
- Options that enhance the character of the neighborhood not insert obstacle into it.
- Slow traffic to make neighborhood more pedestrian friendly
- Be thoughtful so not fixing the problem on one street just to move the problem to another.
- Safe to walk across streets
- improved intersections
- That doesnt increase traffic
- 25 max speed interior to neighborhood; accessible public transportation
- non congested traffic
- Reduce ease of cut through on neighborhood roads
- I would love to see a slower johnson road with flashing light controlled crosswalks
- Create traffic circles, NO speed bumps, but other methods such as bump outs.
- traffic circles, block off more roads so not as many cut throughs
- not sure... maybe bike lanes
- As defined by Atl, entirely idiotic and shows a complete misunderstanding of human behavior
- Speed bumps
- roundabouts
- get some
- effective
- **MUST CONTROL HEAVY SPEEDING TRAFFIC!**
- Everyday
- Roundabouts
- pretty curbs, islands, circles that allow traffic to move but makes it move slower
- Attractive and "planted" structures which calm and make our neighborhood more "garden-like."
- integrated, intentional
- Traffic circles
- chokers
- reduced traffic congestion

- focus on people and not cars.
- Speed bumps along Monroe and increased crosswalks with traffic lights
- More private and less city traffic cutting through
- additional traffic circles - ansley mall to be more like emory point or more pedestrian friendly with more parking that is not visible
- Careful, turning a 10min drive to Kroger into a 20min drive for the sake of calming is not calming.
- speed enforcement
- Bike lanes
- Ubiquitous
- Reduce speed of cars, less concern with volume
- speed bumps
- safe for everyone to cross the street and not congested at all hours
- More stop signs and/or speed humps
- never have to worry about pulling outdriveway and being hit by a car speeding on my street
- just put left turn signals where there should be some
- Monroe drive is in dire need
- tastefully integrated
- slow down
- feel safe no matter what path i walk i walk to Morningside business or piedmont park
- traffic circles, bike lines, crosswalks,
- Traffic must be slowed down. I'm becoming afraid to walk as much because of reckless drivers who do not pay attention to crosswalks.
- Slow it down with creative elements
- traffic circles combine traffic calming with improved traffic flow
- utilize traffic circles for seamless movement
- Make streets narrower to make drivers feel cramped and forced to slow down. CArs driving through is not a problem, but the high speed at which they do is unsafe
- Effective and non intrusive traffic calming
- whatever to slow speed and recklessness
- Design our community so there is less of an incentive to drive
- With so many schools/Pre-ks parks along the street there needs to be a greater effort to slow traffic on Cumberland
- like traffic circles at congested intersections
- Should implement effective but not ugly measures
- traffic circles
- reduce speed
- visually pleasing not humps and bumps.
- on-street parking at Johnson Road & Noble to slow speeders
- Effective but not obtrusive
- reduce speed limits, traffic circles
- no speeding in neighborhood
- Reduce cut through traffic
- ensuring safety for pedestrians, bikes and cars
- crosswalks
- Consistent design, aesthetic
- More roundabouts
- Overdoing it can cause severe problems like Morningside at Highland.
- Traffic circles, painted areas.
- more traffic circles and more crosswalks. speed monitoring by APD.
- Aesthetics
- only speed bumps.
- Roundabouts and speed bumps/ breaks (see Beverly RD in Ansley Park)
- beautiful features
- More
- Nothing like Beverly in Ansley...those chicanes are dangerous!
- Policing of speed limits
- balance the needs of motorists with those of non-motorists
- **SPEED BUMPS ON E ROCK SPRINGS RD**
- bike paths
- reduce cut through traffic
- Cops everywhere
- More speed detection signs, 4 way stops. Do traffic circles correctly if planning them. No traffic calming that reduces lane width.
- smart
- Reduce speed limits in neighborhood
- effective and visually appealing
- omnipresent
- traffic circles or improved crosswalks with better signage to educate/remind drivers
- won't die if you ride your bike
- Speeding tickets via camera like in NOLA
- No calming applications--most are dangerous especially the choker and the median island
- Speedbumps on Johnson Road
- speed bumps, more stop signs
- good aesthetics; no ugly speed bumps. use trees and plantings
- limit use of traffic circles and speed bumps
- discouraging driving (and must be accompanied by alternatives!)
- Congestion improved.
- Circles
- These usually cause more trouble.

HOUSING

- Cap multi family housing starts until the existing projects are completed and filled up
- Keep character, keep builders from tearing down historic homes
- Less tear down and designs more inkeeping with the original neighborhood.
- Aging in Place
- sustainable, no more hugeness, more green space on lots
- The city needs to be taking infrastructure in to account as they approve all of the apartments and new housing in the area, and continue to add more students to Morningside.
- No more mansions
- Tasteful, solid and single family
- Stop the million dollar plus plague
- consistent appearance
- stop tearing down older homes and building massive ones in their place
- nothing that downgrades the neighborhood. But what would that be?
- diverse, affordable housing that allows neighbors to continue to live here - it's not about new development
- Stop subdivision of lots and acquire some lots for park/green space
- design review board, historic preservation, height limits, lot coverage limits, tree preservation
- preserve homes built in 1920s-1940s, preserve homes that are smaller/starter homes to preserve a bit of econ. diversity, keep duplexes and other multi-family homes
- Architecturally significant, premium homes of all ages with lush landscaping and majestic tree canopies throughout
- require new multi-unit housing to design street improvements.
- smaller homes
- No high density apartments. Traffic congestion already bad
- take care of itself
- Maintain mostly low density housing
- let's please try to renovate old homes/not tear down. If tear down is required, build in a tudor style
- Slow down the tear downs
- Do not adopt Mr. Norwood's new Zoning Ordinance, designed to make it easier for builders, tht's right, EASIER for BUILDERS to pillage and destroy the hood.
- more green houses
- appropriate scale for the neighbors
- protect the old home structures, don't allow tear-downs of buildings constructed before 1920
- Avoid mansions / mega houses.
- Morningside charm
- indigenous design that protects our neighborhood's integrity and authenticity
- Quaint
- Single family homes
- Keep the new houses to size and style commonalities. No more new apartments or condos or high rises. We are maxed out on these.
- limit to single family homes
- No more condos we dont need more people
- respectful of the neighborhood's character and tree cover
- Integrity of style ; respects set backs and tree canopies
- Avoid overbuilding of out-of-scale and generic home designs.
- Keep same general character but allow new outbuildings
- Protect the uniqueness of the neighborhood
- Single family
- Mixed housing between condos, single family homes and townhomes
- That doesnt destroy green space
- single family primarily;stabilized taxes; family friendly
- traditional and historic
- Design requirements/oversight
- more code restrictions to send builders elsewhere. Incentives to renovate rather than tearing down the beautiful homes in this neighborhood
- Regulate new housing size, make developers put in new sidewalks in front of all houses, consider affordability options.
- Houses that don't dwarf their neighbors
- low density
- less greed, more character, more trees.
- Single-Family Homes and small condo or apt complexes with friendly professionals and families
- Diverse design
- we need some affordable housing interspersed
- More constraints on builders (will help us keep what little diversity we still have, also wrt tree removal, too.)
- home owners
- Too big & too expensive on small lots!
- Affordable
- Better infill
- new houses are ok if they are not twice the size of their neighbors and if the builders actually follow the rules
- This will never happen...Stop the over-building of cheap apartment buildings that charge too much rent. They will be slums one day. Why not let single homes become duplexes? Encourage small multi-family rather than letting great big complexes be built.
- Slow down building,
- no tear-downs!
- unique, but integrated

- Reasonable size and not take up the whole lot
- Craftsman bungalow style, reduced in-fills by speculators, thoughtful placement of multi-family higher density housing; protect Single Family home values
- diverse in styles, size, and price
- Maintained yards
- smaller single family
- Smaller!
- Plentiful and reasonably sized
- Diversity of housing types and styles
- keeping character of neighborhood - homeowners needs first, builders desire for zero lot building second
- No more big ugly new houses.
- outlaw megamansions
- Preserve the original feel of the neighborhood, which we are losing!
- Limit single residence size, improved rental options
- being able to still afford taxes and live in my house
- please stop tearing down the original houses
- Encourage more multifamily and density
- quality construction
- limit teardowns, limit overbuilding, stay true to character
- single family should be dominant
- Continuity with character on neighborhood
- don't know
- Would like to see more affordable housing, but not large high density developments
- Preserve the beauty of the neighborhood
- Encourage denser single family housing in lieu of high density multifamily
- Property values grow but not due to teardowns and McMansion rebuilding driving up prices and property taxes. Affordable housing for middle class
- affordable housing for families, not just wealthy ones
- every new house does not need 6 bedrooms and 5 bathrooms.
- Keep housing as is within the neighborhood, but more compact and diverse (urban) along the commercial streets
- curtail/stop high-density housing
- Smaller houses that fit in
- One of the neighborhood's strengths is its unique historic charm
- Make developers responsible for size of home vs # of kids our schools can handle
- remodel, no new builds, stricter zoning
- no high rises
- compatibility and retaining tree canopy
- more diversity of prices
- preservation of the look and feel of the neighborhood
- r4 zoning
- Limit Home sizes
- lets not forget some affordable housing options
- Maintain character and history
- Stop beating u neighbors who want to remodel. Most of the new homes are being built because they dont have or want to go through the variance hoops.
- Keep a good mix like we have.
- More modesty in size. Traditional styles that fit the existing neighborhood.
- limit new apartment communities and keep single family homes to a reasonable size.
- Unique
- non-restrictive building codes
- no comment
- affordable and less intimidating and tacky
- Modernizing is good, but keep in style with neighborhood
- Zoning for smaller houses with more setback and trees requirements
- More architectural variety and more tree preservation
- affordable, mixed-income
- no McMansions
- Keep the old ones
- Historic preservation should be considered. Limit infill construction by size and design
- reasonable taxes
- Less rental housing
- single family that fit the existing lot
- diverse
- diverse and sometimes still historic, but limit apartments
- affordable for individuals & families that aren't rich
- Maintain lot size not allow lot splits
- size restrictions and style restrictions
- Required exterior maintenance
- keep original style
- homes well-kept and retaining character of their era, no McMansions
- single family housing moderately priced
- diverse price points
- New housing limited in density; provide some housing affordable for people who live in the neighborhood.
- new builds have requirements for neighborhood compatibility. better adherence by developers to tree ordinances
- Not too dense.





LOCAL BUSINESSES

- Support small businesses
- Less empty retail space
- More diversity and better parking.
- Vibrant
- unique, compelling, community oriented
- Keeping the neighborhood a nice place to live is the best way to help the businesses.
- Keep it local no chains
- Better choices
- Keep Alon's
- plentiful parking
- More small businesses
- better parking
- it would be nice to have a few more clothing boutiques, since we lost Chico's on N. Highland
- Free parking and easy road access
- Attract small diverse businesses (incl. fresh groceries) and not just clothing boutiques
- no paid parking, increased walker accessibility, bike accessibility, more restaurants, sidewalk patios to encourage neighbor interaction
- better restaurants that promote the Morningside Farmers' Market, more that serve as neighborhood gathering spots a la Alon's
- Adult sections in restaurants. Easy walking access.
- safety
- Schools
- Promoted
- quality food & reliable serviced restaurants
- Family friendly
- emphasize aesthetics and parking considerations rather than going into orbit over some moral outrage
- more involved in sustainability
- Easy and safe access for pedestrians and cyclists
- Encourage small, locally owned businesses, including book store.
- Unique, with sufficient parking so their patrons don't clog neighborhood streets for parking
- support local businesses that add to our neighborhood fabric
- Locally owned
- Serve local residents and visitors
- Great restaurants catering to our local population- child friendly, casual.
- establish a task force for recruiting cutting edge retail to the neighborhood
- more co-working spaces
- easy access to public transit
- Quality of goods & services; general appeal vs small niche appeal
- Establish stronger ties between the residents and the businesses through promotional activities.
- Need an upscale market like Savi. More restaurants.
- Support they are important to the fabric of the neighborhood
- Local / unique retailers
- Additional outdoor seating restaurants and bars
- That's are accessible for parking and useful for neighborhood
- easily accessible; small businesses; family friendly
- family friendly
- Less turnover
- I would love more restaurants
- Insure adequate access and encourage diversity and small businesses by limiting big box stores.
- what about a nice coffee shop or reasonable market? Somewhere like Candler Park Market would be ideal.
- parking space allocations need to be enforced.
- restaurants serving healthy food.
- Diverse options that know the neighborhood supports them
- Clean up Cheshire Bridge. Design like Inman Park.
- support them
- increase
- Love the variety & we support them.
- Convenient
- More local
- local, small business, NOT BIG BOX stores or restaurants
- More in town folks doing in town business. Keep it local.
- Mom and pop places
- locally owned, connected to community
- more restaurants
- Friendly, welcoming, fun, local, sustainable,
- diverse with a focus on serving the local neighborhoods
- More restaurants
- Improve the building sites for businesses and the parking
- more low priced food options - frozen yogure in ansley mall
- day to day rather than destination (i.e. grocery, hardware, etc)

- No chains
- Thriving
- Are able to thrive and connect to residents more
- vibrant and local shops and restaurants (no chains!)
- Mindful of tax burden
- Parking and access
- more eateries that have reasonably priced food
- keep them coming
- Have more space for business with parking, encourage businesses to move into the area, get more of a feel that you can also work and play in this area and not just live
- utility
- support
- are abundant and diverse in product and service offerings and competitive prices of goods/services
- more family oriented options, connected to beltline and transit
- more diversity
- don't know
- Would like it to be easier for independently owned businesses to stay open
- Encourage with reasonable rents
- walkable access- sidewalks
- variety, great food options
- More useful shops like grocery stores, sprouts is good example. Banks/naail salons/cleaners don't attract people to spend time in the business districts. Need place where people can spend time, restaurants, coffee shops etc
- Supported by community and keep safe from crime so they can prosper
- access; parking; loyalty
- More office and professional - not just retail
- offer more items for day-to-day living, i.e. small grocery, 5-and-dime stores that are in walking distance
- interesting places - good restaurants
- A thriving morningside village is vital
- Erase Park Atlanta and try to control rents in business areas.
- free parking, ample parking
- Neighborhood support, security, lighting
- greater diversity in offerings,
- Walkable
- More lighting on streets for safe walkability to local businesses
- thriving businesses with easy parking options (like the deck in Inman Quarter)
- thrive
- Community support - family friendly
- improve foot traffic to compete with PCM
- Walkable gathering places
- Keep th parking meters out of here.
- Again, a good mix with an emphasis on stores and restaurants.
- High quality restaurants and cafes. No chain stores / restaurants.
- keep retail space lease rates affordable and not have empty storefronts
- Misc
- no valets.
- less adult entertainment and more family friendly businesses
- More restaurants and shops
- frequented and accessible
- Kid friendly, ample parking
- Free or more efficient parking...how about validated parking?
- family focused
- locally-owned
- small shops
- stable rent and more diversity in businesses
- No big boxes
- encourage small shops with wide appeal, like Alons
- reasonable taxes
- More free street parking
- gathering places
- thriving
- cherished by neighbors and outsiders
- thrive with the support of the neighborhood
- restaurants
- Everything you need in walking distance; more stability in Morningside Village
- don't tear down and build back more multipurpose businesses/apartments. Use what is there. It's what gives us our charm.
- support local businesses by disallowing developers to take over small developments and making large developments such as what happened at Sprouts
- local
- limit businesses to those that don't draw from areas far away, and limit scale consistent with capacity of roads
- keep a lid on curfews, alcohol.

PARKS AND RECREATION

- Maintain parks, keep them safe and clean
- Clean and maintained, safe
- Maintain the existing parks.
- Maintenance
- Maintaining what we have. Resist and stop the so-called "connected trails" push, which will only degrade our neighborhood and impair our privacy and security if it succeeds.
 - more!
- Maintenance from the city needs improvement
- Neighborhood pool and bathrooms in parks
- Continue improving belt line and piedmont park
- Cleaner
- We're lucky duckies
- improved play structures on playgrounds/fence in play areas
- Safe, clean and no mosquitoes ! Bathrooms would be phenomenal.
- more greenspace
- Such a great asset already. Keep up the good work! I love Sidney Marcus, as well as easy access to Piedmont Park
- Support the South Fork and other natural areas - not big construction projects
- More parks and green space
- more recreation space for kids, neighborhood pool, safer walk/bike accessibility
- expand the parks and greenspaces, keep passive parks passive but enforce rules (no off leash dogs in Morningside Nature Preserve)
- Meticulously maintained and refreshed parks like Ansley Park
- maintenance of parks and morningside nature preserve.
- save the trees
- Connect the trails
- Important
- A park somewhere on N Highland!
- as many parks as possible / Swim & Tennis club? Maybe where current tennis courts are. great for kids and neighbors to build sense of community
- Refurbish and Renew
- OK
- preserved
- Better maintenance; keep dogs under control; teach dogwalkers to take the dog refuse to a public trash can or to their home; make nature preserve safe for single women
- better connectivity to Piedmont via Monroe road diet, ped islands, etc
- Obviously, improve Noble. Support trail along Ptree Crk. Get kids involved in both.
- clean, safe, protected, well maintained, ever expanding
- improved
- Expansion and maintenance and connection
- Expansion of piedmont park and botanical garden proposed by Kaseem reed at his last press conference- hooray! Beltline expansion behind Ansley mall
- create an exercise park
- investment in existing parks (Noble)
- easy access to all that Piedmont park offers
- More trash cans that are emptied often; occasional events geared toward adults (not families)
- Take advantage of the proposed Piedmont Park improvements by establishing intuitive, safe and convenient access.
- Need more Rec space for older kids. Can't find a flat spot to play basketball or play catch anywhere
- Public restrooms in all
- Omnipresent
- Continue development of the beltline and piedmont park
- Field and swimming pool
- maintain existing parks; add community swimming pool
- lots of green spaces
- Ongoing maintenance
- It is a shame that we have to go to other neighborhoods to go swimming. We have such an amazing community and could really benefit from a pool and a community center/pavillion
- Diversify options by building rec facility and pool. Connect trails between parks.
- Love our parks, keep them wild.
- Path maintenance through wilderness areas (not paved) continue developing Piedmont and Beltline.
- more of them.
- Well-maintained and inviting
- Pool
- keep them well maintains
- connect them via trails
- increase
- Atl Parks & Rec are not maintaining the parks along the rivers - trees fall & homeless camp. DANGEROUS & create a conduit for criminals.
- Kept up
- Clean them up
- green space to walk dogs, and for kids to run and play
- More green spaces. More mini or maxi dog parks. More trails.
- More green space
- maintenance and safety
- preserved and promoted
- more
- Beautiful, safe, welcoming, well-used!

- the heart of the neighborhood
- Make them all safe to access on foot and bike
- Great as they are!
- more street side retail in park locations
- maintained
- More more more
- Expanded
- Parks are maintained, trash removed regularly
- clean up, deal with the mud at Johnson NP
- expanded, maintained and safe for everyone (not homeless encampments)
- Support
- Community center and trail connectivity
- people keeping their dogs on leash and creating more dogs parks where dogs can run off leash
 - more
- Have more events and amenities in the north area of Piedmont Park near Monroe and Piedmont Ave - give people a reason to come up to Morningside
- swimming pool
- keep
- are renovated, clean and safe places for gathering
- pool, community center, pool, pool,
- more!
- don't know
- Preserve and improve what is here
- more 'small parks', jogging paths
- Community center; swimming pool for MLPA
- multiple parks and recreation space. large, inviting, available
- One of the best things about our area. Continued growth of green spaces and the belt line
- keep increasing greenspace. dream of beltline paths!
- better upkeep by City and residents
- More bike-ways between parks
- keep up/landscape our public spaces; dog area at some parks
- more green space - lots of trees
- We have great parks and they must be maintained
- Keep doing what you're doing.
- maintain greenspace
- recreational fields
- clean, safe, well lit
- critical to increase public maintenance & access to nature preserves & parks.
- Clean, safe
- IMPORTANT!
- exciting and well-attended neighborhood events
- continued upkeep
- Clean, safe
- our parks are the perk, keep them clean, safe and accessible
- safe, up to date, unique
- Safe for children to walk to
- Look fine
- We have a good mix now. Maintain it.
- Trails and bike lanes that connect the various nature preserves.
- maintain and keep clean-more trash recepticles
- Maintain or grow
- off-leash dog hours.
- more parks
- More playgrounds
- accessible to children and youg people for free play
- Dog park
- playground equipment and hiking trails with places to play water (South Fork Conservancy)
- Better maintained parks
- family focused
- connectivity, greenway
- better upkeep and beautification
- playing fields and recreation areas
- Freshin up park spaces
- maintain parks for safety for adults and children
- well maintained areas
- Maintain Morningside Conservatory
- accessible and well maintained
- center of community
- maintained and loved
- the best neighborhood to ride your bike
- Keep moving forward with trail connections.
- maintain and local dog park
- A beautified entry to Morningside (and not ugly Smith Fountain); extended beltline and Piedmont Park expansion
- good as they are; maintain present ones
- safe, clean, and accessible
- Preserve urban forest corridors without any trail; allow some trail access where appropriate; preserve parks and nature preserves; enforce leash law.
- more trails, better maintenance



OTHER VISION STATEMENT IDEAS

- Maintain public safety, school quality and green spaces
- Better lighting for dark streets.
- Preservation
- Recognizing that we have a great neighborhood and resisting the impulse to indulge the views of activists to try to "improve" it. I have in mind especially: (1) The push from outside groups to install trails through the forests and floodplain areas that make up the back yards of many of our homes. Foot traffic across our properties that we do not want or need. (2) Eliminating automobile lanes to devote to bike lanes and such, which will only exacerbate the growing traffic problems that constitute the greatest threat to the future of our neighborhood.
- Eliminate gas leaf blowers
- new sidewalks on roads that don't have them.
- We live in the best neighborhood I can imagine (although I know some Anselmy Park snobs who think they are better)
- Fight crime - stop car break ins and theft/burglary
- More bike paths
- address property tax inequities (compared to other neighborhoods)
- Morningside is at a crossroads where we can determine if we preserve the nature of the neighborhood or become Alpharetta in Midtown--I feel strongly that we need to preserve what attracted us all to Morningside.
- Enforce utilities to bury all powerlines and wires. Control tree removals by builders. Enforce replacement of tree canopy.
- Bury all power lines.
- Attract business / restaurants to make Morningside a destination
- Ask Emory Cliff bus to have a bus stop at their parking lot on Johnson Rd. Buses leave from there but no one can get a ride from there. I asked and was told by a driver that I was the 4th person to ask the same question.
- teach residents and nannies to use sidewalks and not roads for walking, especially for baby strollers
- Rezone Morningside Elementary asap to reduce student population and associated pressures on the building and the faculty.
- Fix sidewalks
- Investment in local schools
- walking trails
- Consider housing options that encourage more economic diversity.
- protect the tree canopy!!!
- get Lenox Rd paved
- APD Police, MLPA Security Patrol are invisible & useless!
- Community
- fewer commercial trucks that destroy the grass and sidewalks
- bike racks
- need a neighborhood swimming pool (look at garden hills as an example)
- Bike
- More schools
- Speeding cars affects so many things.
- stormwater runoff from homes, universities, businesses should be contained in reservoirs alongside the buildings
- Improve safety. Get rid of Crime!
- preserve this area. It is not a new Alpharetta. If you want a huge house go back to the suburbs please
- community/senior center, repair and maintain
- SAFE - CHeshire bridge needs to be cleaned up there is so much great real estate there that can be used for parks or local businesses
- Cleanup peachtree Creek branch and othe streams in the neighborhood
- Vision includes low to non existent crime
- We are in the center of a city finally growing inward. Be smart about it, but embrace it.
- More local police presence and getting car break in thugs off our streets.
- concern about wildlife activity now that we are encroaching on their lands.
- Seek broader community outreach.
- Pedestrian and bike friendly
- no overdevelopment
- safe
- keep bulbout traffic calming measures to a minimum and enforce speeds with police monitoring.
- reduce crime/theft.
- Cheshire Bridge Revamp
- Timed traffic lights and more stop signs. TREES (I'm missing the big oaks)
- better care of the streets
- a dog park
- reduce current crimes, car break-ins, mail and package thefts, armed robberies
- charming
- our schools and traffic-heavy commuter streets are bursting at the seams
- did I mention bike lanes?
- Trails around neighborhood that connect other neighborhoods
- Roads need improvement, new street signs, bikers need to obey traffic rules
- dog park would help keep dogs from running off lease on trails
-

CORRIDOR VISION PRINCIPLES MONROE DRIVE

- DECLINE the Fuqua complex on Monroe and 10th Street. Expand the park and make the intersection more pedestrian friendly
- Access to Piedmont Park
- They need to moderate their height when adjacent to single family homes.
- Preservation of single family housing stock
- How to keep traffic moving more smoothly
- safety for pedestrians and cyclists who are crossing into the expanding greenspace (beltline/Piedmont Park)
- Address safety at Monroe/10th intersection with innovative ideas
- More pedestrian friendly
- bus rapid transit stops
- Smart street / streetscape work, left turn lanes
- Slower traffic
- Traffic congestion cannot be allowed to worsen
- highly visible and raised crosswalks
- Businesses that cater to Park visitors
- fix 10th/ Piedmont pedestrian crossing and turn lanes
- No "no right turn" or "no left turn" signs, please!
- Greater traffic throughput - this is an important major arterial road
- A safe bicycle path separate from car lanes that connects to 10th street and beltline bike paths
- road diet, walkability/bikeability
- Ensure that development doesn't overwhelm the neighborhood with cut through traffic
- Structured parking that does not face the street and trees along the street front
- Ability to accommodate extra traffic
- New curbs and sidewalks. Brick Sidewalks. Add tree canopy. Marked and raised crosswalks. KEEP 4 traffic lanes.
- Center turn lanes work well. Monroe is narrow for 4 lanes.
- Pedestrian access to the park/beltline and traffic calming
- Low density Monroe can handle materially more cars than it already does
- Bike lanes and better sidewalks
- kill that stupid multi use at 10th and Monroe. Somebody somewhere thinks to bottleneck intersection on purpose will expose the rest of the neighborhood to WAVES, si what,
- tramway, eco-friendly,
- put utilities underground; safe pedestrian and cyclist access; improve pedestrian safety at Anselmy Mall
- road diet please, no more high-density dwellings along Monroe abutting Piedmont
- set back the developments; don't have more "mixed used" space than can be accommodated (so much of the first floor is often empty)
- not sure
- Sufficient on-site parking and easy access to amenities that doesn't impede traffic on Monroe and Piedmont
- Pot holes need to be fixed
- Bike lanes, light rail, no box stores
- Keep businesses small mom and pop
- Turning lanes. No more high density residential or high rises of any kind (hotel or multi-use shopping and residential)
- traffic cameras to control speeding
- a walkable, bike able, transit-friendly boulevard where new construction invites walkers and bikers above cars
- Signage & landscaping are set away from the curb to improve line of sight at intersections and driveways
- Median
- Wider sidewalks and separation from high speed traffic .
- Crosswalks
- Better sidewalks and crosswalks. Not in support of any measure that would cause traffic to back up and go through the neighborhood.
- Improved traffic flow and pedestrian safety
- Better intersections and timed lights for traffic flow.
- Safety is walkers. Less congestion so avoid overbuilding
- traffic plan; accessible public transportation
- don't add any traffic no dense development on monroe
- Traffic calming
- DO NOT REDUCE TO SINGLE LANE
- Left turn accidents need to be addressed
- slow traffic down and more co
- Adequate parking
- Traffic/speed calming
- less traffic
- slow traffic, reduce volume (if Possible) Create a pedestrian and a biking corridor
- halt development on most of this road, concentrate on Anselmy Mall and existing development at Midtown Promenade / Connection
- traffic/speed control. more tree's and character in building style.

CORRIDOR VISION PRINCIPLES
MONROE DRIVE (Continued)

PUBLIC FORUM #1
 RAW COMMENTS

Appendix

- Lights should be synced to keep traffic moving (esp. between 8th and 10th). The beltline crossing at 10th should be made into an over- or underpass. Limit high-density growth.
- traffic calming
- turn lane
- Traffic calming!
- Alternative transportation
- Traffic control and green space
- safer walking and biking routes to get to businesses
- Bury power lines, plant more trees, keep the buildings back from the road, one day we will need more lanes!
- Remember all of the new student drivers from Grady who use this road
- bike racks
- Traffic Safety
- NO FUQUA DEVELOPMENTS. also must integrate with beltline light rail transportation
- Must include traffic calming plans and walkability/bikeability
- No diet as we need more lanes as it is. No commercial development of multifamily housing
- traffic circle or something - people speed through lights and make turns without paying attention to pedestrians
- More town homes
- road diet will help as would bikelanes
- Bike lanes
- more neighborhood bars and restaurants
- Better sidewalks, Road striping, clear park entry , consistent lighting
- traffic realities - the city is already at a standstill during rush hours...can't imagine it being any better with more development
- run a busline down this street
- No more commercial development
- stop signs at every intersection (yes, every intersection) and a light at 10th street that allows pedestrians and bicyclists to cross at any angle that works
- too many pot holes
- Do not choke Monroe in hopes of making traffic better
- Bike lanes, calm traffic, reduce by one lane and add turning lane
- Piedmont Park access
- increase set-backs from street, widen sidewalks
- better crosswalks and bike lanes, no more apartments
- Better traffic
- No new development at 10th and Monroe. Too busy already
- Condition of the street especially curb lane heading south on Monroe from Piedmont
- ability to move more cars
- No surface lots, businesses accessible from sidewalk/street. . Include bike paths/ racks
- Handle cars, pedestrians and bikes effectively and safely.
- Beltline access to Piedmont Park that doesn't disrupt traffic/risk pedestrians
- no more than 5 stories high
- Mid rise housing/businesses against the street. Pedestrian entries
- Ditch the Monroe Diet--it will only force more speeding cars through our neighborhood
- slow speed on this busy corridor- traffic calming
- Access to expanded piedmont park
- ANYTHING better for pedestrians and cyclists. It's a race track and dangerous
- traffic planning, sufficient parking
- no high rise living
- Small food markets
- traffic calming
- Enforce speed limits, left turning signals every light
- pedestrian access to cross monroe (possibly raised bridges or underground walkways)
- traffic management
- Increasing cut through traffic into the neighborhoods, caused through use of GPS apps
- road was not designed for traffic and speed so we need traffic calming
- Sheltered from traffic; improved aesthetics
- More pedestrian crossings as well as intersections with traffic lights.
- bike lanes
- Focus on ability to bike and walk. Keep trees and add more.
- no road diet!
- More walking options
- more lanes to keep traffic out of MLP
- increased walkability consider something like Mexico City's metro bus on principal city roads
- More controlled crosswalks with pedestrian lights
- Wats to deal with increase in traffic due to new developments
- Timed traffic lights, fewer thorough fares for fast traffic.
- Better signage, paving, lighting, sidewalks, and some traffic calming measures short of loss of lanes
- traffic volume
- bike lanes
- trees, attractive two story only buildings
- integrating beltline to neighborhood
- Safe sidewalks, bike paths
- Already too much traffic and now they want to add more development at 10th street. Someone has lost their mind!

- Think about increased truck traffic and the best way to handle it.
- Adequate parking
- Slow the traffic, limit non-cars to certain hours.
- sidewalks, turn lanes at intersections
- The Beltline development is both terrific and terrifying
- better transit options
- No apartments
- mixed use; no more self-storage;
- Reduced lanes + turn lane down Monroe
- traffic and infrastructure should be considered
- Urban-planner-led building appropriate for city - less suburban style development
- Speed bumps, bike lanes, make driving on these roads miserable so people find alternate ways to travel
- none south of Ansley Mall, none between E. Rock Springs and N. Morningside. limit businesses to scale consistent with capacity of roads and to limit impact on neighboring houses and streets..
- traffic management
- Does not need to be 2 lanes only.

PIEDMONT AVENUE

- No more strip clubs/sex shops or apartments please
- Fewer adult entertainment businesses
- Moderate the building height for a better transition to single family homes.
- height transition to single family residences
- Ditto
- preserve the restaurants/bars
- innovative ideas for traffic relief. Make sure city is addressing impact on schools with multi-family housing
- Fix the giant hole in the road right past Gino's
- bus rapid transit stops
- Great traffic lights for us to get in and out of the neighborhood smoothly.
- Slower traffic. Better business choices
- Traffic congestion cannot be allowed to worsen
- improved sidewalks
- Better traffic flow, more family restaurants
- no apt buildings
- Repair potholes, especially on sidewalk sides of road. Also, a horrible pothole/ drain has been damaging cars for years at the intersection of Monroe at Wells Fargo and stop light into Ansley Mall
- Support increased traffic throughput
- A safe bicycle path separate from car lanes that connects to Monroe and midtown bike paths
- better sidewalks, bikelanes, encourage walkability but also require management of vehicle access
- I oppose Mayor Reed's plan to convert the corner of Piedmont and Monroe to parkland, we don't need anymore storage facilities or grocery stores, more live music or music lesson places would be welcome
- Structured parking that does not face the street and trees along the street front
- same
- Coordinate and Improve traffic lights. Marked and raised crosswalks. Enforce minimum sidewalk width especially by Piedmont Driving Club. Add tree canopy.
- Don't know. Street lamps are beautiful in retail areas
- traffic solution
- N/A
- Reasonable off street parking facilities
- mindfulness of high density developments. TRAFFIC
- Less adult entertainment/ nice center median with planting&€™s similar to Peachtree rd in buckhead
- no hope for Piedmont Avenue. The Sprouts Development has fallend like a mastif dropping on the entire area.
- tramway, eco-friendly, parking
- put utilities underground; safe pedestrian and cyclist access
- bike lanes please, road diet hopefully
- set back so there is green space in front of store; safe by bikes
- not sure
- Increased traffic considerations; removal of cut-through traffic options in our neighborhood.
- Bike lanes, light rail, no box stores
- Small businesses with more restaurants
- Turning lanes. No more high density residential or high rises of any kind (hotel or multi-use shopping and residential)
- traffic cameras to catch speeding and red light offenders
- responsible changes that do not increase traffic congestion and provide an appropriate entree to Piedmont park
- Wider sidewalks and separation from high speed traffic.
- Make two way to help take the pressure off Monroe.
- Improved traffic flow and pedestrian safety
- Improved walk-ability and integration with public transit
- eliminate adult entertainment; traffic plan; accessible public transportation
- make two way all the way south
- Fewer strip malls
- Speed and congestion reduction
- more small business friendly
- Maintain relationship to scale of existing small buildings.
- Traffic backup at E Rock Springs
- turning lane
- turn lanes
- Open two way traffic at least to 10th street.



- healthy restaurants
- add a MARTA station. Increase small, local business.
- isn't awful. the left turn arrow onto Monroe Circle was a long time coming.
- turn lane
- Traffic Calming! Bike paths consistently.
- Bike lanes, sidewalks
- Same as Monroe
- Bury power lines, plant more trees, keep the buildings back from the road, one day we will need more lanes!
- bike racks
- reduce traffic congestion at the end of the work day
- NO FUQUA DEVELOPMENTS. also, any "destination" development should be integrated with MARTA to limit car impact.
- Ditto from above, and no more adult businesses
- No more multifamily housing development. We cannot handle the traffic.
- same
- less residential--more business
- Bike lanes
- more neighborhood bars and restaurants
- Improve intersection of oiedmont and Monroe with better striping and street trees or shade of some of some type. Also a more clear pedestrian entrance and path through Ansley mall parking lot
- traffic realities!
- run a busline down this street
- Ensure that we are not overbuilding for the capacity of the road to handle
- Limited development
- this will really change with the Botanical Gardens new plans (a/k/a City of Atlanta's new plans) for the intersection at Monroe
- same as above
- Reduce congestion
- traffic easing
- increase set-backs from street, widen sidewalks
- better traffic flow management, no more apartments
- More restuarants
- don't know
- Not much that can be done given the lack of development especially between Cheshire Bridge and Monroe. No more multi unit housing
- prepare to move more cars. traffic planning. ridiculous the lack of planning that city of atl is doing regarding development
- No surface lots, businesses accessible from sidewalk/street. Do not tear down old business buildings at intersection of monroe and piedmont. Integrate them into new higher densit development instead. . Include bike paths/racks
- Handle additional traffic with a plan
- same
- Mid rise housing/businesses against the street. Pedestrian entries.
- take down billboards and don't allow vacated buildings to stand until sold
- Strict measures for ingress/egress/parking to avoid traffic apocalypse
- See above.
- traffic planning, sufficient parking
- traffic circle at Morningside and Piedmont
- traffic management and better parking
- Increasing cut through traffic into the neighborhoods, caused through use of GPS apps
- cross walks are a nightmare, dangerous to use and the road just is not prepared for the amount of traffic
- Less concrete parking lots
- Traffic volume considerations
- More pedestrian crossings.
- bike lanes
- Focus on ability to bike and walk. Keep trees and add more.
- timing on traffic signals should be corrected.
- More residential
- more lanes to keep traffic out of MLP
- same as above
- reduce turning problems
- Same
- Same as above.
- Light rail should be here - downtown to Buckhead. Itâ€™s a natural path with potential for widespread usage
- traffic volume
- bike lanes
- trees, attractive two story only buildings
- reduce numbers apartments/condos
- Safe sidewalks, bike path
- I reserve comment on development of Piedmont at the Park. We will see what it does to the traffic. I think it will hurt the Atlanta Botanical Garden access. The development between N. Rock Springs and Cheshire Bridge is a disaster in my opinion.
- Better cross walks.
- Less adult businesses
- Timing of lights, limit non cars to certain hours

- protected bike lanes linked to Beltline
- A bad idea to build multi-housing near Monroe once Cowtippers is torn down?
- better transit options
- no apartments
- mixed use; no more self-storage;
- traffic and infrastructure should be considered
- Urban-planner-led building appropriate for city - less suburban style development
- Same as monroe
- limit businesses to scale consistent with capacity of roads
- traffic management, light rail

CHESHIRE BRIDGE ROAD

- Same as above. Help the homeless find housing.
- Remove bars/clubs, add housing
- Building height and street scapes or landscaping and sidewalks.
- support making the areas safer, slower and more walkable
- Ditto
- preserve greenspace to the extent possible. link to other pathways- belt line/ buckhead
- LOTS of beautification. Address traffic especially between Woodland & 85. The cut-through streets will get a lot more traffic as CB is developed (Wellbourne, Windemere)
- Less strip clubs/sex shops
- more housing nearby--that will change the business mix
- Allow density even if townhouses and apts so that land values are enhanced which could eventually get a few strip clubs to sell out.
- Slower traffic. Better business choices
- Traffic congestion cannot be allowed to worsen
- plentiful parking
- No more strip clubs!!! More it downtown please.
- Need greenspace
- Not a problem
- Potentially a good area for apartments and mixed use development - nice buffer for Peachtree Creek and Morningside Preserve
- A safe bicycle path separate from car lanes that connects to Piedmont and Lenox Rd bike paths
- needs a street plan that includes turn lanes, pedestrian crossings, and improved walkability. Also need a new school! And recreation spaces!
- Clean it up--get rid of the porn shops and strip clubs
- Structured parking that does not face the street and trees along the street front
- Add tree canopy. Continue cast iron street lights. Widen sidewalks. Marked and raised crosswalks.
- Beautify that nasty Place. Center island like Lanier would be amazing.
- crack down on illegal activity
- N/A
- Middle two direction turn lane to facilitate turning into and out of establishments
- mindfulness of high density developments...TRAFFIC... also seen a large uptick in people on drugs or dealing with some sort of mental illness. Many seem to be around a boarded up building on Cheshire bridge
- Less adult entertainment
- If all the monstrous aptment complexes fall within the zoning requirements the, well, the zoning requirements suck.
- tramway, eco-friendly, parking, anti-speed bump
- put utilities underground; safe pedestrian and cyclist access
- bike lanes, road diet as well.
- get rid of businesses based on sex
- discourage strip joints, but not sure how.
- Sufficient traffic signaling to allow traffic movement from side streets.
- Bike lanes, light rail, no box stores
- Fewer large scale developments. More shops and restaurants
- Turning lanes. No more high density residential or high rises of any kind (hotel or multi-use shopping and residential). Rezone kids out of grady cluster schools.
- maintain diversity in businesses
- Its obvious
- family-friendly development that connects the neighborhood to public transit
- Consistency of development quality and streetscape standards.
- Clean up
- More than storage and adult businesses
- Improved business corridor
- Need divider so turning only in specified lanes
- eliminate adult entertainment; traffic plan; accessible public transportation
- more good restaurants get rid of strip clubs
- Improved streetscape
- RE-DEVELOP
- Need more "wholesome" businesses
- more family friendly zoning and street scaping
- Maintain some diversity
- Turn lanes

Morningside Park Association Master Plan
CORRIDOR VISION PRINCIPLES
CHESHIRE BRIDGE ROAD (Continued)

PUBLIC FORUM #1
 RAW COMMENTS

Appendix

- Opportunity is here, enforce codes, plan for bikes & pedestrians.
- less seedy places, more healthy food options.
- Keep it weird and wonderful. Limit/end high-density development (apartments and condos)
- Get rid of the garbage, drugs, "spas" etc. Walkable design. Quit building apartments.
- don't overdevelop.
- restaurants & shops
- Traffic Calming & control of daily crime at Lenox & Cheshire
- No cut through
- Bye bye sex shops
- Bury power lines, plant more trees, keep the buildings back from the road...one day we will need more lanes!
- zoning to not include 'adult entertainment'
- get rid of strip clubs
- bike racks
- Removal of strip clubs, head shops and undesirable businesses and replacement with restaurants, local specialty groceries and other neighborhood friendly establishments
- NO FUQUA DEVELOPMENTS. Also, expand nature preserve (potentially adding a neighborhood swimming pool down where the GA Power land is)
- No more adult businesses
- No more multifamily housing development. We cannot handle the traffic.
- unsure -
- keep cleaning it up.
- Bike lanes
- Less "adult" friendly
- Sidewalks, signage but less billboards
- get rid of the adult entertainment industry on Cheshire and the crime it brings with it - hopefully this will happen naturally as the area becomes more developed
- no sex shops
- Ensure that we are not overbuilding for the capacity of the road to handle
- Better development
- traffic calming
- less non-desirable businesses
- Do not over develop with housing
- beatification
- increase set-backs from street, widen sidewalks
- need mixed use here to start to develop Cheshire as a benefit to the morningside community versus a detractor - maybe even the new restaurant destination / corridor
- a school, get rid of the adult stores, don't put in apartments,
- less condos
- Needs to be cleaned up
- No more bars, strip clubs, porn shops, etc.
- Repair the holes along the the curb lanes. Again more multi unit housing is being added with no consideration to the traffic bottlenecks that already exist on Cheshire Bridge Rd
- Commercial affordability to retain its character. Smart growth.
- Need traffic planning.
- No surface lots/businesses accessible from sidewalk/street. Don't drive away the restaurants and bars. Keep the area vibrant, but more pedestrian/bicycle friendly. Include bike paths/racks. Ok to get rid of strip clubs.
- Don't need so many apartments that will put more cars on congested roads. Keep some of the restaurants instead of running them out to develop apartments.
- same
- Mid rise as noted above, but with development at future Marta for Clifton Corridor.
- clean up the adult stores
- Clean up and close down sketchy places
- Measures/strategies for reducing criminal activity
- traffic planning, sufficient parking
- Same
- bike lanes
- Reduced adult themed stores/services
- ball fields, community swimming pool, safety
- unique shopping destination; not as sterile as e.g. lindbergh
- Increasing cut through traffic into the neighborhoods, caused through use of GPS apps
- force the xxx stores and business out, make more attractive
- Keep it weird
- Traffic volume considerations
- Do not attempt to gentrify it. It's a commercial street with many long-time businesses that should be allowed to continue in operation. It adds flavor to the community.
- bike lands and street scaping
- Focus on ability to bike and walk. Keep trees and add more.
- timing for lights at piedmont is messed up and contributes to cheshire bridge being backed up
- Less sex
- more lanes to keep traffic out of MLP
- Less adult entertainment, total revamp but maintain retro feel
- more cross walks?
- Limited number of cars, or improve roads to handle more traffic
- This area is looking much better, but the population density will be a concern for increased traffic. Again...more trees!
- Light rail should be here
- traffic volume

- bike lanes
- trees, attractive two story only buildings
- better businesses that don't cater to sex industry
- Safe sidewalks(it's better than Piedmont or monroe's) don't loose any more trees
- Get rid of adult entertainment and recognize any development near the nature preserve will have consequences
- Better cross walks.
- Consider the traffic all the new development is going to put on Cheshire Bridge- need turn-in lanes and 4way stops to accommodate so many more cars.
- Remove more of adult businesses
- Side walks, trees, street appeal
- protected bike lanes linked to Piedmont Ave
- Time for the adult establishments to go
- better transit options
- No strip clubs
- no aprtments
- mixed use; no more self-storage; get rid of the trashy establishments
- traffic and infrastructure should be considered
- Urban-planner-led building appropriate for city - less suburban style development
- Reduce to 2 lanes with parking on each side.
- limit businesses to scale consistent with capacity of roads; eliminate adult establishments when legally possible; prevent traffic impact on neighborhood streets.;
- traffic management, get rid of the girl bar businesses.

PICK UP TO FOUR OF YOUR FAVORITE TRAFFIC CALMING APPLICATIONS.

- Raised and Textured Intersection : 62
- Neckdown with Trees : 37
- Pedestrian Refuge : 89
- Median Island : 52
- Neckdown & Mini Traffic Circle : 43
- Choker : 38
- Bike Boulevard : 76
- Painted Intersection : 35
- Painted and Raised Crosswalk : 84
- Mini Traffic Circle : 113

Online Email Input

Public infrastructure maintenance
 Road surfaces not maintained, many longstanding pot holes not fixed, curbing collapses throughout the neighborhood. There is much routine maintenance that needs catching-up on. Potholes, curbs, etc. represent a traffic safety issue. Lenox Road is especially prone, Cheshire Bridge Road, as well as Johnson, but the issue is widespread.

Zoning
 Maintain the focus of MLP as a single family residential neighborhood. It is rare in-town and is under threat. Address the zoning issue at Morningside Village to preclude it from becoming a high rise development. Preclude multi-unit apartment rentals. Proactively address zoning status of Zonolite and Sage Hill should they come in to the neighborhood as a consequence of annexation of Emory. Prevent border incursion of rezoned commercial. Address frequency of Zoning Review Board overturning neighborhood decisions, especially when the ZRB contravenes its own guidelines. If Zonolite comes in to neighborhood, ensure it has a protected status.

Traffic
 Actually use evidence-based decision making, not bromides, spin and faddish ideas. Show evidence for objective effectiveness before recommending anything. Address Monroe congestion and neighborhood access at rush hour issues. Address WAZE redirecting through traffic into a residential neighborhood. Address speeding everywhere but especially on Lenox and Johnson. Do not sacrifice vehicular efficiency for the sake of bicycle lanes. Accommodate where practical but do not infringe on the primary means of transportation, the car. Decline any development permits within the neighborhood and contest any adjacent to the neighborhood which do not have enforced investments to mitigate traffic congestion arising from the development.

Security
 MLP has strikingly limited ingress and egress from a traffic perspective which markedly reduces crime. Keep it that way. Residential neighborhood crime is a function of increased non-residential transit of a territory and increased non-residential circulation within a territory. Increase security vis-a-vis property crime (porch theft, vehicle break-ins and auto theft). Security cameras, license plate readers, more APD patrols, etc. Address urban campers, especially in Morningside Nature Preserve and Johnson Taylor Preserve. I-85 collapse was an excellent example of the expensive price of urban camping. Address the lack of facilities for housing and treatment of the mentally ill. No point in restoring public property (see Smith Park example) only to have it immediately defaced by mentally ill. APD has nowhere to send these people and the City is not providing any facilities. Get the facilities so that neighborhood improvements are not immediately destroyed.



Parks

Ordinance of off-leash dogs. Environmentally destructive. Dangerous to the elderly and the young (and occasionally others). The ordinance exists but is flaunted.
Provide signs directing people to the area dog-parks.
Engage City of Atlanta Parks to be more participatory. They have an inclination to pursue their own agendas independent of the facts and of neighborhood desires.
Reduce use of graveling in nature preserves.
Clarify responsibilities and accountability between Park Pride and CoA Parks. Too much confusion and absence of transparency and accountability.
Complete boundary surveys of all parks and greenspaces in MLP to help curb developer encroachment.
Initiate a structured program of invasives removal.
Engage Katherine Kolb and EcoAddendum for an informed master greenspace plan.
Create a masterplan of portfolio of specialized parks - Recreational parks (tennis courts, playground structures, etc.) dog parks, nature preserves, walking trails.
Continue the current policy of avoiding the crime, environmental destruction, and costs associated with the connected trails initiative undertaken elsewhere.

Environment

Address the absence of enforcement of tree regulations,
Raise the financial penalties for illicit tree cutting. Tree cover is being destroyed because developers find it easy to cut and incorporate the low cost of penalty.
Watershed management - address flooding. Lenox Road but elsewhere as well.
Increase transparency of Watershed Management workplans in the neighborhood, particularly where it impacts greenspaces.

Quality of Life

Address noise complaints. Work projects early in the morning. Emory (in the past)
Pedestrian off-leash dogs.
Adequate barrier between pedestrians and traffic.

Schools

Morningside Elementary crowding
Inman and Grady performance,
Property Values and Taxes
What happens with annexation?,
High water bills
Investigate rising property values forcing out fixed income residents

Governance

Address developer circumvention of regulations
Require statements of interest from advocates and governance participants.
Donations, ownerships of property, partnerships with third-parties. Too often, decisions seem to be made in the dark and with the intention of serving particular interests rather than the common good.
Address non-neighborhood advocacy groups attempting to force initiatives not otherwise supported in the neighborhood. Awareness

Ensure follow-up of public meetings with action tracking. It is difficult for neighbors to spend time on civic engagement if there is no visible result from that engagement.

Enforce evidence-based decision-making over influence, relationships, and non-transparent networks.

My basic pain points/frustrations are more development at 10th and Monroe. I love the belt line and Piedmont Park. The traffic congestion is ridiculous. No more building of apartment complexes or storage spaces!!! I also wish I could veto any plans to demolish the complex at Monroe and Piedmont. Maybe move Hobnob? I hear plans about it becoming all Piedmont Park and I don't want that at all! I would love to add more restaurants to Ansley Mall. But that maybe is beyond the scope of this survey.

- Great long-term vision for neighborhood w/ connected theme
- Love Bike/Ped Idea
- This is complete idocy! Where is all this traffic going to go??
- I disagree. Great traffic calming ideas. Thank you!!
- I disagree
- MLPA should encourage the connection of the pedestrian trails
- I agree
- Yes
- Busses not rail on the Clifton Corridor
- I love this +6
- We have to start somewhere. If not now, when?

SOUTH FORK TRAIL

- Connect MNP, Zonolite & D. Johnson Nature Preserve
- Great!
- No +1
- Fantastic! +1
- No! Neighborhood has rejected 7 times in 5 years at 4:1 opposition +1
- Not true
- No! Neighborhood has other plans for this old growth forest. Could accomplish transit objective by putting sidewalks on Braircliff
- Yes, yes, yes!
- Canoe Launch @ D. Johnson Nature Preserve
- Yes!
- Please implement South Fork Trail! Great Idea and Park Space
- We need South Fork Trail connected through Daniel Johnson Nature Preserve > Zonolite > M'side Nature Preserve that is city of ATL property + should be accessible to all. The affected homeowners should not be blocking that connectivity!

- Pride in your neighborhood via signage is cool +1
- Can we use the land under or between the power lines?
- The areas near MES would benefit – it is currently unsafe to walk + bike! Good for school traffic.
- Very true. Bike/ped safety near MES needs some help.
- If you want to ride a bike in the street go to the beach in Florida.
- Move access to Piedmont Park crossing Monroe in more locations w/ light.
- Yes. Safe, well-defined bike/walking paths.

BRANDING

- Good idea +2
- Love branding opportunity +5
- what a great way to differentiate and communicate
- Branding in keeping with neighborhood style. No bright colors or odd designs. Perhaps use the logo.
- I love the branding idea and creating a specific theme around bike/ped network - it creates a sense of belonging and liveability! The bike path as indicated is a great idea and better connects our neighborhood via bike/ped to all these great locations around us
- I love the idea of the branding for Morningside. Great way to bring neighborhood together, create a sense of community, etc. We are also uniquely positioned to be a ped/bike friendly area with connections to so many existing and future features. I could even see further build out of the bike paths!
- I love the colorful branding in the street.
- Branding is least important/unnecessary
- Wonderful idea. I am in full support of this with signage to brand our neighborhood and the pathways.
- Great Idea! I like the on street painting and branding.
- Like the idea of branding as long as costs don't take funds away from safety options
- I don't believe branding of Bike/Ped Network would be beneficial, as this requires maintenance and can be expensive to maintain. It's difficult enough getting city to fix pot holes so I'm sure these markings would be messed up pretty quickly. +1
- No branding! Design consultants love it, but it is not practical from a maintenance standpoint.
- Should be neighborhood specific--not merely beautifying the neighborhood. Bike/Ped network a great thing, but make sure to really include Peds where possible.

- Yes to road diet

(PICTURE OF PAINTED CROSSWALK)

- Love this
- Tacky
- Not really
- I feel like this shouldn't be something allocated tax dollars will be used on. At the first meeting Portland was used as an example for these, originally in Portland the neighbors got together and painted the streets themselves. If there is interest for people on the street to paint their street with something it'd be better if the residents got a permit themselves and painted the roads instead of using tax dollars.

ESTABLISH BIKE SHARE STATIONS AT COMMERCIAL DISTRICTS

- Yes!
- Bike rental in commercial districts
- Definitely support the bike stations (assume that is relay?). The painting etc seems unnecessary but if this goes through it needs it shouldn't be too off the wall
- Yes. Create a bike network within the neighborhood. This looks like a good start.
- Love bike-ped network. This is a must for a progressive neighborhood!
- Agree coordinated signage for bike pathways throughout the neighborhood

- North Highland Avenue and Johnson Road are major throughfares for traffic and completely appropriate for bike paths.
- Excited about safe lanes to bike. So many kids but no room for bikes on the roads. Great use of Cumberland. Keep off E.Rock Springs. Branding is less important to me than traffic flow and pedestrian/bike safety. Seems like added expense that could be applied to other safety areas. Having used the blue bike sharing that has been set up in the city, I would much rather see better bike paths and areas to park your bikes. The bike sharing is absurdly expensive and it doesn't encourage bike riding due to the expense. Focus on well-lit areas and bike racks.
- Concerned that North Highland is not wide enough to include a bike lane and traffic. This will result in more cars parking on side streets. Bad idea.
- Overall looks good. I'm concerned about the safety of colored cross-walks. Seems like a pedestrian with similar colored clothing could blend in too easily with the colored walk.
- We strongly support the idea of a bicycle/pedestrian network of trails. This part of Atlanta has many unused or underused spaces, often a result of geography and built infrastructure, such as railroads, that block natural connections. This makes for some nice secluded areas, and those may be valued especially by those who live in what they may regard as a private world. But it also cuts down on opportunities for connections between people and neighborhoods. We are well aware that there are some who oppose the idea that trails should be built to connect neighborhoods, and that at least some of those opinions arise from concerns about security and a desire to make access difficult for people they would rather not have around. We do understand that. But, we believe that we will all create better and safer neighborhoods, in every sense of those words, if more people spend more time out walking on sidewalks and trails or riding a bicycle on streets. To encourage that we need to invest time and money in making places well-traveled. By that we do NOT mean pushing road traffic through quiet neighborhoods. We DO mean making it feasible and attractive for people to travel on foot or by bike without going on main roads. For example, we live on West Sussex Road. We like to eat at Floataway on Zonolite. It would be great if we could walk along W. Sussex and Wildwood, down to Lenox and then along the South Fork to the Zonolite district, without getting into a car. Would that pedestrian traffic disturb some people whose houses and yards back up on to the creek? Perhaps, if they are concerned that means undesirable people will get access that way. But we don't think that is a necessary result if the project is well-designed, well-maintained and well-used. We have lived in large cities (one of us for all my life) but also live and spend time in wild country (wilderness is an over-used and inaccurate term) and mountains. We feel safe where there are people and we also feel safe in the wilds, because we know what is around us. It can be done, but one needs to have an open mind about the process and the desired result, and the dedication to follow through. Yes, it needs some resources, but less than one might imagine.
- Support! Make it classy
- Include stations for locking up bikes at commercial areas and parks for those riding their own bikes. Add water fountains near bike stations and bike lock-up areas.
- All well intentioned and appropriate, but should not be the focus of masterplan.
- I notice that everything in this hood is N/S and very little E/W routes. Have you done a network study to understand if these bike share stations would be used/ useful? What about the perceived traffic safety of those areas for the bike share? As for branding, other neighborhoods have very nice porch decorations that match. This might be better than painting the street because it will last longer and have more individual buy-in. The maps idea seems good.
- Love this!! So much better than street signage icons though down side is maintenance costs to repaint. I'd like to think that it provides traffic calming as well but I doubt it. Great example of a parking lot with painted graphics in Tel Aviv. I will send you.
- Nice but not a must have
- Love idea of having a bike-ped network in the neighborhood. As cyclist, suggest avoiding Pine Ridge -- it has a very steep hill and a blind curve. I avoid it for safety reasons. Better would be to go on Wildwood to traffic circle and then to Pelham.
- Unclear how any of this really viable given the new development/ heavy usage planned at corner of 10th and Monroe.branding won't help traffic disasters
- This is terribly ugly and wont work. Devalues homes and community.
- You should incorporate more street/sidewalk lighting along the bid/ped network since these will also have use after dark. This will help encourage people to use them.
- Too busy distraction for cars
- In general, this sounds nice, but I believe resources could best be spent elsewhere. (It's also kind of tacky looking.) The Bellline provides sufficient access for biking and walking; lets use neighborhood resources wisely.
- Love the alignment and branding--MLPWay is a great name and am looking forward to helping to promote it.
- I'm less interested in paint as it is temporary and possibly distracting. Supplementing and refreshing the existing signage would be a better use of funds.
- Adamantly oppose. These streets are not set up for additional bike lanes without adding congestion. Adding street paint symbols is just nonsense adding to confusion that creates additional hazards for accidents.
- Thanks for the opportunity to provide input. I do not think biking is realistic for commuting in and out of our neighborhood. We need rail transit. I do not like the branding idea. I think the painted crosswalks look tacky.
- The maintenance is incredibly to maintain artwork. There is a need to upkeep cross walk lines. This isn't happening today.
- Overall, like this concept...will create greater sense of community, like bike stations, just manage cost aspect, on-street paint looks vibrant when first done, but then fades and looks unkempt.
- I like bike share stations, but otherwise lets repaint the lines and pedestrian crossings on a more frequent basis.
- I like the idea of branding and special painted walks as long as they are sustainable. If the cost to maintain is to high then something more manageable would be better.



- I think that bike lanes also need to be on Lenox Rd. Many, many cyclists use that street daily. There is also a possibility that there will be a future rail stop at Lenox Rd by the nature preserve, connecting the bike route to public transport.
- Great idea! Fully support it.
- We already have neighborhood brick and limestone markers which are in keeping with the neighborhood. Additional branding is not necessary, nor will it look good as street patches and repairs are needed. We certainly do not need bird patterns which are distracting to drivers.
- I have some concerns about the bike/ped network. In an ideal world, biking everywhere would be great. However, I think many of these bike lanes (especially those on major thoroughfares) will cause more congestion for the handful of people who want to bike. The cost benefit analysis from a traffic standpoint is not worth it to me.
- Good to complete sidewalks for these routes, also bike lanes must provide safety and bikers need to follow traffic rules.
- Johnson needs One STOP sign to slow down HEAVY VEHICLES TRAVELING at HIGH SPEEDS. DANGEROUS for Bikers and walkers. Narrow the lanes
- I do not have a problem with the current alignment of the bike/ped network. How are you going to have a bike/pedestrian network along Pine Ridge Dr. when there are no sidewalks? I would like to see more sidewalks added to the neighborhood. Specifically, Berkshire Rd NE and Pine Ridge would be better suited to have sidewalks. I feel this would be a better use of money than creating a branding campaign. The branding campaign seems like it is a waste of money when we don't even have sidewalks in the entire neighborhood. Also, I am not a fan of the garish designs for the crosswalks - what a waste of money!
- It's hard to comment on any of these since I'm not really clear how they would be funded, but the painted streets would be a low priority for me, especially given that they will only look nice when freshly painted. Over time, the paint will wear and it won't look good.
- Signs are good as long as they reflect the character of the neighborhood. The street art is not appropriate for our neighborhood except may on Piedmont or Monroe.
- Looks good. Needs to have connection to potential light rail on Cheshire Bridge and connect to BeltLine access points on Montgomery Ferry and Piedmont Park/Ansley Mall.
- My primary concern is safer pedestrian crossings. That would make me more likely to walk. I also have to walk on high traffic roads (Johnson, N. Highland), so slowing traffic down and reducing distracted drivers would make me walk more as well. I love the large painted crosswalks. Children in Noble Park area are in the MES walk zone and the crosswalks are dangerous.
- like the idea of more walk & bike lanes. Traffic moves fast & bikers need protection
- I think it make sense to have a branding strategy and presents cohesion within the neighborhood
- Cool! How will
- Branding and increasing awareness of bikers, walkers and crosswalk is much needed. This is a safety issue, especially on roads like N Highland.
- Branding is a great idea, especially if it draws attention to cross walks. Just as important, however, is making sure that the areas where pedestrians wait to cross are visible to drivers (and not hidden behind greenery). Drivers can't know to stop, if they can't see the pedestrian waiting to cross. Further, branding on a street where you are not drawing attention to a pedestrian or bike area seems to simply add to driver distraction; I would not support that kind of branding.
- Like the branding. May be hard to maintain and/or fix in the future. Who pays for re-painting?
- AgreeA
- I think the branding is way too offensive and takes away from the beauty of the area - appears as graffiti
- I live on Beech Valley Rd near Johnson-Taylor Park, and i love this ideas of Bike-Pedestrian Network on my street with decorative signage on the ground.
- Like the
- I like the idea of very noticeable crosswalks for safety and they can be attractive too.
- Painted roadway look tacky
- I'd like to see an update to the vertical branding elements. I would be ok with limited use of decorative street painting for crosswalks as it is difficult to maintain over time. the branding of bike lanes would be great. Morningside is in desperate need of painting delineation.
- think this is fantastic and love the signage and branding.
- I'll only submit comments on the bike-ped network, as I'm a bike-commuter from a different neighborhood that uses Morningside as part of my route. For me, infrastructure is more important than signage. However, on-street designs like those above that might cause traffic to slow down is a welcome experiment.
- I don't think branding is important. Also, this survey is very difficult to read.
- this is no need for this along Cumberland east of N Highland and up to Johnson, via Beech Valley and Pasadena. It's overkill. Instead focus on Johnson road one to slow down speeding traffic there which is horrendous.
- I do not have a problem with the current alignment of the bike/ped network. How are you going to have a bike/pedestrian network along Pine Ridge Dr. when there are no sidewalks? I would like to see more sidewalks added to the neighborhood. Specifically, Berkshire Rd NE and Pine Ridge would be better suited to have sidewalks. I feel this would be a better use of money than creating a branding

campaign. The branding campaign seems like it is a waste of money when we don't even have sidewalks in the entire neighborhood.

- How can you have bike network on Cumberland if most of Cumberland is traffic circles? Cumberland not big enough for traffic circles for cars - where will bikes go?
- who pays for this? what happens if gets damaged and needs to be redone like in Midtown?
- Looks okay
- Good stuff
- This seems nice, but not a high priority.
- Looks like a great idea. What about connecting this to the future northeast beltline?
- Some of this just seems wasteful The one way diversion on Cumberland will increase traffic on Monroe. The chokers are an awful idea. Drive down Beverly and see how they have increased likelihood of accidents. Plus they had to be redone
- I'm not a biker, but I like the idea of creating neighborhood branding for the bike and ped lanes.
- Love the idea
- Indifferent he on-street paint symbols. They don't really add much value in my opinion so use the money elsewhere. Two weeks ago someone left one of the share bikes in the Sidney Marcus Park so some concerns here with respect to whether they would be used or just wind up creating an eye sore. In general a good idea provided information shows that would be used.
- I think it will cheapen the neighborhood
- looks good
- In a car-centric city, this branding and signage will firmly establish our neighborhood as a leader that values the benefits of recreational walking, running and biking while calming aggressive driving that endangers these activities.
- Possibly have design contest at neighborhood schools to have students submit ideas for logos/symbols
- No need to paint our streets. We who live here have to look at it. Absolutely no chokers. These never work.
- Great idea - like the idea of making the crosswalks more visible and appealing
- Not sure what you mean by Alignment. Do the paths connect to other paths; if not then a waste of time and money. Branding is not necessary and divisive. Not necessary. The neighborhood is so much more than pathways; impossible to capture it all. Residents and visitors know the appeal and don't need Branding to tell them what to think. Do bike stations work. Am hearing they don't. Make it the last item in the timeline.
- Remove Plymouth Road from this network.
- Please fix pot holes first
- Branding is silly, why would we waste tax payers money on it when we have so many potholes
- The branding and on-street paint is excessive, distracting, and frankly ridiculous. The paint will wear off and not be maintained. We don't want it and don't need it.
- Not important compared to other recommendations.
- Like the bike paths. Branding is a waste of time. The City can't keep the normal street striping maintained.
- More bike racks throughout the neighborhood
- Is the bike-ped network solely a signage initiative or does it entail a carving out of existing roads to create bike lines? I would support the former and oppose the latter. Bike commuting and recreational usage are such a vestigial percentage of recreation and transportation that it would be an irresponsible use of scarce road space.
- Yes to all; great ideas +17

NEIGHBORHOOD BIKE-PED NETWORK page 2:

CUMBERLAND ROAD

- Raised crosswalks at the Hawk signal at Cumberland/Monroe
- Would love a designated bike path on Cumberland

ONE WAY DIVERTER

- No
- No- I need to get home.
- No
- No Diverters – Dumb idea!
- Hate this idea
- Don't love. Few options if Yorkshire as activated too
- Forces traffic (i.e. me) into Piedmont/Monroe intersection
- No way on one way diverter! Some of us live there. No options of alternative route home!
- What about box- 'don't block the box'
- Not convinced that one way diverter will really help keep out non neighborhood traffic on Cumberland- majority of heavy non-neighborhood traffic at night coming from Buckhead via Lenox and/or Rock Springs!!
- One way diverter will push traffic onto Sherwood or Yorkshire/Hillpine. Does not fix problem, only moves it. Why is this better?
- The diverters on Cumberland & Yorkshire & Sherwood will create nightmare to get back from Ansley – make traffic worse! DO NOT DO THIS! Put in 'REAL' SPEED BUMPS!
- Totally oppose this! Where is this traffic going to go?
- Great ideas to turn Cumberland into one-way but concerned will create issues on Sherwood

Morning Side Board on Beech Rd in Morningside

(Continued)

CHOKER

- Road already too narrow
- Too much, just need neck-down
- Can you do a bike lane thru the choker? How safe are they for cyclists?
- Chokers and Bulbouts can be very dangerous for cyclists. They force the cyclist into the traffic.
- If you use chokers have a pathway for bikers inside the choker, especially on chokers for designated bikeways. Chokers are killers for cyclists.
- Put the speed bump back to the height it was originally before the city lowered it!

HAWK SIGNAL/RAISED INTERSECTION/BULBOUTS

- Yes!
- Yes to fixing this! (bulbouts)
- Good ideas
- Yes!! Walk to school route a "blind turn"
- Yes- needs definition like raised pavement

EAST ROCK SPRINGS/CUMBERLAND INTERSECTION

- I lived on this corner for 10 years and would not let my kids play in the front. Long overdue!
- Probably needs crosswalk or circle here
- The focus seems to be keeping all of us from driving thru these intersections – not on speed – what can you do about that?
- Flashing speed signs on Cumberland would be better than lowering the speed limit!

MLPWAY CROSSWALKS

- Yes
- Love this crosswalk! Very dangerous crossing! Pretty please, a sidewalk along Wessington Rd.!
- Cumberland & Monroe Dr. Intersection: Make this more of a 90 degree intersection, combine pedestrian crossing with intersection; Add traffic signal if necessary; No one-way diverter

BEECH VALLEY / PASADENA

We need a big STOP sign at this intersection : Beech Valley to Pasadena, to slow down cut through traffic. Also increase the visibility of the sign from Beech Valley to Pasadena. And add 3rd stop sign on Pasadena coming from west going east at this intersection. Perfect place for this type of cross walk in front of park entrance

PAINTED CROSSWALKS

- Yes!
- Yes!
- Yes
- Yes, if raised to slow traffic
- Would it be raised?

MINI CIRCLE

- Yes, if tight
- Yes!
- Nice.
- Ok, but rotary does not slow down traffic enough
- Yes!
- Rotary ok for traffic jam. Rotary NOT ok to slow down traffic. Better use a stop sign – with a decorative crosswalk.
- Need a crosswalk where Beech Valley Way and Beech Valley Road come together to the west.
- Very low visibility and a weird turn here. Needs help
- Crosswalk or Circle at E Rock Springs and Beech Valley
- Yes, this is an issue to address. Maybe add a stop sign on Beech Valley Road going south to Beech Valley Way. (not at the bottom of the hill)

OTHER

- No Monroe Road Diet!
- Traffic calming + sidewalk needed on wessynton rd. (wide road lots of speeders) +1
- Speeding cut through traffic East Rock > BV way > Beech Valley > Johnson is a huge issue in morning. Need to address this too.

ONLINE COMMENTS

- Like it/love it, looks great +10
- It seems like Cumberland has TOO many things going on. For the people who use this road multiple times a day, including me, we should make sure that the interruption is worth the changes. Crosswalks and stop signs are easy to add, but traffic circles seem like they will cause more issues than they will solve both in the long-term and the short-term.
- Chokers & 1-way diverters are spectacularly inappropriate.
- As a resident on Reeder Circle, I'm concerned that the HAWK signal will increase as traffic will reroute and take Reeder. Most cars speed down our road as is and this will only increase with the signal added.
- looks good although I am a little unsure of the chokers. Rather see raised side walks /crossings and mini circles... Beech valley concepts seem good. Love roundabouts as it keeps cars flowing and can create safer situation. traffic management on cumberland seem good. it helps detour cut throughs, but we have major problem with traffic in general on monroe and the proposed diet. people don't have any good way to get south which means it will be backed up for miles with the proposed 3 lines

on monroe. very disappointed. leverage bike lanes through park.

- There's no need for traffic circles at the 2 Cumberland Rd/Cumberland Circle intersections, and there's no room to put them there, short of stealing part of the adjoining properties. I wasn't through. Does the plan involve right turns only from Cumberland (and Yorkshire) onto Monroe? How would I get to my house at the western intersection of Cumberland and Cumberland Circle if I can't turn from Monroe onto Cumberland from either direction? And the choker idea looks dangerous. Why can't we have improved speed breakers like the one on Montgomery Ferry above its intersection with Beverly?
- This plan was obviously made by someone who doesn't live here. Traffic circles in the small intersections of Cumberland Rd and Cumberland Cir? No turns from Monroe onto Cumberland or Yorkshire? I live in the first block of Cumberland - how far around the world do I have to drive to get home from Ansley or Sig Samuels?
- Bulb outs are a bad idea in our neighborhood. For example, the previous one at North Morningside and N. Highland was a disaster that had to be removed.
- CUMBERLAND is a critical street - these ideas are what we need to make it safe for everyone
- I live on beech valley and we are consistently a cut through for Waze drivers. Every morning and evening rush hour, there are dozens of drivers with their faces planted on their phones, driving 50 MPH down Beech Valley, coming and going between meadowdale, beech valley way, and Johnson. We desperately need chockers on this street to make it safer for pedestrians and children.
- Some of these ideas are fine. Some we dislike. Good signage is very important. Painting the streets is mostly a waste of time and money, but cross walks must be very visible and well-marked. Chokers, chicanes and bulb-outs can hurt as much as they help. They may slow down some automobile traffic but they make riding a bicycle much more dangerous. They force a cyclist to pull out into car traffic without any real warning and one can never be confident that the driver of a car, even one going slowly, is paying attention and expects that a cyclist may be forced to shift lanes. This is outside our neighborhood, but take a look at Beverly Road in Ansley Park. What was done there, with chicanes and bulb outs, is a disaster for cyclists. The road is much less safe than it was. It is much more important to impose and enforce speed limits on automobiles. Leave the intersection at Pelham, Wildwood and Rock Springs alone. The roundabout/traffic circle works fine with decent visibility. One-way diverters are a bad idea. They operate from a premise that most people should be kept out of certain streets. That is the wrong approach philosophically and practically. Traffic moves better, in the aggregate, when it can be reasonably well dispersed. Channeling it out of some streets and into others benefits some at the expense of others. It probably increases actual driving time and distance as one has to go around several blocks to get access. How does that help congestion and air pollution? Traffic circles, including mini-traffic circles can work well if they are well designed and are visible from a distance (no surprises such as bulb-outs)
- Do not like one-way diverters or chokers. Branded crosswalks would be nice to both identify neighborhood and to make crosswalk more visible.
- General Choker comment: I support chokers that allow for two way traffic but not one that would limit traffic for only one car to pass through at a time.
- I appreciate and applaud the concepts for this area. My ONLT comment is for the intersection of Cumberland RD NE and E. Rocksprings. A cross walk alone WILL NOT do the job. A PEDESTRIAN CROSSING LIGHT is REALLY needed here. I have been a resident at this location for 28 years. SPEEDS are on average 45-50 miles per hour. Kindly consider a crossing light. I, along with many neighbors have solicited the help of both city of Atlanta and DeKalb county officials to improve this intersection. Kindly, consider a CROSSING LIGHT!
- I am 83 and not in good health. I would like to have better pedestrian walkway markers. I would not like to have light flashing into my bedroom at any and all times.
- I live at Cumberland and Highland. I agree that the cross walk there is often not seen by motorists and so it is risky when people try to cross there (which I haven't seen happen all that often). I believe that an improvement needs to be done there but am quite concerned about a pedestrian light system being put in at that corner as the lights going on, potentially at all times of the day and night, would shine into our house and be disruptive. I think a brightly painted cross walk scene on the road would alert drivers that that is a cross way for pedestrians. Is there another system for notifying drivers that someone is wanting to cross the street that doesn't involve bright, flashing, intense lights?
- One way diverters off Monroe seem ill-advised. Before contemplating this type of device, need hard statistical evidence that cut-through traffic (people travelling through neighborhood) is a real issue. I see little evidence of traffic that is not related to our neighborhood, or immediately surrounding neighborhoods.
- I hate hate hate hate hate chokers. They (as I've seen in Ansley) don't make the sidewalk wider, they reduce bike safety, and they just create start and stop traffic in Ansley park (reducing fuel economy). I don't think they will do anything to keep people out of the neighborhood, and frankly these are public streets and we shouldn't be trying to keep people out, which is how this seems. As a bicyclist, the one-way diverter at Cumberland seems like it would make my commute much more dangerous. It would also make Monroe more dangerous as it keeps cars from having alternate routes (Atlanta has so many roads! why not disperse traffic?)
- strongly support all changes to cumberland including one way diverter
- Given the limited number of cars at the Beech Valley-Beech Valley Way, a traffic circle seems silly and a waste of money.
- in favor of everything except the one way diverter
- I leave it to the transportation folks to know if Cumberland/North Highland is good candidate for hawk given expense. Curious what the alternative is. Definitely need a safe crossing since the two lights are far apart. MLPWay rocks! Random question - have they considered rebranding as just Morningside? Not sure MLPA resonates with most folks who live around here. But I like the nod to history...
- 1) Combination of Yorkshire and Cumberland 1 way converters essentially blocks off access to residents of both of those streets. The only way around is to go to sherwood, or up hillpine. 2) The traffic circles at Cumerland Circle are overkill - certainly would keep those low on the priority list if at all. There is just not enough traffic to justify.



- I strongly support these proposals.
- I am opposed to the one-way diverter at the end of Cumberland. In conjunction with the proposed one-way diverter on Yorkshire and Sherwood, it would force all inbound traffic on East Rock Springs, which is already heavily traveled.
- One way diverter at Cumberland/Monroe forces all traffic -- even neighbors trying to get home -- into Monroe/Piedmont intersection, which is already overcrowded. This is particularly bad if Yorkshire/Monroe is similar. Yorkshire/Monroe had much better sight lines for outbound traffic. Suggest Yorkshire in-and-out, Cumberland as shown. Mini Circles, chokers, and raised intersections are welcome
- I like the additions here
- don't like one way diverter on Cumberland, because if access is limited access to the neighborhood then traffic will increase on other streets. Support the hawk light/raised intersection for Cumberland/Highland as many families try to cross in the am to get to schools/buses.
- E Rock Springs & highland needs more than N Highland & Cumberland. Hawk might not be needed if E Rock can be fixed. Cumberland/ E Sussex needs serious attention - it's used by peds/bikes/cars/ school buses x 3 school schedules, & 2 church preschools. Not sure buses could navigate minicircle safely. N Highland & E Rock need hawk & crosswalk help more than at Cumberland. Mini circle at Cumberland & Sussex could be hard for school busses to navigate. That intersection needs a lot of change because it's a major ped/bike, school bus, car, MES, Haygood, MPP intersection.
- Again, you plan in isolation, not thinking through impact of dense developments proposed on Monroe and on Briarcliff
- Creating supposed traffic calming measures for Cumberland will shift all traffic to N. Rock Springs since people will avoid Cumberland. Sam comment for measures proposed on Pelham. This is completely inequitable for all who live on N. Rock Springs, which is the road that needs the most traffic calming measures!
- We've lived on Wessyngton for the past 13 years and are strongly opposed to the one-way diverter and chokers for Cumberland. We travel Cumberland daily and do not feel the traffic warrants those changes. We believe it would exacerbate traffic, would be unsightly, and be a waste of tax dollars that could be better used on other projects.
- I would urge reconsideration of traffic circles on Cumberland, particularly at Cumberland and Sussex. There really isn't room for even a mini traffic circle at that location without running the road through the yards of at least three properties as well as taking out a driveway and street parking, which would severely impact property values of the residents at that intersection. A simple three way stop sign makes much more sense in terms of costs and common sense.
- Don't think these are necessary for these streets. I do like the marked crosswalks, but know this would be a maintenance nightmare!
- No chokers. Diverter will be bad for residents trying to navigate through our neighborhood. Will also send additional traffic to neighborhood streets that can't handle more traffic such as N. Morningside and E. Morningside.
- Will likely only increase speed and risk to pedestrians. Have you ever tried to cross where roundabouts are in place? Its far more dangerous. No parking needs to be implemented on Cumberland across from Sussex. That will dramatically increase visibility for pedestrians and cars to increase safety.
- No branding! I like the reaffirmation circle. Very efficient.
- This is very difficult Circles, bulb out and choker would be almost impossible and trucks would have a hard time and you would end up with traffic backed up on North Highland and North Morningside. .stop signs are fine..Fine with the cross walks as long as they don't have that many colors and look like your example
- For Cumberland I am concerned that the one way diverter at Monroe will only put more traffic on the neighboring local streets--everyone that uses Cumberland to get to and from their home will now have to use Sherwood & Bridal path, putting additional traffic onto these streets.
- I live at 1334 Beech Valley. My concern is that BV is a Waze cut-through. Instead of, or in addition to, the Bike-Ped initiative, can speed bumps be added to slow traffic. I have two kids under the age of 2 so safety is a big priority for me personally. Thank you.
- Adamantly oppose. One way diverters and chokers are designed to bring traffic to a complete standstill. This will make it impossible for neighborhood residents to drive to local shops / restaurants etc. Elimination of automobiles appears to be the main objective of this Consultant who should never been hired by Morningside Lenox Park Assoc. in first place.
- One way diverters at Cumberland and Yorkshire are going to push a huge amount of traffic onto Sherwood. If the same thing is implemented at Sherwood then we are talking about a long way around for residents. I understand it keeps commuters out but i'm not sure that's a good thing. It will further bottle neck piedmont and monroe.
- I don't see how the mini circles could be installed without ruining the yards of the adjacent homes. This does not seem fair.
- Again I don't like the branded crosswalks. I think the mini circle and raised intersections are great, but I don't like the chokers. I don't like the one-way diverters, either, as I think traffic will be unbearable. A lot of us don't have the option to bike and will be forced to sit in terrible traffic.
- Opposed to raised intersection.
- Don't like one-way diverter for Cumberland & Yorkshire unless Sherwood gets one also.
- Before we consider costly investment for designs that will likely not work, try painting cross walks, installing stop signs, no through traffic signs, reduce street

- parking, etc. This will resolve a majority of the issues and be more pedestrian-friendly.
- Chokers have to mean on-coming cars have a place to wait for other vehicle...with so much on-street parking I don't see how this really works.
 - Not a fan of one-way diverter on Cumberland, love choker
 - I like everything except the one-way diverter. I understand that is to keep people from cutting through but it creates a MAJOR inconvenience to those that live there in terms of travel time (and we sit in more traffic going around). I think if the other measures are put in place to make the route slower and more work for drivers (ie, mini circles etc), fewer will take that path anyway. Please try the other measures first and hold off on the one-way diverter in case it's not needed.
 - A choker forces a bicycle in the path of traffic. Separate, protected lanes for bikes are best. Perhaps the choker could have a narrow bike lane through it to protect cyclists?
 - Keep the traffic circle, but increase the diameter so it actually functions to slow down the speed of oncoming cars by constricting flow. Currently the diameter is too small causing the traffic on E Rock Springs to ignore the circle and continue as if the road is still a straight-away.
 - chokers here would be great.
 - (1) Chokers will be a good addition.
 - I live on Pasadena and I would much rather put the money for the crosswalk and mini circle toward security cameras.
 - like the ideas except one way diverter - blocks easy access for residents keeps more cars on the busy major roads if you have to go around.
 - I oppose the Cumberland Rd plan. While we get morning traffic related to school kids getting dropped off, its manageable. Putting in a roundabout at Sussex and Lanier will only create traffic jams and back up traffic. It will not help. Additionally, we have a lot of walkers in the neighborhood and a roundabout will make it more dangerous for them.
 - The one-way diverters don't make sense to me. If you're creating a path where drivers can only turn in one direction, you're basically forcing drivers to spend more time and miles on the neighborhood streets in order to get to at the main corridor access that allows a turn in the right direction. This will increase neighborhood traffic, with people driving around further than before to get to directional access points, rather than reduce traffic. Restricting turning access to the main corridor streets runs contrary to the goal of trying to keep traffic on those major corridor streets. Bulb outs are fine to control traffic at an intersection, but directional diverters don't make sense for us.
 - I do not think the amount of traffic at Pasadena & Beech Valley require a traffic circle. I think a stop sign there will slow traffic cutting through from Johnson to E Rock Springs Rd.
 - No on chokers of any kind. Absolutely not on divers as affects neighborhood and home owners negatively with increased traffic on already burdened streets. Our streets are public and should be used as such.
 - Again, the painting of the streets is objectionable and narrowing streets to accommodate bicycles is not good when the streets are so narrow to begin with.
 - I am VERY INTERESTED in seeing some traffic calming measures on Beech Valley Rd, near the intersection with Pasadena ave, and in front of the Johnson entrance of Johnson-Taylor Nature Preserve. Add either a full stop sign at Pasadena coming to Beech Valley Rd, or add a roundabout requiring traffic to slow way down. The problem is that car cut through Beech Valley Rd at rush hour, going North to South, speed up through the intersection which in reality is a lot straighter than is shown on the map. We need cars to pause at Pasadena before turning left onto Beech Valley.
 - Not allowing cars to turn left onto Monroe from Cumberland will force cars to be diverted over to Yorkshire, making Yorkshire a cut-through street for cars that need to turn left onto Monroe. Bad idea and not worth the trade-off.
 - Yes, more walking more biking. No matter what you do to make walking better, if our neighborhood has to be so "manicured" then they'll be a loud polluting landscaping crew on every corner and you truly cannot walk or bike in peace.
 - Please do not create one way streets in our neighborhood! Beech valley needs sidewalks only. Do not like the one way diverter or choker on Cumberland. Roundabouts are great
 - The one way diverter at Cumberland and Yorkshire will push more traffic onto East Rock Springs and N. Morningside. I am not sure I fully agree. The distribution of traffic is desired in order to keep pressure off of single streets. Closing off streets feels very suburban.
 - only consideration here is how these changes would impact other streets like yorkshire.
 - Beech Valley Rd needs chokers, the through traffic is way too fast.
 - I use the crossing at Cumberland and Piedmont Park twice a day, every weekday. A raised crossing should help make cars slow down at that intersection naturally, regardless of whether or not the hawk light is red. This ought to make fewer people run the light when it is red, as they'll already be slowing down for the bump. I continue my commute by turning left off of Cumberland Dr. on to Cumberland Circle. Honestly, if there were no other vehicles at that intersection when I was and it was a mini circle, I'd likely cut left instead of going around the whole circle, especially since I'm going uphill at that point. As far as the one-way diverter at Cumberland and Monroe goes, I can get behind that 100% as long as it is permeable to bike traffic.
 - I like the MLPWAY Crosswalks. I frequently run/walk these areas, and the highlighted crosswalks will make it much safer.
 - Not a high priority

Morningside Neighborhood Bike-Ped Network poster 2:

(Continued)

- I am not in favor of any one way diverters within the neighborhood. I feel they will push problems to other streets, will create more problems through increased traffic on all surrounding streets while not improving the perceived problem.
- Cumberland NOT big enough for circles - ONLY do raised intersections
- Mini circle too small for bus, garbage truck, fire truck. Why 3 mini circles on Cumberland? Why 5 things on a small portion of Cumberland? Yorkshire and Cumberland one way to Monroe makes life impossible for Yorkshire and Cumberland residents. Why not a traffic circle at Monroe and Cumberland where there is enough space? Do one thing that make sense instead of making Cumberland inhabitable
- Do not put in a one-way diverter on Cumberland. This only punishes residents who are trying to get home from midtown to morningside. The issue is incoming traffic, not the few cars that are trying to turn left there.
- Probably needed
- Yes on Cumberland. Need steps on Bike Land on Cumberland because that leads to Park and Bellline
- NO ONEWAY Diverters. Not fair to other streets having to shoulder this traffic
- I like the raised intersection at N Morningside and N. Highland intersections. The MLPA Crosswalks would be nice to have, but in my opinion are not as necessary. I like the mini circles, but don't think chokers. I rarely use Beech Valley so I can't comment on that.
- Will help with traffic flow. Support the crosswalks but not in favor of the chokers
- The traffic circles seem to work in the areas. Indifferent on the crosswalk
- not in favor of changing Cumberland to a one way divider
- Not sure how the chokers are supposed to help bikers. They will slow traffic, but bikers that were traveling along the side will then have to merge in with passing traffic. This seems like it could increase the danger to bikers. The crosswalks on the interior of beech valley don't seem necessary, but would be helpful at the exit points of Johnson road and E Rock springs.
- The big issue for me with both the Noble Park neighborhood and the Pasadena/ Beech Valley neighborhood is that there isn't a single safe place to cross Johnson for its entire stretch from Briarcliff to E. Rock Springs. There also isn't a safe way to exit these side streets onto Johnson based on the blind curve of the road and the speed of traffic. Stop signs are needed to create safe exits and crossing zones for Johnson - similar to what was done with E. Rock Springs at N. Morningside and Pelham a few years ago.
- Solutions in search of problems. Beech Valley Rd and Pasadena is not a problem. Anyone bother to do a traffic count on any these ideas? Pasadena and Johnson Rd is a problem. Unfortunately, the solution is to ensure sight lines. Neighbors need to remove one or two trees. Crosswalks are a good idea, but they need standard marking not some artsy branding attempt. They also need to be maintained, i.e., frequently painted.
- Don't like it. Seems too unnecessary and I imagine it's expensive. I think our money would be better focused elsewhere. This would create a FUNNEL for traffic. Traffic on Rock Springs would be a disaster. Bad idea.
- Prefer the more geometric graphic cross walk patterns over the flowered crosswalks.
- The mini circle will probably help at the intersection of Beech Valley and Pasadena as will the crosswalk at Beech Valley Way / Cumberland and East Rock Springs. The other 3 crosswalks on Beech Valley Way and Beech Valley Road are unnecessary; there is not that much pedestrian traffic. The issue is speeding cut-through traffic and I do not believe that crosswalks will solve the problem. Until WAZE and similar apps, we had very little cut through traffic. Now we are getting speeding cut-through traffic from 3 different directions: 1. Johnson to Pasadena to Beech Valley Rd to Beech Valley Way to East Rock Springs) 2. Johnson to Meadowdale to Beech Valley Way to East Rock Springs (and in reverse) 3. East Rock Springs to Beech Valley Way to Beech Valley Road to Johnson. For #3, the cars are sometimes speeding along the 1200 block of Beech Valley at 35+mph. Rather than adding crosswalks, we need a solution that will stop or minimize the cut-through traffic or Beech Valley will no longer be the quiet street that it has been for the 28 years we have lived there. If we are going to have bikeways on these roads minimizing the speeding traffic becomes even more important. Also, think the colorful walkways make these quiet streets look less residential and more urban and, so, am not a fan.
- Waste of taxpayer money
- We don't need all those crosswalks on Beech Valley Road and Beech Valley Way. Not enough traffic. We only need a crosswalk where Cumberland crosses East Rock Springs and becomes Beech Valley Way.
- Sidewalks and traffic circles are a good idea. How about a one-way diverter at north end of Pasadena and Johnson Rd.
- Please include existing walking trails in the nature preserves on your maps.
- MLPWAY crosswalk at Meadowdale and Beech Valley Road (BVR) seem superfluous. No apparent need. The two MLPWAYS at top and bottom of BVR and Beech Valley Way are probably unnecessary but if put in, should be black and white not garish colors. MLPWAY on East Rock Springs is a good idea.

NEIGHBORHOOD BIKE-PED NETWORK poster 3:**PELHAM/ N. MORNINGSIDE**

- Can we put a one-way diverter here? (East Pelham and Piedmont)
- Yes, need 1-way diverter here

CHOKER

- These make traffic more dangerous, not safer
- Choker + Parking on both sides of street will slow traffic but create a traffic jam at most times

ROUNDAABOUT CHANGE

- Traffic works fine. Leave it alone
- This works as is
- This does NOT look like an improvement over the existing traffic circle
- agree
- Excellent change
- This is great! YES! I'm confused... and we get a park - b-ball court?
- Leave circle... close off N. Pelham @ top of street
- Or not
- Yes!
- Keep it a traffic circle, but tighten it to slow traffic through it. And yes, break out the other intersection of Wildwood Place and N. Pelham
- I like the traffic circle, but it needs some aggressive diverters and better pedestrian features (e.g. curbscuts + raised crosswalks)
- Big improvement! Love the green space! Raised crosswalks would help also!

N. PELHAM / N. MORNINGSIDE**ONE-WAY DIVERTER**

- This is the only way to stop speeders on N. Pelham!! +1
- Excellent!
- Yes!!
- I don't like one-way diverters
- Yes a diverter is needed
- Yes
- Yes
- Good suggestion
- The major traffic is in the afternoon going from traffic circle down the hill- wrong way for the diverter valve
- Agree
- Agree

MINI CIRCLES

- YES to both
- Raised crosswalk at intersection of N.Pelham and E. Morningside
- I like the bike path on Pelham

ONLINE COMMENTS

- Yes/agree/great ideas (+7)
- Chokers are irresponsible.
- Pelham is crazy. I will let residents on Pelham add their thoughts. BUT it seems odd to increase sidewalk size on N. Morningside. What about making it more bike friendly? Again, I don't see walking from ERSprings to Cumberland except for the sidney marcus parties. can sidewalk support bikes? if not, widening sidewalks doesn't seem like a great way to help with traffic and flow. definitely need to install some devices to slow traffic or detour traffic on pelham
- Unless the overall traffic pattern changes for all of N.Pelham road, adding a one way diverter to feed into E Rock springs will not address the problem of slowing traffic; it will just divert it to other streets in the neighborhood. My thought is that it will push traffic to Sussex and Plymouth and BACK into N Pelham. It provides relief to a small area while impacting a bigger portion of the community
- this new intersection @ Pelham and N/Morningside is the right approach. IN addition, I would highly recommend a one-way diverter at East Pelham and Piedmont to reduce cut through traffic for rush hours. This needs to work in conjunction with the traffic claming measures for Windemere, Weilbourne, & Wildwood
- YES - we need peds and bikes to safely be able to travel around this traffic circle. My wife and baby have had several close calls when walking across this intersection.
- OK but why not a traffic circle at the Pelham N.- Morningside intersection? Seems it would be more efficient.
- I like current traffic circle at Pelham. However, I admit stop signs (n new plan) would slow traffic more effectively. I do not like one-way diverters.
- A lot of City money was recently spent on the N. Morningside/Pelham junction and it actually works. The more dangerous junction is N. Rock Springs/E Morningside where cars routinely blast through the all way stop.
- I don't understand why removing the traffic circle at this very busy intersection (rock springs and pelham) for commuters seems like a good idea - it seems like it will make traffic worse and reduce bike safety and walk safety. There are a lot of bicyclists that go through here as well. You should put in a bike lane (these people are going to the bike shop on piedmont and group rides), sidewalks on the west side of the street (there are many pedestrians on this street too!) and widen the circle to match the bumps. You can put in islands and things, look at the traffic circle improvements in Anslay on The Prado. Those were great improvements.
- in favor of everything except the one way diverter
- yes to widened sidewalks! N Pelham circle is close to home but defer to transportation experts. four way stop would be welcome by residents I would think and I like the realignment of North Pelham to create a turn onto the street.
- The choke point is a good idea, however adding the one way diverted will not help our issues in the afternoons when traffic is the worst. I suggest blocking off N Pelham from N Rock Springs at the top of the street w only access to Wildwood Place. I like the idea of a larger traffic circle at the top of N. Pelham and N. Rock Springs with access to N. Pelham blocked. After living here before and after the city's 'traffic calming' measures that included a stop sign at the lower end of N. Pelham at E. Rock Springs, and another where E. Morningside and N. Rock Springs come together. The traffic coming from DeKalb County now cuts thru on N. Pelham to avoid the backup at those 2 stop signs. The 2 on N. Pelham are ignored. The volume and speed are a major safety concern on this previously quiet residential street. I believe blocking the top of N. Pelham with access to only Wildwood Place is the only feasible solution. Certainly putting stop signs instead of a traffic circle and making the bottom of the street one way out will do nothing to solve the traffic issue, most especially in the afternoons. I appreciate your efforts.
- Would prefer a tightening of the traffic circle (smaller lanes, larger circle) to



improve the usage. Four way stop will only back up traffic. The Emory Village circle is a good example of a well implemented circle.

- I am opposed to the one way diverter on N Pelham Rd. I believe that the changes which were made to this junction several years ago are more than sufficient for traffic calming. I believe a change like this would actually become annoying for local residents. I am also not convinced of the need for a change at the junction on Pelham/Rock Springs/Wildwood. This roundabout would benefit from a raised island in its centre which would force cars to pass around it rather than the expensive and somewhat convoluted solution proposed here. Finally, why not propose a widened sidewalk running all the way along North Morningside from E Rock Springs to N Highland, rather than stopping it at Cumberland?
- Don't change The roundabout at East Morningside and Pelham to a four-way stop. We need more roundabouts, not fewer.
- Based on 5 years of observing traffic from our home on the corner of N. Pelham and Pine Ridge, I do not think the currently proposed one way diverter will help reduce traffic very much on N. Pelham. The vast majority of traffic down N Pelham during rush hour flows from the existing traffic circle down to the corner with E. Morningside. It would make more sense to put the one way diverter at the entrance to N Pelham FROM the traffic circle. That would definitely reduce the traffic down N Pelham significantly. I would also like to mention that there is a dangerous corner at the top of the Pine Ridge hill (where it goes down to meet N. Pelham) There are no sidewalks on Pine Ridge and yet many pedestrians go up that hill for exercise. I am very worried that drivers coming around that corner very fast and down that hill could put pedestrians walking on the side of the road in danger. Almost anything would help - even just a speed hump that would force drivers to take that curve more slowly. Thank you.
- Two comments: 1) for the traffic circle going to a four-way stop, I would like to see the park extended through N. Pelham so it only intersects with Wildwood place. The way it is does not address the cut through traffic on Berkshire, N Pelham and Plymouth; 2) There should also be a one way diverter at E. Pelham and Piedmont so you cannot turn from Piedmont onto E Pelham
- I think there should be a one way diverter or alternative at the other end of Pelham (actually both N Pelham and E Pelham) due to large cut through traffic through here, berkshire, plymouth, windermere, etc. The additional idea would be to extending the "park" so N Pelham only intersects with Wildwood place (and Wildwood place does not intersect with Rock Springs - essentially the four way stop is moved slightly north). I like the chokers but am also curious why we don't have speed humps on Pelham. We have speeder issues, I would think this would help with this as well.
- Pelham/Morningside traffic circle is such a vast improvement over previous condition that it is difficult to consider change, however, stop signs would be more disruptive than the existing circle. Suggest existing circle with two changes: Wildwood "T" into Morningside and Pelham "T" into Wildwood Place.
- Do not agree with cutting off Pelham from entering the traffic circle!! Love the choker idea and narrowing the traffic circle to slow people down! Not just for Pelham, but anywhere you have the One-Way diverter I'm not in support of. I feel strongly that any place we create a one-way we will just divert the traffic to another quiet street. I'm sure the intent is to funnel the traffic to the main roads but that most likely will not happen and Pelham traffic would now come up Plymouth or Berkshire (which is already dangerous for pedestrians as there are no sidewalks) and Yorkshire traffic will then just funnel up Sherwood, etc. Appreciate and can really get behind the options that force slower speeds vs. less volume.
- I completely support this concept. The "wildwoods" don't need to connect via a circle. The proposed intersection creating a four way stop looks great!
- widened sidewalk OK for Ped/Bike path, serious reservations about the one way diverting due to limiting entrance will drive increase traffic to other streets to compensate.
- Excellent! North Pelham should also be completely disconnected from Rock Springs Road as that is where the vast majority of the afternoon traffic is coming from.
- Need to block all traffic from entering N Pelham from traffic circle area. One way exit only there.
- Sidewalk improvements and widening are appreciated.
- I like traffic circle better than proposal - I like changes to N M'side sidewalks but could bike lane be added instead of just adding more walker space. Many kids would bike to school if it were safer, which would help traffic issues.
- Removing traffic circle without a traffic study makes no sense. Traffic circles have higher capacity, stop sign will cause traffic to back up. Perhaps make Wildwood Pl and Wildwood Rd one way streets (they are pretty redundant) to reduce confusion at the intersection. Keep the traffic circle, but make it larger to slow down traffic similar to what was done with many Ansley Park traffic circles. Also, not sure how the choker helps on E Pelham, there's not as much traffic on this road and parked cars on the side of the road already make chokers. Also, bike path on N Rock Springs would make more sense since it leads to a business district where there is even a bicycle store. Multiple commuters and weekend riders ride up and down N Rock Springs Rd. E Pelham t-bones into Piedmont without providing access to any destinations.
- While I can certainly support an initiative to decrease thru traffic in our neighborhood, this plan is inequitable to those of us that reside on N. Rock Springs. Either by design, or not, the result of this plan will shift the cut thru traffic from the streets where the traffic calming measures are being implemented over to N Rock Springs. Drivers currently using Cumberland, Pelham, and Wellbourne will adapt and use N. Rock Springs as their new route. In fact, by removing the traffic circle at

Rock Springs, Pelham and Wildwood it almost seems as though the plan makes a suggested route for cut thru traffic on Rock Springs. If the ultimate goal is to make MLP residents the primary users of the roads in the neighborhood, it is beyond this writer how Rock Springs could be ignored. I am adamantly opposed to this plan if no traffic calming measures are also added to N. Rock Springs and plan to fight this proposal. I have already alerted others residing on Rock Springs and would anticipate that I am not alone.

- This will shift all traffic to N. Rock Springs. I think it is unfair to propose supposed traffic calming measures in only parts of the neighborhood, which will, in effect, create more traffic for all of us that live on N. Rock Springs.
- The one way diverter is completely irrational. This may potentially reduce traffic in front of 6 houses on N Pelham while diverting all traffic to W Sussex and Plymouth which have close to 40 houses.
- We've lived on Wessington for the past 13 years and are strongly opposed to the one-way diverter and choker for Pelham. We travel Pelham daily and do not feel the traffic warrants those changes. We believe it would exacerbate traffic and would be a waste of tax dollars that could be better used on other projects.
- NO Chokers and DIVERTERS. These cause additional burden to busier streets. All streets are public. One Way Diverters burden homeowners trying to get home from work/shopping or eating.
- NO On Diverters! This will cause everyone to use N. Morningside or E. Rock Springs. Roads are for everyone; please don't make these public streets inaccessible to neighbors!
- I like the traffic circle concept... very efficient. Not crazy about one-way diverters.
- I like the widened sidewalks
- In general, traffic calming should be a priority. But should be applied to as many streets as possible. Thus, while the concept for Cumberland is very exciting, let's also have traffic calming measures--if not to the same extent--on Sherwood and Yorkshire.
- Oppose the changes to the traffic circle--people are just now getting used to using the circle properly so don't think spending money to change it is warranted.
- I prefer the existing traffic circle, but I think it needs better signage and some curb shaping to make it more obvious that it is a round-about. There is a lot of confusion as some drivers don't recognize it as a circle, but short of a traffic light, it probably more efficient than the proposed web of intersections. Without traffic lights, many people are going to be stuck trying to make left turns during rush hour.
- The circle where Pelham, Rock Springs and Wildwood meet is not pedestrian friendly. When I am walking with my kids across Wildwood towards N. Pelham there is a cross walk but no side walk across the park, so I need to walk my children into the circle. It's not safe at all. At the very least there needs to be a sidewalk into that park area that strollers can access so we don't have to walk into the traffic circle
- Oppose. Good luck to Pelham & N. Morningside concepts. Let's hope you are ever able to get home.
- Bike lanes are great but I don't want the government spending millions just to paint pictures of bikes. This might help but is not sufficient or worth much money.
- Same, no to the chokers and one-way diverters, but I like circles and raised intersections.
- My concern is that we still have to drive to work and these solutions will gridlock the neighborhood. I walk everyday in our neighborhood and am a big supporter of intown living but we still have to drive cars in our lives (often) and there doesn't seem to be any discussion of the impact this development will have on getting to and from work (and no the bus isn't going to work).
- Oppose the idea of removing the existing traffic circle and replacing it with a 4 way stop.
- Like the idea of widening (and fixing) sidewalks. Before we consider costly investment for designs that will likely not work, try painting cross walks, installing stop signs, no through traffic signs, reduce street parking, etc. This will resolve a majority of the issues and be more pedestrian-friendly.
- Big existing roundabout works! Better signage maybe...more this reduces congestion. Your adds to it! I like mini-circle at proposed point. However, the proposed one way diverter makes no sense for local neighborhood residents coming from Piedmont or N. Morningside. This will push more local neighbors onto N. Highland, which is already congested. I live on Plymouth and access to my house is best served by allowing 4 way stop entry onto N. Pelham. Also, there is absolutely no need to spend money to wide sidewalks here. I live on Plymouth, have dogs, walk this route regularly. Sidewalks are entirely adequate. Spend money on something else.
- The redesign of the traffic circle at Pelham, Rock Springs, and Wildwood is embarrassing. Think Emory Roundabout at Emory Village...that has dramatically cut down speed, accidents, but facilitated traffic flow.
- Not a fan of one way diverter, love the mini circle and choker
- TRAFFIC CIRCLE: Can the current traffic circle just be tightened up to make people drive slower? Maybe add lane markings? stop signs will create more queues but better markings and signage on the circle should help instead. Like the one near Emory. ONE-WAY DIVERTER: And the one-way diverter at Pelham and E RockSpring/N Morningside won't help. The traffic backs up coming out of that street not going into the street. Again, let's make the rest of the road slower with the other measures so drivers can't go so fast and they will take a different route. Do other things first before the one-way diverter. WIDENED SIDEWALK: and finally for the widened sidewalk, that's fine as long as it does not take away street parking in that stretch. I live in that stretch and all of us use that parking and need that parking.

- Great idea! Fully support it.
- The plan for a four-way stop in place of the current traffic circle would be helpful. The one major concern is that there are two areas at which two streets intersect with only one stop sign (at Wildwood & N. Rock Springs, and at Wildwood & N. Pelham). As we have seen with that kind of set up at both Berkshire & Merton and at Berkshire & Sussex, it can be confusing and therefore dangerous for drivers because drivers at the stop signs often expect that the other street has a stop sign as well..
- I think the one way diverter for North Pelham at E Rock Springs is a bad idea. All this will do is divert the traffic onto E Sussex, W Sussex and Plymouth. Traffic will then get right back on North Pelham at Plymouth. You will decrease traffic on 300 feet of N Pelham going past 6 houses and in return have that traffic take a 1500 ft route that goes past 36 houses. Sussex and Plymouth are currently quiet streets with many small children playing. This seems like a terrible thing ruin to divert people around 300 feet of N Pelham. We have already seen the effects of this in the past when work has been done in that area, and the increase in traffic down Plymouth is tremendous. This would also be in conflict with the plan to make Plymouth part of the bike and pedestrian path.
- traffic circles are helpful here!
- We would be taking a step backwards by removing the current traffic circle and adding 6 stop signs to this intersection. Much of this "master plan" revolves around adding traffic circles for the general reason of improving traffic flow and slowing down (to safe speed) existing traffic. In this case, it is unclear on why the "master plan" is moving in an exact opposite direction than the rest of the master plan, while at the same time taking a step backwards in current traffic management science. A one way diverter on N. Pelham, is not going to alleviate any perceived problems on N. Pelham. Making this a one way going south is going to push the traffic that is trying to get to the north part of the neighborhood, down Plymouth or Berkshire, increasing traffic on these streets, which are less equipped to handle than N. Pelham. Has a traffic study been accomplished to determine how this would affect the surrounding streets? If not, then I would request that one be done and the data shared with the neighborhood. Another point that should be made is that the majority of traffic backups on this street are in the afternoon and going in the direction that is proposed one way. It does not appear that any traffic studies were accomplished to determine if this would slow traffic traveling north on North Pelham. Most drivers go east on E. Morningside and take N. Rocksprings. However, in the afternoon, most drivers go south on N. Pelham to either Rock Springs or Morningside.
- Why in the world would we want to impeded the flow of traffic? Impeding the flow of traffic will not stop people from driving home each day. The people using these roads are the residents in our neighborhood. We want solutions that enable us to get home to our family sooner rather than increasing our commute time. There is no more efficient design to encourage smooth traffic flow than a round about --- why in the world would we ever consider eliminating one? We actually could use more in the city. Any ideas that impede the flow of traffic in our neighborhood make absolutely no sense. We would be cutting off our nose to spite our face given that most of the people who use our streets are the tax paying citizens who live in this neighborhood.
- This concept diverts traffic from Pelham to N Rock Springs. This is not fair to residents on N Rock Springs. The street network grid pattern is preferred by community planners as it spreads traffic out through a neighborhood. If residents want to reduce traffic on their street, recommend they move to a cul de sac neighborhood outside of the city. The traffic circle at Rock Springs and Pelham is a traffic calming device which you have removed. So your concept has effectively increased traffic and traffic speed on N Rock Springs. Not very good planning in mine and professional planners' opinion.
- Leave the round about at N. Pelham and Rock Springs alone. It works great. Chokers are difficult to navigate at night and are dangerous. Drop them from every part of the plan.
- Very opposed to removing the traffic circle. Add barriers/redesign to slow cars entering the circle. Could a one-way diverter be added on E. Pelham at Piedmont?
- I know that the residents on pelham have been asking for something to reduce traffic and slow people down on their street for years. That traffic circle that is being replaced is relatively new, so I'm surprised that needs to be replaced.
- I am very opposed to the one way diverter coming off of N. Pelham. An entire section of the neighborhood uses this route to get to their residences from the VaHi area. Cutting this off and making residents go many, many blocks out of their way to get to their homes will dramatically increase car traffic in the area (not to mention frustration). I'm not sure what it is trying to solve. Additionally, it is proposing sending much greater volumes of car traffic down narrow, pedestrian friendly streets that do not have heavy car traffic now (because everyone is going to have to drive much further and down additional streets to get to their homes). Quiet streets, even in an urban area, make a neighborhood nice. There are main arteries running through the neighborhood that will always have heavier car traffic. Taking the quieter streets and running car traffic down them will not make it a more pedestrian friendly neighborhood. And this one-way diverter would take traffic away from the front of approximately 4-5 houses (on N Pelham between N Morningside and Plymouth) and redirecting it in front of about 40 houses (all along Plymouth, Mifflin and Berkshire), all while cutting off residents' routes to their homes. Please don't do this to our neighborhood. As for the existing round about intersection that is proposed to be a series of stop signs, I am ok with it either way. I actually think it functions quite well as it is now for car traffic because it is relatively quick to get through it, but it does have the strange 5 street entry into the traffic circle so if it is considerably more safe for pedestrians and bikes to change it, I would support that.
- As previously noted, one-way diverters seem likely to increase neighborhood traffic, as residents and passers through have to driver further in the neighborhood to access the main corridors. This is a bad idea for our neighborhood. A one way diverter at N. Pelham and E. Rock Springs and at the other end at N. Rock Springs would be disastrous for residents. We would be driving miles out of our way just to get to our own homes, increasing traffic. The solution is not to force residents to

- wanter around the neighborhood. It's not like we have a choice but to drive through the neighborhood. The solution should be to slow drivers with stop signs, and speed bumps, if necessary. One way diverters will simply move neighborhood traffic from one street to another, which is not a solution. Widened sidewalks are a good idea, as are more visible cross walks. I don't see how mini-circle's will improve traffic where there are already four way stops. Mini circles may work at intersections that lack stop signs, but they should not be used to replace existing 4 way stops.
- Restricted ingress/egress to Piedmont to control volume of traffic
- No on choker! No on widened sidewalks if taken from street travel lanes.
- The rotary works very well
- Like all of it, N. Pelham is a major issue.
- Yes, adding more green spaces to the circle seems great. But although we built a house here, I will be moving as soon as possible because the lawn chemicals and leaf blowers have made our neighborhood unlivable.
- Please do not create one way streets in our neighborhood.
- Agree with expanded pedestrian ideas. I do not agree with the diverter. Currently the majority of the traffic uses E. Morningside.. Pelham is used only when there is a traffic issue on E. Morningside as it is not faster as a cut through.
- Need stop signs at traffic circle at Rock Springs and (Wildwood, N. Pelham and E. Pelham because people coming from N. Pelham and Rock Springs (mostly coming from Piedmont) don't even slow down for the yield signs even when there are cars stopped on Wildwood and E. Pelham.
- Pelham/N. Morningside chokers are a terrible idea. Until you figure out how to limit cars traveling on Pelham, a choker will only exacerbate the traffic problems. Feel free to drive on Pelham any workday evening as the cars pile up heading to Morningside from the Piedmont or Rock Springs entry points. Traffic diverters vs chokers is the right answer.
- Again, as long as the one way diverter is permeable to bikes, looks great!
- Installing a one way diverter on E Rock Springs and N. Pelham is going to dramatically snarl traffic on all streets. Additionally, Plymouth Rd will become a thoroughfare which runs by Sunken Garden. The traffic on Pelham really comes from the round about on E. Rock Springs. If you want to address traffic on Pelham begin at the round about, not the 3 way stop. Please do not put a diverter on N. Pelham and E. Rock springs at the 3 way stop.
- Removing the complicated rotary will make it much safer for pedestrians and bicyclist. However, will this cause too much traffic congestion?
- current circle fine. leave as is
- Is whole neighborhood supposed to be mini circles? Why not do something simple and reasonable like raised intersections and/or 4 way stop signs rather than expensive and unneeded min circles?
- Not sure I understand the need for reworking the roundabout. And I definitely don't approve the use of one-way diverters at key points within the neighborhood.
- I think getting rid of the traffic circle is a bad idea. This is going to cause significant congestion of traffic flowing south on North Rocksprings. I would be in favor of improving the circle to make it "tighter" and slow people down, but eliminating it is a mistake. I also heard there was discussion of disallowing turns from Piedmont onto East Pelham. This would make it extremely difficult for anyone who lives in the neighborhood to get into the neighborhood from the west. Perhaps eliminating left turns onto East Pelham from Piedmont would be a better idea, but we need to keep the entrance into the neighborhood for people traveling North on Piedmont and crossing over Piedmont on East Pelham.
- I do not think there should be a one way diverter at the intersection of N. Pelham and E Rock Springs. As much as people on N. Pelham hate it being a cut-through, the cars have got to get through the neighborhood somehow. I do think adding bump-outs or other traffic calming devices on N. Pelham would help to slow people down and discourage its use. Also, because there is a 4 way stop here, it is one of the places where it is safe to turn left onto E. Rock Springs.
- The Pelham and rock springs circle works well now and I wouldn't support this proposed change.. the purpose of the one way diverted is t clear. Wide sidewalks seem like a good idea.
- Like getting rid of that horrible traffic circle but NO one way Diverters
- The round about works well as is. This is another waste of taxpayer money and will only increase our taxes for nothing. The chokers again are a bad idea
- Do not like the proposed design for Pelham & Rock Springs. I think the traffic circle works just fine (you want to put traffic circles at numerous other intersections, but remove this one? It doesn't make sense. Makes me think you are just changing things to change things.) The rest of plan for Pelham & N. Morningside looks fine.
- Definitely needed but like rounda bouts, not the chokers. Chokers could potentially lead to back ups and bike incidents
- the one way diverter will cause more traffic on rock springs- not in favorthe
- No, you are going to make it impossible for us that live on North Morningside to get in and out of our homes.
- The large rotary on Pelham works well, keeps traffic moving, so to go to stop signs seems like a step backwards.
- Removing the roundabout is a bad idea; especially if you are doing it just for a bike path. Try improving the street markings. Little changes are better than big ones.
- I think this idea is terrible. This makes Rock Springs a very unsafe road. It's one of the most traveled roads in the neighborhood. The minicircle on this road is one of the first items many people see when they enter our neighborhood and has a lot of charm and character. I can't believe you want to replace it with a TRAFFIC LIGHT!!! Terrible idea.
- Springs is a HORRIBLE idea - severely restricting traffic movement and funneling it onto Sussex and Plymouth. This is a huge detriment to Plymouth Road and Sussex. One of the beauties of in-town neighborhood traffic patterns is that they allow for dispersion of traffic flow. This diverter will be the cause of accidents as people circumvent it to find their natural patterns. 2. Elimination of traffic circle at Pelham and Rock Springs to return to the previous design with numerous stop signs is also a TERRIBLE idea which would again create more congestion than exists currently. 3. Mini traffic circles like the one pictured do NOT work since they will not accommodate fire truck turning radius requirements.
- Not sure this is a high priority



- Agree that changing the roundabout at East Pelham / Rock Springs to a 4 way stop is a good idea. Agree with one way diverter at North Pelham and East Rock Springs. What form will the proposed Shared Bike/Ped path take? Not sure how to interpret this proposal.
- We paid for choker few years ago at N highland and morningside and then paid again year later to take it out. Chokers don't solve any problem
- Keep the roundabout at Pelham and N. Morningside. It's much more efficient that stop signs. Make the center circle larger to make it more obvious that it's a roundabout.
- Intersection works okay now. Not top priority.
- I don't see how this current design does enough to help with the speeders on N. Pelham. Most of the speeders come off of the traffic circle. I would like to see N. Pelham cut off from the traffic circle, with only an opening for bikes. Also the intersection at N. Pelham and E. Morningside is very dangerous for pedestrians. I would like to see more done there such as a raised crosswalk and flashing light.
- I agree that something must be done for traffic in addition to the above measures I would recommend restricting North Pelham to a one way street without access off the current traffic circle.
- Rock Springs/Wildwood/Pelham interception is a good idea. Drivers along Rock Springs do not always yield properly. Diverter at Pelham/E. Rock Springs is not a good idea. A right hand turn here is used by residents and if eliminated will create detours and thus more traffic along other streets within the neighborhood.
- I fully support initiatives to recapture the wonderful qualities/benefits of living on North Pelham. These qualities/benefits are being greatly diminished by out-of-control cut-through traffic with no regard for children playing, people walking, or residents leaving or entering their own property. I am 100% in support of changes that will give us back the delight of living on North Pelham and in Morningside.
- Concerned about chokers as a general strategy. Between lawn service companies and contractors, most streets already have natural chokers much of the time with their parked trucks. Concern is that if you add chokers to streets that have frequent occlusions because of contractors, you are going to create circumstances where streets periodically become difficult to transit at all.

NEIGHBORHOOD BIKE-PED NETWORK poster 4:

**PLYMOUTH / EAST SUSSEX
MLPWAY CROSSWALK**

- With stop signs?
- No branding painting, yes to painting for MES/Haygood

RAISED INTERSECTION

- Yes
- Would also like one further east at Barclay and E Rock springs
- Yes!

MINI CIRCLE

- Too small! Have you seen how many cars go thru here at school time?
- Protected Bike lane? On side south of Rock Springs
- The area by sunken garden is very congested/narrow during MES drop off and pick up parents park for drop off and pick up. Any further narrowing would limit parents being able to park and walk their kids.

**WELLBOURNE DR. / WILDWOOD / PINE RIDGE
ONE WAY DIVERTER**

- Hate one way diverter in general and Wellbourne in particular
- If you put a one-way diverter on Wellbourne- you will move traffic turning in on Wildwood. At least there is a light on Wellbourne and the street is wide.
- I live on Wellbourne and turn right on C. Bridge in the AM to go to work. Returning home I turn left onto Wellbourne in the PM. So one-way diverter will not work for me.
- Ditto
- Yes!
- I like this.
- Me too
- +1
- No way
- No! Not one way on Wellbourne
- No, frustrating
- NO
- NO
- No
- Really hate this. Would make the route in for residents difficult
- Rt. Turn (onto Wellbourne) is important for access to businesses / neighborhood
- If left turns are not allowed from C.B. onto Wellbourne then something needs to be done with the lights at Cheshire/Piedmont
- The issue on wellbourne is mostly neighborhood residents using the road to leave in the AM and return in the evening. The one-way diverter will do nothing for the morning traffic... two things that would help:

- Stop sign half-way down wellbourne at nature preserve +1
- Crosswalks at nature preserve
- One way diverter on Wellbourne not a good idea for local traffic. SIDEWALKS ON WELLBOURNE would reduce width of street and provide access for peds. To Cheshire bridge from Morningside Preserve and deeper into the neighborhood.

CHOKER

- No choker on Wellbourne
- Stop sign here instead at park entrance
- Stop sign would better
- Yes, good

MINI CIRCLES

- I like this
- Me too
- +1
- The one recent accident on Wellbourne was a Morningside resident under the influence coming into the neighborhood. Outside traffic is not the problem.

- Sidewalks on Wildwood Please !
- Yes!
- Slow down, and save gas and lives
- Wellbourne/windham pk.
- 1. Sidewalks both sides PLEASE +1
- pedestrian walk- especially across from entrance to preserve
- mini circle
- white people matter!

ONLINE COMMENTS

- Yes/great/support all the ideas (+11)
- Chokers & 1-way diverters are irresponsible.
- Plymouth: all seems good but I wonder about raised sidewalk across ERSprings. Will that slow traffic? Doesn't there need to be bright colored painting too? Mini circles on Plymouth seem good. Wellbourne: I don't drive there during high traffic. minicircles seem great for pine ridge. Seems like traffic circle at sussex and plymouth would be better than a large sidewalk. the parents at MES use that street to park to pick up kids. it is very confusing intersection and could be managed much better.
- We have concerns that the mini circles will not allow for some of the servicing trucks that go through the neighborhoods (moving, landscape, etc), creating a bigger bottleneck
- wildwood needs sidewalks along the entire road this is a main artery for walking and very unsafe
- I like the mini circles.
- See comments to 1C above. In addition, some comments on West Sussex Rd., where we have lived for the last 35 years. The development of Waze has clearly made a significant difference in the volume of traffic on this street. It has been a quiet street for many years, and that was nice. Now it is very busy at certain times of the day. The issue is not, however, the actual number of cars as it is the speed at which they are driven. Slow the traffic down and enforce a 20 mph limit. In addition, for reasons that make no sense to us, it is very common to see people walking in the street, even pushing a stroller with a baby or young child, despite the fact that there is a perfectly good sidewalk the whole length of the street. Someone will get hurt or killed, especially as traffic increases, drives too fast, and as walkers have their headphone on much of the time.
- I do not like one way diverters. Prefer restricting turns during heavy traffic hours, but allow at other times (eg. as Ansley Park does at Piedmont and certain intersections)
- Raised walkway at E Sussex and E Rock Springs is a great idea!
- Same comment on Diverters. Need hard evidence of real cut-through traffic.
- YES - I am a Wellbourne resident and fully support the proposed Wellbourne changes.
- I live in the neighborhood and use that left turn from cheshire bridge onto wellbourne. That is how people get to the nature preserve. You shouldn't be using public funds to close public roads to people. This is insane. What is the problem here? This isn't a gated community.
- in favor of everything except the one way diverter
- understand one way diverter from Cumberland to Monroe. not as clear on why this one is needed but I believe you:) definitely need raised intersection and better crosswalks near school
- As a homeowner on Wellbourne Drive, I am not a fan of the mini circles suggested for the corner of Wellbourne and Wildwood and Wildwood and Pine Ridge Drive. The biggest issue at the corner of Wellbourne and Wildwood is cars not stopping as they drive down Wildwood headed to Lenox Road. They don't see the stop sign or anticipate it. We have seen several near misses of cars pulling out from Wellbourne and almost being T-boned by cars not stopping along Wildwood. I don't think a mini-circle would help, especially during rush hours. I think it would give folks the sense that they need not slow down, but just keep going. I think better signage would be a better solution at that intersection. I also don't appreciate the suggestion that Wellbourne traffic be diverted to right-turn only at the intersection with Cheshire...

(Continued)

- ...Bridge. Considering the traffic along Piedmont and Lenox Road, I don't want to have to drive out of my way to get to Lindbergh area or to the I-75, I-85, Ga 400 entrances. Or have to go around in order to get to Johnny's Pizza or the Colonnade or to Barking Hound. I think there needs to be better timing of the light at the intersection of Wellbourne and Cheshire Bridge, but making that a right-turn only would be more problematic than dealing with the traffic coming through Wellbourne during rush hour. I can't quite tell where you are suggesting these chokers be added along Wellbourne. Please don't put that in front of my house. Since there are no sidewalks on our block, I don't think it would work very well.
- There is absolutely no necessity for the 6 mini circles proposed above. I walk these streets regularly with my dogs and these proposals seem unnecessary and a waste of money. If money were no object I would not oppose them as they will have some traffic calming effect, although I am not convinced that there is enough traffic along these routes to warrant it.
- One Way diverter at Wellbourne/Cheshire Bridge restricts cross traffic to Lidell, which is becoming increasingly part of the neighborhood.
- Chokers are not needed on Wellbourne when there are speed bumps. It needs sidewalks on one or both sides. Mini circles are not needed but rather three way stops as elsewhere in the neighborhood. Mini circles will just promote more traffic through these intersections. I live in the intersection of Wildwood and Wellbourne (839 Wildwood Rd) and I see daily that what I recommend would be sufficient. Restricting the traffic coming up Wellbourne by doing a one-way diverter by Cheshire Bridge would reduce the number of cars coming through the intersection Wildwood/Wellbourne, making a three way stop an even better alternative. If you want through-traffic to be reduced in the neighborhood, putting mini circles in would counter act the effort by making more cars pass in a shorter period of time. Waze would pick that up in a heartbeat and send even more cars through our narrow streets. On a side note, if Chokers would eliminate the heavy truck traffic, read 18-wheelers then I would support the effort.
- Like raised intersection of E Sussex due to school/church crosswalk. One way diverter on Wellbourne which is used as an alternate to Woodland gives no other alternatives to the neighborhood. Wellbourne is wide enough with traffic calming devices on it so do not agree with a one way diverter.
- mini circle at Cumberland/E Sussex would be hard for school buses (3 school's buses use it 6x day). Colorful & raised intersection is needed on E Rock Spring & Sussex, not on Plymouth. I generally don't like one way streets.
- The one way diverter at Wellbourne/Cheshire Bridge seems to hurt access to the neighbourhood. This is an access point for many people to the nature preserve. By adding this and the other one way diverter at Pelham/Morningside and Windemere/Cheshire Bridge intersections appears to make this section of neighbourhood only convenient to drive out of. This will divert traffic to other streets in neighbourhood and cause congestion.
- Cross walks in Plymouth E/W Sussex are fine though I'm not sure about the aesthetic of the example given.
- I haven't been able to reach anyone at MLPA as I was only recently made aware of this plan. Without specifics of how these traffic circles would be constructed I am opposed to the mini traffic circles at Cumberland/E Sussex and Cumberland/Lanier Pl. It's hard to see lacking details how these could be constructed without cutting into existing residential properties. My lot is the corner lot running along Cumberland from Lanier Pl to E Sussex. Construction of traffic circles would severely impact my property on both ends, potentially wiping out my small driveway and part of my backyard. The roads are already tight, and I can't see how even a mini traffic circle could be done without cutting into my property as well as property of several other residences. For all that disruption, a 3 way stop and/or speed bumps would achieve the same results at lower cost to taxpayer and without damaging property values of existing homes.
- No Chockers. One Way Diverters burden neighborhood traffic patterns. We wouldn't be able to get back into neighborhood once we left!
- Wellbourne & Willwood need sidewalks and speed bumps badly - extremely dangerous streets that people fly down.
- Don't think Plymouth/E Sussex has tha much traffic that it would need mini circle and Choker.
- Likely to create more congestion.
- I appreciate all of the effort that has gone into this plan; however, the effort to keep commuters on the corridor is going to make it difficult for those of us living here to enter our own neighborhood. I work in Buckhead and commute home during rush hour traffic. By putting one way diverters at both Windemere and Wellbourne, Lenox Road becomes the only option for those of us living in the neighbor that commute down Cheshire Bridge Road. Lenox Road is already congested and will be even more so with the proposed change at Lenox Road and Johnson Road, which takes away the right turn lane. I am 100% in favor of all traffic calming and speed reduction measures, but please don't make it such that us working parents have such limited routes to get home and will add 10-20 minutes to commutes. Please do not add one way diverters to Windemere and Wellbourne.
- We live within sight of the intersections of Wellbourne/Wildwood and Wildwood/Pine Ridge. We see no reason a mini circle at either of these locations. We have never had a problem with the stop signs at either of these locations. We suggest a three-way stop sign at the corner of Wellbourne and Wildwood. With regard to the chokers on Wellbourne, we already have speed bumps on Wellbourne which are adequate for slowing traffic. With regard to the chokers, and oneway diverters, in particular, we have a concern about access by emergency personnel. However, there is a complaint about commercial 18-wheelers coming into the neighborhood. "No Thru Traffic" is important.
- As a resident of Wildwood, I deplore the addition of mini circles and chokers. While there is to much commercial traffic, the addition of speed blocks, and stop signs, (i.e. Three-Way and Four-Way Stop signs) will be sufficient. We should be able to keep the neighborhood streets accessible without additional construction/

- concrete. Also, with regard to all of the proposals, access by first responders should be paramount; As a former law enforcement employee, the introduction of one-way streets and diminished throughways can hamper access and endanger lives.
- Again, these one-way diverters will just move the local traffic onto other neighborhood streets--it will alienate our neighbors if we make it more difficult to get to their homes. While this might be useful at some point in the future I don't support the one way diverters until we have proof that the traffic is horrendous enough to warrant the expenditure and inconvenience.
- I don't understand the one-way diverter at Cheshire. Are you proposing to eliminate the left turn from Cheshire onto Wellbourne? If so, I don't like the idea of cutting off one of the entrances to the neighborhood.
- These are all great ideas. Anything that will slow traffic and deter cut through traffic is fantastic. Our neighborhood street should be for neighborhood traffic, not cut through traffic.
- Bile lanes are fine where there is space for them Chokers and One Way Diverters target elimination of all traffic flow.
- Mini circles are great. Again, a one way diverter at wellbourne will keep a huge amount of traffic on cheshire bridge and make commutes for MLPA residents much, much longer with only one way to get in the neighborhood. I know we want less traffic in the neighborhood but if it comes with nightmarish gridlock and long commute times for residents that will ultimately hurt our quality of life and property values.
- No to chokers, one-way diverters, and painted crosswalks. Yes to circles and raised intersections.
- Oppose the mini circles. I see no need to change from the stop signs in these spaces and no need for the raised intersection
- Before we consider costly investment for designs that will likely not work, try painting cross walks, installing stop signs, no through traffic signs, reduce street parking, etc. This will resolve a majority of the issues and be more pedestrian-friendly.
- Plymouth Road is a very quiet road, and so the suggestion that two mini circles are needed on this road means your plans mean more traffic on this street. Shame on you. East Rock Springs parallels Plymouth with a distance of maybe 150 yards between them, and so another major throughfare makes no sense. Lets not increase the number of streets that are cut-through streets.
- Not sure why Plymouth needs mini circle, there are many other streets with much worse traffic. love choler on Wellbourne, hate one way diverter on Wellbourne
- The one way diverter will force more traffic onto Cheshire Bridge, Piedmont and Lenox roads. What measures are planned to avoid making the traffic problem worse?
- Opposed to making any portion of Wellbourne a one-way street.
- One way diverter on Wellbourne may put more traffic on Wildwood to E Rock Springs.
- The mini circle on Plymouth itself will be unnecessary if the one way diverter at N Pelham and E Rock springs is eliminated. Then one at the intersection of N Pelham and Plymouth may be reasonable though and would temper the traffic coming from E Rock Springs.
- Chokers on Wellbourne are great! Unsure of need for circle on Wildwood and Pine Ridge.
- Raised crosswalks are a good idea. A raised crosswalk at the corner of N. Pelham Rd NE and Plymouth Rd NE and Mifflin Pl NE and Plymouth Rd. NE would seem to be a better idea than a mini circle, and instead put a mini circle at the corners of Plymouth and W. Sussex and Plymouth and E. Sussex. There are a number of reasons why this would be better for the neighborhood including: 1. there is more room at Plymouth and E. Sussex and Plymouth and W. Sussex intersections where yards would not be impacted by the construction. 2. Both of the areas at Plymouth and E. Sussex and Plymouth and W. Sussex intersections have more traffic than Plymouth and Mifflin or Plymouth and N. Pelham. As a result they would be better suited for traffic circles, while the intersections of Plymouth and N. Pelham and Mifflin and N. Pelham would be better suited for MLPWAY cross walks or raised intersections. 3. Placing mini circles at the intersections of Plymouth and N. Pelham and Mifflin and N. Pelham would require taking yards from lots that are already small. I realize that the city of Atlanta has the right of way where they would be placed, but they would still have to remove some green space to recreate the sidewalks. This would increase impervious surface, while also taking green space from homeowners. 4. I would request a traffic study be accomplished to determine if the mini circles would provide the desired effect by the authors of the master plan. 5. If N. Pelham was to be made one way, it does not make sense to place mini circle right before a stop sign. 6. If something has to be done at the intersections of Plymouth and N. Pelham and Mifflin and Plymouth the best option to get the desired effect would be either crosswalks or raised intersections.
- Residents should be careful for what they wish for as they will also be affected by the one way diverters. This is a very popular route for many residents in MLP who want to avoid the Piedmont and Cheshire Bridge intersection.
- I think that putting a one way diverter here would negatively impact all the residents in this neighborhood who would be forced very far down Cheshire Bridge and then potentially having to wait at the train tracks to get to their homes. It might not be worth it for the extra time.
- I am opposed to the mini traffic circles on Plymouth/Sussex and Plymouth/Mifflin. If the one-way diverter from N. Pelham is not adopted, this will not be needed. If the one-way N. Pelham diverter is adopted, it will send heavy volumes of traffic down Plymouth, which is a quiet, narrow, pedestrian friendly street. Quiet streets, even in an urban area, make a neighborhood nice. There are main arteries running through the neighborhood that will always have heavier car traffic. This idea of a one-way diverter and putting mini circles on Plymouth to handle the volume of cars that would now use it as a cut through, would take traffic away from the front of approximately 4-5 houses (on N Pelham between N Morningside and Plymouth) and redirect it in front of about 40 houses (all along Plymouth, Mifflin and Berkshire), all while cutting off residents' routes to their homes. Not good for the majority of residents in this area.
- Again, I don't see how mini circles are an improvement over stop signs. They tend to be less pedestrian friendly and will do little to slow or reduce traffic. The proposed diversion of traffic threatens to increase traffic on other streets, where there are existing intersections without stop signs or any sort of traffic calming. For example,



Plymouth Road should have stop signs at Mifflin and Merton. That would largely alleviate the need to have further slowing of traffic at W. Sussex and E. Sussex, but traffic flies down Plymouth Road unimpeded until it reaches E. and W. Sussex. Why no traffic calming on the rest of the street; the traffic is clearly there. Further chokers where there are already speed bumps don't seem to be an effective use of funds. In addition, they take up much needed street parking. We need to preserve street parking throughout the neighborhood. It is traffic calming on its own and necessary for residents. One way diverters are a universally bad idea for the neighborhood, as residents will be forced to spend more time roaming the neighborhood streets to get out in the proper direction, and passers through will not be able to get out of our neighborhood and onto the main corridors.

- Restricted ingress/egress from Cheshire Br to Wellbourne
- Raised intersections should be created at all major crosswalks not just at Sussex. One way diverter - Absolutely not!
- Oppose the one way diverter for Wellbourne, like the mini circle and chokers.
- Atlanta voted in \$69 million for pedestrian improvements in sidewalks, but when I tried to walk from a mara station to my house a hugely polluting, loud leaf blower greeted me at every corner. Literally.
- The intersection at Wellbourne is complicated by the streetscape on Cheshire. Visibility is limited with the street trees and lighting heading North on Cheshire. I do not agree with all of these one way diverters as they will only put pressure on the primary routes.
- I live on Plymouth - love the proposal and cross walks to the school. only suggestion would be one of those lights at the n rock springs/sussex street crossing to school like the one on monroe/cumberland. no cars ever stop for kids there and my sense is that an actual light or stop sign would be beneficial.
- I live on Wildwood Rd. NE between Wellbourne and Pineridge and people disregard both stop signs most of the time. It looks like according to the images there will be a mini traffic circle at Pineridge and Wellbourne intersections at Wildwood Rd. That will help a lot. What would help a lot. Stopping through traffic from Wellbourne will be minimized with the One Way Diverter at Cheshire Bridge. What they really need to do is put stop signs at each intersection on Rock Springs instead of yield signs because most people ignore the yield signs (especially coming from E. Pelham and Rock Springs coming from Piedmont) and there are accidents or near accidents quite frequently.
- As a resident of Plymouth Road NE, I am many of my neighbors object to the proposed changes for the street and some of the neighborhood entry choke points that will result in increased traffic flow on Plymouth necessitating the proposed restrictions as a forced by-product. Furthermore, I would like to understand how these proposals are reviewed, approved, and enacted particularly regarding how the impacted residents of said streets are embraced prior to the bureaucracy of these improvements move forward. The proposed mini circle at Plymouth and Mifflin will create a hardship for certain residents and is unnecessary. Furthermore, the street would be better served by enforcing parking on only one side of the street and until something like that is done, forcing more cars to now travel through an interior street like Plymouth will create more of a hassle than a solution.
- Cars currently drive way too fast on Wellbourne and Wildwood and they are very wide streets. Why not add sidewalks to both reduce speeds and make it pedestrian friendly.
- Raised crosswalks are a good idea. A raised crosswalks at the corner of N. Pelham Rd NE and Plymouth Rd NE and Mifflin Pl NE and Plymouth Rd. NE would seem to be a better idea than a mini circle, and instead put a mini circle at the corners of Plymouth and W. Sussex and Plymouth and E. Sussex. There are a number of reasons why this would be better for the neighborhood including: 1. there is more room at Plymouth and E. Sussex and Plymouth and W. Sussex intersections where yards would not be impacted by the construction. 2. Both of the areas at Plymouth and E. Sussex and Plymouth and W. Sussex intersections have more traffic than Plymouth and Mifflin or Plymouth and N. Pelham. As a result they would be better suited for traffic circles, while the intersections of Plymouth and N. Pelham and Mifflin and N. Pelham would be better suited for MLPWAY cross walks or raised intersections. 3. Placing mini circles at the intersections of Plymouth and N. Pelham and Mifflin and N. Pelham would require taking yards from lots that are already small. I realize that the city of Atlanta has the right of way where they would be placed, but they would still have to remove some green space to recreate the sidewalks. This would increase impervious surface, while also taking green space from homeowners. 4. I would request a traffic study be accomplished to determine if the mini circles would provide the desired effect by the authors of the master plan. 5. If N. Pelham was to be made one way, it does not make sense to place mini circle right before a stop sign. 6. If something has to be done at the intersections of Plymouth and N. Pelham and Mifflin and N. Pelham the best option to get the desired effect would be either crosswalks or raised intersections.
- Why so many mini circles? How will larger passenger vehicles go through all these mini circles?
- Highly against one-way diverters on Cheshire Bridge. Effectively separates Manchester from rest of the neighborhood and forces all of us through Cheshire Bridge and Piedmont intersection.
- Probably needed
- Unless sidewalks are added to Wellbourne, adding chokers seems like it might be dangerous for pedestrians. A number of people walk on the road (especially with dogs) to get to the nature preserve.
- no one way diverters
- No need for mini circles at wildwood And a one way diverted at wellbourne will

further exasperate traffic in the neighborhood

- Agree with the one-way diverter. Traffic back up here once someone decides to turn left
- the one way diverter forces more traffic on to n rock springs
- Instead of putting in chokers on Wellbourne, why not put in a true dedicated bike lane. This road is actually wide enough for this and the overall narrowing of the road with cars then parked along the side would create their own chokers.
- The raised intersection might be a good idea. It is a busy intersection. But what is the problem? East Rock Springs is a narrow road. Sidewalks are ok. Sorry about bike paths - maybe not a good idea here. Don't know about choke points and diverters. Not sure of the agenda. Some ideas are more related to traffic calming than to pathways.
- I'm vehemently opposed to the mini-traffic circle at the corner of E Sussex and Cumberland. As a property owner for whom the side of our house runs along Cumberland (we are at the corner of Lanier PL and Cumberland) and whose only parking is a small parking pad at the crest of Sussex & Cumberland, it appears that not only would a portion of our yard be removed, but we would lose our parking area as well as any nearby street parking available to us, dramatically and negatively impacting the value of our house, as well as any resale potential. It seems to me that a 3-way stop sign at this intersection would serve the same purpose of calming traffic, allowing pedestrians to cross to/from the various schools and still all what is already an extremely tight parking area for those of us who live on this corner to co-exist. Not to mention cost considerably less.
- Don't like it. Seems too unnecessary and I imagine it's expensive. I think our money would be better focused elsewhere. This would create a FUNNEL for traffic. Traffic on Rock Springs would be a disaster. Bad idea.
- There is no need for a traffic circle at Plymouth and Mifflin Place since Mifflin is a short street for 3 homes. 2. There should not be a traffic circle at Plymouth Road and Pelham Road. The traffic flow as currently designed works fine. Pelham is the major street and Plymouth is secondary with a stop sign. See earlier comment about the HORRIBLE idea for the unnecessary and dangerous diverter at the Pelham and Rock Springs intersection. 3. The suggested raised intersection at Sussex and Rock Springs is worthwhile with the number of pedestrians crossing here for school and church. 4. The one way diverter at Wellbourne and Cheshire Bridge is another horrible idea restricting the normal flow of traffic within our neighborhood.
- Is currently a 3 way stop at Wildwood and Wellbourne. Concerned that putting a minicircle will increase rather than decrease the speed of traffic coming through that intersection. Also, Wellbourne is the main entrance for Morningside Nature Preserve. How will chokers affect neighborhood access? Will the light at Wellbourne and Cheshire Bridge be removed if there is a diverter sending traffic east on Cheshire Bridge?
- Again chokers don't work, WAZE app doesn't know about chokers
- Do not put a one-way diverter on both Wellbourne and Windemere heading onto Cheshire Bridge. There needs to be at least one street for residents to enter the neighborhood from Cheshire Bridge. Otherwise people will be forced to come all the way down Cheshire Bridge to Piedmont, then left onto N. Rock Springs to get back into the neighborhood, causing huge traffic jams on Piedmont between Cheshire Bridge and N. Rock Springs, which is already jammed.
- Do not like one-way diverter at Wellbourne.
- Overall, the mini circles and chokers are good - but maybe consider N. Pelham and Pine Ridge since no one know what a full stop especially when driving south on N. Pelham. I live on Wellbourne and the diverter will be a problem for me and several others within the neighborhood. In order to get to 185 South, the quickest way is with a left turn onto C. Bridge Rd. even with the length of the light. And coming home in the evenings, a left turn off of Cheshire Bridge is most direct for me and several others. One would either need to go down Lenox to Wildwood and then onto Wellbourne or turn left at Windemere then left at Wildwood then finally a left a Wellbourne. Three lefts versus one. With more traffic created within the neighborhood by those living in the neighborhood. The traffic can be busy in the AM and PM along Wellbourne with an occasional speeder but otherwise really isn't that bad for an urban neighborhood street. Mostly Wellbourne is a gateway into the neighborhood where several residents into/exit our community and those are the one that I believe are the majority of the peak traffic Chokers and sidewalks are really all we need.
- The proposed traffic circle at Plymouth/Mifflin is ill advised and seems to be without any merit. It is not a busy street and the traffic circle will be a waste of neighborhood money that could be much better spent on things like a community center, recreation space, or something else our neighborhood lacks and sorely needs. There is no data to show that this circle on Plymouth/Mifflin will do anything to improve neighborhood safety or traffic, but what it will surely do is lower property values. If it encourages more traffic through this quiet residential street, it would put the safety of children and families at risk who are used to a low-traffic street. Those who have bought houses on Plymouth did so believing this to be a quiet street; to introduce a measure to encourage more traffic through such a street is dangerous and unnecessary. It is inevitable that some streets will be busy during rush hour; that is the nature of traffic and people expect that. We currently live on Amsterdam and understand that there are times when things are backed up. Such is life. If you want to truly improve the lives of the members of this community, build a community center. THAT is where our money should be going so that people who spend so much to live in this lovely and community-oriented neighborhood do not have to go to Decatur or Buckhead to find a neighborhood pool for their children.

**LANIER PLACE / N.MORNINGSIDE/LANIER BLVD.
MINI CIRCLE**

How would this fit?
Good for safe walking route to MES
+1

MLPWAY CROSSWALK

- Like the "branding" idea +3
- Forget branding
- Just a plain crosswalk is fine
- Nice!
- No branding needed – there are already too many other branded trails – added expense not needed.

CHOKER

- Good +4
- Need neck-down, not choker

RAISED INTERSECTION, HAWK SIGNAL

- Good + 3
- Great idea
- Move it down towards commercial strip where more people cross

WIDENED ROUNDABOUT

- This is a very confusing corner
- Yes! +5
- Good
- Better?
-

N. HIGHLAND / JOHNSON ROAD.

NEW PROPOSED T'ED INTERSECTION

- The major issue is the VOLUME of traffic. This will not help and will cause more backups
- This intersection DOES need help – it's a mess
- For the love of God, NO!
- Existing is better than proposed
- Yes!!
- agree
- Traffic actually flows well Lenox > N. Highland
- Needs lane clarity instead – no to proposed
- Would need left turn lane out to Johnson
- To be successful, dedicated left turn lan
- Bad idea!
- Would also need a light in this configuration
- Bad idea, would make traffic worse
- Bad idea, improve existing land signage instead
- Consider traffic circle
- Yes!
- Roundabout seems like a better option
- Really bad idea
- Bad idea
- Hard to see traffic coming down Johnson
- This proposal is good for crosswalks, bad for turning left on Johnson esp. for Noble Park Residents
- UGH! Southbound Lenox in evening rush hour back up over ½ mile; part of issue is cars turning left to go north on Johnson. This plan would seem to cause further congestion on Lenox by putting all traffic on that job to Johnson.

PROPOSED RESIDENTIAL SECTION

- Bike lanes are essential
- Yes!
- Needed on Johnson Road – too much speeding
- Please (dedicated/protected) bike lanes up Johnson + N. Highland
- Yes!
- Protected bike lanes please

- Residents are trapped by these ideas. We have to be allowed to get in/out 'hood to do all of our daily needs
- Need to discourage thru traffic
- We need police with radar to ticket speeder about 200\$ per violation

JOHNSON

- Need a hawk signal at Johnson Road and Meadowdale Avenue
- More hawk lights on Johnson
- Need more attention to crosswalks on Johnson. This is within Morningside WALK zone. Kids cannot take bus and must walk or drive.
- Lenox Road needs repaving – last done in 1995!
- How does this improve rush hours?
- These are permanent options. How about 1 cop 1-2 times/month to catch speeders? Seems more cost effective and would change behavior very quickly
- Traffic speeds during MES drop off/pickup are dangerous.
- The "Lanier Blvd Park" (median) needs improving- with perhaps native vegetation / groundcover instead of grass that doesn't grow. Also – "park" needs curbs or other barriers to keep vehicles from driving on it.

ONLINE COMMENTS

- Great/like/support the ideas (+16)
- The plan seems inconsistent. Above the mini circle appears to be added at Sussex. Adding the mini-circle at Lanier Place will cause major traffic issues for

those who live on the street. To me, a three-way stop seems like it would be more beneficial, easier to add, and less impact on the community. I am STRONGLY opposed to this change.

- No choker! Traffic already badly backs up on Lenox Road. This design will make access to and from Lenox Road horrendous.
- I'm concerned about the back up that will happen with traffic from Lenox onto Johnson/N.Highland which could push commuters to look at other ways to get around like side streets
- Hawk at Lanier seems like it's at the WRONG place. HAWK would be great closer to the businesses so people can cross at Alon's, etc. The Lenox/Johnson intersection is VERY BAD idea. The traffic is terrible there. This idea will only exacerbate the issue for everyone in the neighborhood. The traffic would get backed up to the railroad tracks on Lenox if you had to wait for each person to STOP to get onto Johnson rather than merging/yielding. I think it's a terrible idea. Need something else. HAWK would be great at Lenox before Johnson to allow for school kids to cross safely, and yet allow cars to continue to move.
- The Lenox Rd, Johnson Rd., N. Highland intersection may only work if you have a traffic light. This is a bad intersection, especially during rush hour.
- im in big favor of the overall bike-ped network
- I object to the alterations at N. Highland/Johnson Rd plan. It would choke traffic to the point that we on Beech Valley would never get out of our street! Some sort of traffic circle makes more sense to me. Are you trying to discourage south bound Lenox Rd traffic? Too much traffic flows from Lenox to Highland to cut out the main artery that we have now.
- I would leave the existing intersection alone. It works OK. Addition of a light will cause huge traffic back-ups on Lenox Rd, especially in the evening. With Lenox going south being an uphill road, that will cause more idling and pollution.
- I prefer no changes to the Lenox/N. Highland intersection, but if carried through, any changes MUST have separate left and right hand turn lanes in both directions to allow motorist to continue to turn left while others are waiting their turn to the left. If not, this plan will back up traffic worse than it already does during mornings and afternoons. It already does. Please study further before making this recommendation. Traffic on Lenox in the afternoon backs up all the way to the tennis courts regularly. 2) Widened roundabout at McLynn and Lanier will reduce impervious surface in the area and improve the beauty.
- Single biggest need in Morningside Village is for an appropriate cross-walk. Pedestrian foot traffic routinely crosses street near Alon's.
- ok. I now understand this proposal. It would be nice to have a bike route or pull over bus stop or something here in that land mass. I do bike on Highland to get to places.
- Hawk signal at Lanier PL / Highland is very much needed! Still concerned about bike safety on the "big curve" on Lanier Place. This curve has a lot of illegal cars and trucks parked, fast driving, and blind spots. How can bikes be protected on the curve (on the Cumberland->Highland block)?
- The Highland Johnson Rd intersection is a problem. However the proposed plan will create a worse traffic problem then we have now. It is hard to turn left off of Lenox and frequently takes quite a while for a traffic break. Requiring traffic coming off of Lenox and going south to wait for the cars turning left, will back up Lenox traffic worse than it does now. It is not a good solution for the current traffic problem.
- great ideas - hopefully will slow down some of the through traffic
- N. Highland Johnson gets why vote for highest priority - I once caused an accident here doing a peaceful demonstration with slow down signs walking crossing back and forth here. And I have witnessed my inexperienced teen drivers completely confused by this intersection. Do it!!
- While admittedly traffic is a pain at afternoon rush hour at the intersection of North Highland and Johnson Road, I don't think it would be helped by forcing all traffic into a forced stop whether going left or right from Lenox onto Highland. At least now there is a fairly decent flow of traffic going right, not being stopped behind those wanting to go left on to Johnson Road. I think changing it would just back up traffic more on Lenox Road.
- Love these suggestions... especially traffic circle at lanier and morningside
- I strongly support the proposals for Lanier Pl/N Morningside/Lanier Blvd, especially the widened roundabout on Lanier Blvd - it is essential and the sooner the better. I believe the Lenox Rd/Johnson intersection can be improved with a bulb out and better signage. The proposal above is too much.
- I love the roundabout at N Morningside and Lanier!
- Please don't add a traffic circle at Lanier Place and Cumberland! This is a terrible idea and would make it so much harder for school buses, emergency vehicles, etc.
- Lanier Place roundabout is a welcome clarification and reduction of expansive pavement. Lenox "T" to Johnson would probably create huge queue on Lenox and slow traffic even more.
- I strongly support both of these proposed changes. Both intersections are confusing to say the least. I frequently use them and constantly see confused drivers. As a pedestrian, it's scary. These changes look amazing. Thank you!
- N. Morningside - our concern is the speed on this street. No one obeys the 25mph. Cars also speed down Lanier Boulevard. We support the concept of the choker to slow traffic, but it will seriously limit on street parking where not all homes have garages. maybe move the bump out to the intersection of Avalon and N. Morningside. We support widening the roundabout at lanier blvd if it's intention is to slow down traffic. No one uses the existing roundabout as a roundabout and with the addition of the relatively new 4 way stop sign, traffic backs up considerably N. Morningside and Lanier. Would there consideration of removing the 4 way stop on Lanier or some other traffic calming device there instead. You all need to visit the Lanier Blvd/N. Morningside intersection at 5:30pm. Like the raised intersection at lanier place/highland. can a raised intersection be added in a few places on N. Morningside drive. Or could we test mini circles at Avalon/N. Morningside?
- The proposed change in the Lenox Rd/Johnson Rd intersection does not seem to reflect the reality of the current traffic flow. Oftentimes, during rush hour traffic backs up on Lenox Road to Wildwood. A traffic light coordinated with the light at North Highland and East Rocks Spring Rd may help traffic flow any other signal does not seem a workable solution. The enlarged roundabout at Lanier, McLynn and North



Morningside will hopefully slow traffic on North Morningside. We also support the raised walkway/Hawk signal at Lanier Place and North Highland

- I like the traffic circle at N Morningside and Lanier
- Poorly thought out scheme. A merging intersection allows greater traffic thruput. The proposed plan is designed to enhance traffic congestion which is the guiding philosophy of Atlanta's traffic engineers.
- Roundabout is a great fix for this intersection.
- yes to M'side/ Lanier BLVD circle! but no to raised colorfull intersection - just not enough foot traffic. Move the raised and/or colorful intersections to N Highland & University and N Highland & Lanier Place where children need to cross to move through n'hood. Agree that Lenox/Johnson needs improvement, but don't like this change. Cars will cue up way back on Lenox. it's a major artery in and out of n'hood to important resources. it will also negatively affect already backed up MES carpool cue that already backs up onto Berkshire Rd from Barclay. Does the proposed intersection include a light or left turn lane from Johnson to lenox?
- This is already a traffic nightmare. With one way in and out this is really going to back up lenox road. Go on this road at 5:15 from lenox headed toward johnson
- I haven't been able to reach anyone at MLPA as I was only recently made aware of this plan. Without specifics of how these traffic circles would be constructed I am opposed to the mini traffic circles at Cumberland/E Sussex and Cumberland/Lanier Pl. It's hard to see lacking details how these could be constructed without cutting into existing residential properties. My lot is the corner lot running along Cumberland from Lanier Pl to E Sussex. Construction of traffic circles would severely impact my property on both ends, potentially wiping out my small driveway and part of my backyard. The roads are already tight, and I can't see how even a mini traffic circle could be done without cutting into my property as well as property of several other residences. For all that disruption, a 3 way stop and/or speed bumps would achieve the same results at lower cost to taxpayer and without damaging property values of existing homes.
- Raised intersections - YES! Lane Reductions-NO.
- Crosswalk yes, Choker NO. Don't reduce automobile travel lanes! Traffic is bad enough. Concentrate on improving existing sidewalks and enforcement of overgrowth onto sidewalks.
- is the highland residential section and commercial section being done with VA-HI so that it will be continuous? I really like the dedicated bike lanes.
- Can we please incorporate more sidewalks? So many of our neighborhood streets do not have sidewalks.
- You would incur a lot of wrecks with the round about and traffic will get much more backed up ...Not a good idea in the least. The red light would have to be very creative..this is a really really bad idea
- Proposed Johnson / North Highland looks to be. Potential traffic nightmare. Encourage remaining the way it is.
- Lanier serves an important safety valve for North Highland. I am in favor of the traffic calming measures proposed for Lanier, but would not be in favor of measures to restrict traffic.
- Please make sure that you have talked to the owner of Morningside Village and the businesses there--the worst thing we can do is impose a plan that does not have their support.
- Again, the roundabout on Lanier would benefit from better definition with signage and curb detail. The proposed change to the intersection at Lenox and Johnson concerns me, as it's already a serious bottleneck during rush hour (and other times), and this proposal seems to consolidate the left and right turn lanes into a single lane. Without a traffic light, this seems very problematic. Modifying the existing curbing such that cars on Lenox can't cheat and turn right at the T on to Johnson would be great though.
- This is a good solution for a terrible, accident-prone intersection.
- There is no traffic congestion in these areas that requires any of this.
- This seems like it creates a huge bottleneck for southbound lenox. Hopefully the new intersection is a 3 way stop? If not then left turners onto Johnson will back traffic up for miles on Lenox. Even so this seems like fixing something that isn't broken.
- Seems like this would cause bug backups on Lenox road as traffic would not be able to merge and cars turning left would block the whole road. Stupid.
- I live on Beech Valley, close to the Highland/Johnson intersection. Lenox is most people's only way in and out of the neighborhood at this point, so I do not understand getting rid of the left turn lane. It will back up traffic on Lenox much worse than it already is right now. Please do not get rid of the dual-lane on N. Highland/Johnson. It will not make people use other roads; rather, it will make those with no choice to use Lenox have terrible commutes.
- would it be better to put a traffic light at the intersection rather than a stop sign?
- Agree with raised sidewalks. There is not room for a circle at the intersection of Lanier PL NE and Cumberland. It is probably a better idea to do something like stop signs and making sure crosswalks are routinely painted and visible to drivers.
- Wow. Can't believe this is a proposal. Lenox is a major entry/exit point for Morningside and VA Highlands. The proposal will absolutely choke the traffic flow... which means people use more and more neighborhood streets. Lenox has more traffic flow than Johnson. Why not put in a real roundabout (think Emory circle)?
- Roundabouts at both N Highland/N Morningside and another one at N. Highland and Johnson (this one especially). This would not only slow down traffic, but also provide better overall flow.
- N Highland - Johnson proposed intersection appears to be a Nightmare! What a

potential bottleneck. Like bike lane on Highland

- I am most concerned about the proposal for Lenox Rd/Johnson Road. The traffic is slow here especially at rush hour. However, it moves and all the traffic is borne equally by all the neighbors at this intersection. IN the new proposal you have picked winners and losers. All the people on the east side of Johnson will be negatively impacted as all the traffic funnels to a single intersection. I am strongly opposed to these changes. It will cause severe back ups on Lenox Road and longer waits at the intersection of No Highland and East Rock Springs.
- I do not think we should be encouraging bikers to use major thoroughfares that are already congested so I am opposed tot he concept for the N/Highland/Johnson/ Lenox corridor. This area is actually already dangerous enough without having to watch for bikers too.
- That intersection at Lenox and Johnson is busy enough as it is. Changing that intersection will slow down traffic considerably during rush hours. Adding all those bike lanes for the 10 people that ride bikes is only going to constrict traffic more.
- This plan to work will require a traffic signal at the red dot.
- Intersection Johnson & Lenox: will back up traffic on both streets. Back to the drawing board. Bad idea!
- Changing the intersection at Lenox and Highland will lead to huge back ups of traffic at that intersection and diversion of traffic into all the neighborhood streets as people attempt to avoid that intersection. With the right hand yield lane currently, at rush hour traffic already backs up for hundreds of feet at that intersection. Eliminating the right hand yield will make this worse and drive more traffic down smaller residential streets like Berkshire and Sussex.
- Do not think this is a good idea Lenox Road already gets so backed up coming into highland that cutting out the merge lane will backup traffic for miles or people will cut through wildwood and that area.
- Why in the world would we want to stop the flow of traffic from Lenox Road to North Highland? It already gets incredibly backed up between 4pm and 6pm. This will only make it worse!
- The intersection at Lenox and Johnson Roads will experience major back ups without some sort of investment in traffic control. Maybe a light timed with the Rock Springs and Johnson Roads intersection?
- Leave the intersection alone. The new plan is not an improvement and will only back up tragic at rush hour.
- Highland/Johnson/Lenox: No. Just no. There is no other way for the people who live in the noble park area (left on Johnson at the Lenox intersection) to get to their homes. The left turn there is already terrible with the congestion. The people coming up lenox will wait forever having to turn left there. This intersection is incredibly dangerous for pedestrians currently, but this does not look like a good answer. It looks good for pedestrians, because it is less confusing but for drivers coming home up lenox this looks like it will create a great deal of delay unless there is a traffic light and a signal. Even then I predict backups both ways that would block the interesection. There has to be a better way. Please come sit and spend some time at that intersection during evening rush hour and see who uses it and where they go and what type of backups occur. And watch the pedestrian crossings in the morning and after school for school walkers. If something isn't done there will be a serious pedestrian accident involving a child one day.
- Re Johnson / Lenox intersection - please, NO! the proposal will back up traffic significantly in all 3 directions. its kind of messy but seems to be working at the moment. What's the problem we're trying to solve? use this multiple times daily - haven't seen accidents. if it's high volume traffic flow, not sure this will do it. Might be enough to put in better lane markings & signage to drive traffic flow? Or at most a stop sign instead of yield as you come from Lenox to join Johnson before the Rock springs light. Do like the proposed commercial & residential traffic & bike lanes, didn't think there would be space for added bike lanes as well..
- Anything to slow traffic on N Highland is good. And anything to make drivers stop at crosswalks on N Highland is good. Everyone in the neighborhood uses N Highland to bike and walk and traffic moves too fast. It is a safety issue, especially for kids.
- The proposed interaction at Johnson and N.Highland is a disaster. While the current intersection need improving, unless there is an all way stop or a traffic light, the frequent left turners (from Lenox, north onto Johnson) will completely halt the flow of traffic during rush hour, backing up traffic well down Lenox Road. The cars attempting to go right from Lenox onto Johnson (south toward N. Highland). Unless traffic is going to be stopped along Johnson, a separate left turn path for turning north onto Johnson must be preserved. The residential parking along N. Highland should not be eliminated. Those residents need a place to park, and the elimination of their parking in favor of bike lanes seems unnecessary. Bicycles have plenty of room even with the parking along N. Highland, as it is a wide thoroughfare. The parking configuration should remain as-is in the commercial section, as there are really very few parking issues in this area of Highland. The existing area is functioning well. The widened roundabout at Lanier and N.Morningside is a misnomer, as that intersection does not currently function as a roundabout. The addition of a roundabout might increase functionality in this area, because of the multiple streets coming in at one spot, but it seems incongruous with the recent addition of stop signs elsewhere on Lanier. Raise and marked cross walks are a great improvement. I think chokers are largely a waste of what should otherwise be parking or space for bikes. I think chokers are a bad idea generally, because the streets are tight enough as is. We should not be eliminating needed street parking to create chokers. Parked cars serve this purpose already.

- as is. We should not be eliminating needed street parking to create chokers. Parked cars serve this purpose already.
- Regarding N Highland/Johnson -- this will make those intersections safer, but I worry it will back up traffic on Lenox an incredible amount
- No on Lanier Pl. traffic Circle only. No on bike lane taken from street.
- Widened round about would be perfect for Morningside/Lanier/McLynn
- The proposed intersection design would be WORSE. Have you seen the line of cars already happening at rush hour? Don't slow it down even more... That's my 2 cents.
- Add 4-way stop sign at N. Morningside and Avalon Place. Allow parking only on one side of Lanier Place for its full length. Enforce no parking on the curvy top of the hill (both directions).
- Bad bad BAD idea. Constricting flow at the Lenox, Johnson, and N Highland intersection will cause an even greater backup than what we have today. The current intersection actually works efficiently today. I live near that intersection and would rather have traffic move freely to keep that intersection clear rather than it being backed up.
- Do not like proposed change for N.Highland/Johnson. Harder to take a left
- Lanier Blvd at McLynn and Morningside is an IMMEDIATE NEED. This intersection is very dangerous both to pedestrians and to vehicular circulation. The Residential and Commercial section on N. Highland should be done immediately all the way to Virginia Highland village.
- I really like the bike lanes in the residential and commercial section. This will make it much safer. Regarding the N Highland / Johnson intersection, there's a lot of traffic coming from Lenox Rd. The proposed intersection will cause a huge bottleneck. I highly disapprove of this proposal. At a minimum, a traffic study should be performed to determine what the traffic flow will be like with the proposed intersection.
- This intersection already ends up majorly backed up. I'm not sure this will help
- this is going to really back things up on Lenox Road when it is already backed very badly during high traffic times. This is not a good idea. A better idea is to turn the road leading up to the intersection into two lanes with a dedicated turn lane onto the cut-through. This will alleviate the back up on Lenox Road for people going onto N. Highland.
- All of these suggestions make sense and would be good additions to the neighborhood.
- I live on this area of N. Morningside and have great difficulty backing out of my driveway because of the curve in the road, the many cars parked on the road, and the speed of cars on the road. I support all the suggestions for attempting to slow down the traffic here, particularly the roundabout. Jerry Pace
- like widened lanier roundabout
- Why not keep a bike lane in the commercial sections? We will never be able to bike safely in "shared" lanes in this city, and the main attraction to biking is to be able to run errands and get to work in commercial areas
- Yes to round about at McLynn and Lanier. Great.
- I think a roundabout would work well at the intersection of Lanier/McLynn/N Morningside.
- I like proposals for Lanier Place & Lanier Blvd. Lanier Blvd is in desperate need of a solution for that crazy intersection. Dislike the Lenox Rd., Johnson Rd., N. Highland proposal. Traffic already gets backed up here this would not help. Your just going to end up backing up traffic on Lenox and on N. Highland. Regarding the bike lanes on N. Highland. I think as long as it doesn't cause more backups in traffic it is fine. Have you driven this stretch at 6pm? It is crazy.
- I am not in favor of one stop sign to control right and left traffic. Right traffic needs to flow as it does now. I think an island could be made for bikers and pedestrians but we need the left turners to have the single stop sign and right to stay a yield or we will have the nightmare we currently have at N morningside and highland.
- I am amazed that the existing N Highland - Johnson Rd intersection is actually deemed safe by any city, county or state traffic regulatory agency. The proposed intersection is much more sensible. I also think the proposed residential section and lowering the speed limit will slow down the current constant speeding traffic on Johnson Rd.
- The people in this area do not understand roundabouts and fail to keep moving slowing traffic even more than what we have now. Leave it alone. Go fix something else.
- Not enough detail has been shown for the Lenox/Johnson road intersection. There would need to be two left turning lanes. A bike lane should be added as well. This will cause back-up on Johnson road, so a light will probably be needed for Beech valley or at least a turn lane so that Beech Valley residents turning left can get into the middle of the road and then merge. The lack of detail for this intersection makes me think this change hasn't really been thought through. This is an extremely busy area during rush hour. Any changes should include a MASSIVE TRAFFIC study. It is insufficient to just say, this intersection is a mess, this would make things look better. Real traffic data needs to be used to algorithmically prove that this change will improve traffic flow.
- changing the intersection at N Highland/Johnson and Lenox will cause further back-up onto Lenox unless you intend to put a stop sign/light on Johnson road at that intersection. Making the left onto Johnson from Lenox is difficult with the flow of traffic on Johnson today. The current set up at least allows cars continuing straight/ to the right from Lenox to Johnson to pass freely.
- Ok, so this is not about Bike-Ped network at all. Be honest. The bike network idea does not work in this neighborhood. Roads are too narrow, there is too much traffic and homes are mostly on front part of lots, eliminating the possibility of widening streets. The neighborhood is already walkable. Focus on walkability - keep up crosswalks and spend money on sidewalks; many need to be repaired. 2) The

Johnson Rd intersection is a mess. Really needs to be studied. The solution offered is worse than the solution at the intersection of E. Rock Spgs and Morningside, and that is bad. 100% against the solution. Consider a roundabout, but current arrangement is better than proposed.

- Looks like a backup in traffic would occur at N Highland/Johnson as one lane is being eliminated
- Re: Lanier Pl/Cumberland mini-circle: As the owner of the house (1499 Lanier Pl) that already has a proposed mini traffic circle that will presumably take away what little back yard and parking we have, this mini traffic circle appears to also take away a portion of our small front yard, further harming the overall enjoyment of and value associated with our home. Essentially we will be perched front and back on traffic circles. Allowing for sidewalks this project could essentially begin at our front door and end at the back door. The deleterous effect on the current value of our home and subsequent resale ability is significant with one such circle. With two, it's disastrous. I'm curious, too, how it's envisioned that firetrucks, school buses, moving vans etc will navigate two circles in a matter of 50 feet. Where will those of us that have street parking park?
- Don't like it. Seems too unnecessary and I imagine it's expensive. I think our money would be better focused elsewhere. This would create a FUNNEL for traffic. Traffic on Rock Springs would be a disaster. Bad idea.
- Increased road widths and decreased sidewalk widths to create bike lanes is not desirable.
- I don't have enough info on this change, but it looks like it will be a nightmare to turn onto Lenox.
- Proposed changes to N. Highland / Johnson Road intersection: Will there still be 2 lanes (a left turn lane towards Lenox Rd and a lane going straight) on Johnson just north of East Rock Springs? That will help with the proposed left turn. The deciding factor on whether this is a good idea or a bad one will be whether this change discourages traffic from cutting through the neighborhood. If traffic increases, it may be next to impossible to get onto Johnson from Beech Valley or Pasadena. Lenox Road also has a significant amount of speeding cut through traffic and, in the afternoon rush hour, traffic is often backed up from this intersection to the intersection of Lenox and Wildwood Rd (the one just past Lenox/Berkshire). Whether or not this is a good idea also depends on what is suggested for calming the traffic on Johnson Road.
- Do not narrow road
- Proposed intersection will not improve traffic.
- Lanier Boulevard had a beautiful landscaped median, that is being neglected and destroyed by vehicles traveling too quickly and oversized vehicles driving on the edges of the median. Please allow for the restoration of this beautiful boulevard.
- The existing intersection at Lenox/Johnson/N. Highland is better than the proposed one. If you force all traffic from Lenox toward Johnson and put a stop light there, it will not only retain the existing backups on Lenox, but will also create new and longer backups on Johnson. It is already very difficult for residents exiting Beech Valley Road or Pasadena to turn left onto Johnson; causing more backups on Johnson will make it impossible. So if you put a stop light at Lenox and Johnson, you will also have to put one at Meadowdale and Johnson so people living in there will be able to get out.
- Proposed intersection looks problematic. A traffic circle seems to be a better option.
- Looks okay. Don't know if I like N. Highland/Johnson - but I don't dislike either - I just don't know which I think is better.
- Great proposal for N Highland and Johnson Road. Love the idea of that enhanced triangle of green instead of a sliding, skidding yielding or maybe not intersection.
- Strongly oppose the proposed change in the Johnson/N. Highland intersection. Awkward as it is now, it flows pretty smoothly at peak congestion times. If you make the change, that intersection if now going to look like the intersection of Berkshire and Lenox Road which, during peak congestion, is impassible. There is too much volume at Johnson and N. Highland to be throttled in the way you are proposing.
- I strongly object to a traffic circle at the corner of Plymouth and Mifflin. There is no demonstrated traffic issue at this intersection (its pretty quiet) and would require widening roads/construction at taxpayer expense for no value. Traffic circles should be constructed to alleviate traffic, which is not a problem here. I would much rather see our resources dedicated to some kind of Public mixed-use facility (pool, tennis courts, running trails, playgrounds,etc.)
- I think the N. Highland/Johnson/Lenox intersection change would create a MUCH bigger back up of traffic than what is currently experienced there. There is also no reason to widen the roundabout at McLynn/N.Highland/Lanier--it is already very wide. Money should instead be spent on a community center with a pool. We are way behind other neighborhoods in that regard.

NEIGHBORHOOD BIKE-PED NETWORK poster 6:

BUS / TRANSIT SERVICES

- #16 goes to 5 points station!
- Streets Alive (aka no cars) every weekend day on Highland +1
- Increase hours on 36 - more frequency / smaller busses

BUS SPEEDS

- MARTA buses, APS school buses and Emory/GT buses need to obey the speed limits - would make a huge difference
- MARTA buses need to drive the speed limits on Johnson Road. Too many pedestrian for the speeds they drive.
- Like the Tech/emory shuttle as long as they observe the speed limit (which they do not do now)
- Tech shuttle drives too fast when attempting to drive I avoid Morningside elementary school traffic or side street
- Ditto - my kindergartner always points this out!!
- Love the idea of working w/ Tech/Emory shuttle but we need more ridership! I



- take 16 from Highland/ERS and very few get on heading S until past Ponce.
- This is because it doesn't go anywhere we want to go: like Midtown Ansley/MARTA
 - Any thoughts on extending Relay bike up to M'side village? Would be great!
 - Agree!
 - Can't carry tools on MARTA bus, need a truck!
 - More elaboration please on how you come to believe light rail serves our community?
 - Need bus down N. Highland to take kids to APS Middle School in O4W +1
 - I like the idea of smaller buses- more nimble in traffic

SHUTTLE TO COMMERCIAL NODE AND ANSLEY MALL

- YES
- Good idea
- Yes, get the stop +1
- Will need GT/Emory folks to lead this; shuttle not permitted to stop between current stops per DOT (I checked)
- low capacity and low occupancy – unlikely to get much usage
- ditto
- this would encourage more student rentals in neighborhood which would lead to less maintained properties
- I like the idea of more student rentals and rezoning to allow such
- Having shuttle following Highland does not make sense because Highland already has MARTA service. Let it go over E.Rock Springs
- I would love public transit connecting M'sdie commercial districts to Ansley Mall, beltline, tc. Prefer smaller vehicles – also what about a reasonably priced annual pass for all city transit?
- I agree
- Idea has been floated about smaller circulator buses(controlled by MARTA?), if this happens, we need to leverage this to connect various points on N.Highland to commercial districts & the Beltline.

BRT ON PIEDMONT

- Yes, yes yes!
- There is also a Georgia State/Emory shuttle that could used ! Goes along N.Highland.

ONLINE COMMENTS

- Approve/support/great ideas (+8)
- Maybe if bus service ran more frequently and to more locations I would take it! Now, Marta does not take me anywhere I travel to, and certainly not in a timely manner.
- Great idea to leverage buses with more usable stops. Also, great to get buses away from school.
- I would want to be very careful in where the stop on cheshire bridge is placed to avoid further traffic build up
- I very much like the Bus/Transit shuttle plans.
- We do not know which would be the best routes, but support the idea of more bus and transit system routes. We would love to be able to have a regular and more frequent bus service that went to the shopping centers at Ansley Mall or Sage Hill. Perhaps a small 10-15 person van that ran a local route regularly.
- Not interested in bus routes. Support development of light rail instead. Buses cause congestion of streets and do not keep reliable schedules.
- Love the idea of a Tech-Emory shuttle stop at Ansley Mall!
- 80 minutes is so hard to plan around. It's worth a shot if we can make it more frequent or contract with MARTA, and I believe Tech is renegotiating the shuttle contract. In the summer this service is less reliable. In Austin, the university has a deal with the local public transit that students can use their IDs for free rides on the bus.
- connecting morningside to Lindbergh transit would be welcome!
- Adding the Emory Shuttle is a great dea.
- The proposals seem sensible.
- Great idea to access the Tech/Emory bus.
- Excellent - please keep bus and transit routes on the main corridors.
- like this change because it comes into n'hood. with APS middle school moving to O4W & APS not having consistent busing or buses for before and after school needs, M'side kids have to be driven. If a shuttle could be used during morning & early evening times, we'd have much less car traffic. MES is largest & fastest growing school in area - Inman has entire grade in trailers & MES might have trailers in play field next year, so it's easy to imagine that 1000+ kids need help getting to and from school once we're too far away/too late (dark) to walk or ride a bike.
- Finally but again, failure to account for new development at piedmont Park makes this plan suspect
- As a faculty member at Emory, increasing transportation options to campus would be amazing!
- GT-Emory shuttle does not add to mobility. 80-minute interval is too long and GT shuttle are constantly late and off-schedule. Instead work with Marta to get a bus line that goes east-west across neighborhood, all current lines go north-south.
- No Shuttle through our neighborhood! N. Morningside is not a bus line and should become one. NO on N. Morningside. Keep shuttles on current BUS routes.
- No additional Bus Transit routes. if must have, then keep new transit on existing

streets that already have buses, not introducing onto new streets such as N. Morningside..

- do people in our neighborhood take the Tech - Emory shuttles? is it only for students/employees or can anybody use it?
- Excellent ideas and would be great to see it happen
- Would have to see how the busses/shuttles work in reality. In part, due to the complex nature of the road network in Atlanta, busses are extremely inconvenient for many residents. Not sure what the solutions are, though any new route must have a sufficiently frequent schedule to make it attractive.
- Love this creative approach to making using public transit easier.
- More busses would help.
- I support mass transit options. I think that is a way to reduce traffic rather than encouraging everyone to bike in hot, spread-out Atlanta. Unfortunately we need vehicles to get around our city, so having more train/bus access is great. We just aren't a bike city. Bikes are more appropriate for less spread-out, less humid cities.
- What is the objective? Is the assumption more people would use public transit in the neighborhood?
- If money can be spent for this, then why not repave all of Lennox Road from Cheshire Bridge to Johnson. This portion of Lennox road is embarrassing and has been so for the past 15 years. It's a terribly paved road in a neighborhood that pays a disproportionate amount of real estate taxes.
- I would definitely use this shuttle if it went this route. I live on N. Morningside and no city buses come closer than N. Highland or Ansley Mall.
- There could also be a stop at Lenox road, connecting our neighborhood directly to transit!
- Lenox Rd needs bus service
- Too many charter school buses and university buses from Zonolite to other parts of the city. High speed traffic for years!
- Bus routes are good for the apartment complexes but I doubt anyone else in MLP will use them. House prices start at well over \$500K. This is not a bus riding demographic.
- I like the concepts for better mass transit
- Yes, support increasing public transportation.
- Functional mass transit would be a welcome addition!
- Absolutely not on bus or shuttle in streets that don't currently support buses. No on N. Morningside transit. We have enough problems with too much traffic on this street!
- Love all the transit ideas, especially the Tech Emory shuttle stops at Ansley Mall and University node.
- Improved MARTA buss service along Piedmont Rd. connecting Midtown and Buckhead is a great idea!
- Solar powered electric buses with their own lanes.
- Instead of Johnson Road which is a strictly neighborhood, route this through Braircliff Road.
- All effort needs to be made to get a rail stop closer to our neighborhood. While the shuttles are fine ideas, how many people in our part of the neighborhood actually go to Tech or Emory. We need light rail.
- Seem unrealistic and pie-in-the-sky, but fine.
- Brilliant and desperately needed
- Good ideas. However, they will only work if they are more convenient for people than using their car. I live at Courtenay and Wayne. With this plan I would have to tote my child and belongings a mile to get to the BRT at Piedmont. That is not happening.
- Just how many people in the neighborhood work at Emory. Light rail doesn't work. Go to Aurburn Ave if you don't think I'm right.
- I was unaware that non-students could use the GT/Emory bus. If this is part of the traffic solution, it should be promoted to residents.
- The proposal for N Highland & Johnson will cause bigger back up of traffic on Lenox unless there is a three way stop to halt traffic on Johnson and allow cars from Lenox to progress.
- Ok with bus stops. Try it and if it works then good; if try a different pattern. The commercial node at University is a node in name only. Hard to imagine there will be much ridership. Don't know what BRT really is. Make sure you don't make Piedmont Rd more congested.
- I defer. I don't know enough about the current bus route to form an educated opinion.
- Keep the buses on Rock Springs where there are no traffic humps and do not run them down Morningside which has traffic humps. Do not understand how it would work to put the general populace on the school shuttles without increasing their size or frequency and without requiring users to make more transfers which always takes more time per trip.
- Where would proposed stop on Cheshire Bridge Road for light rail be located? The Tech-Emory shuttle speeding through the neighborhood is part of the problem. The shuttles would need to obey the speed limits rigorously. Will have to determine whether schools will allow non-students to ride shuttles. May be a safety issue for students. Overcrowding may also be an issue if too many people want to ride. If other issues worked out, stop at N Highland and University probably a good idea.
- I like the idea of the Tech/Emory shuttle being open to anyone and having stops in the neighborhood.

(Continued)

ONLINE COMMENTS

- Like the concept and would also like to see a stop somewhere along Morningside/Rock Springs. That would be an additional stop within the neighborhood. Plan now only has one stop that is completely in the neighborhood. The Tech-Emory idea might work but questionable. Big issue is that that shuttle already frequently speeds on Johnson. Need to throttle down or defeats the objective. Highly skeptical BRT proposal. Given sunk costs, the cost differential of BRT vs. auto is not particularly advantageous and more importantly the time trade-off is nowhere near persuasive. In a neighborhood of professionals (lawyers, consultants, engineers, etc.) accustomed to charging in hours, an unreliable 90-100 minute BRT commute instead of a reasonable predictable 30 minute commute by car just can't be compelling. The proposal doesn't really address that fundamental challenge. Regarding light rail train on Clifton Corridor - CoA and Emory have been pushing that for years. In the last round of public meetings, there was a lot of neighborhood pushback primarily because there was no clear value proposition to neighborhood. Clear what the value is to developers, speculators, Emory and CoA. The unanswered question is why expensive light rail is superior for taxpaying residents over cheap flexible buses. A case can probably be made, but it hasn't been made yet and comes across as a cram down exercise to benefit insiders.

SLOWER/SAFER NEIGHBORHOOD STREETS poster 1:

E. MORNINGSID DRIVE CLOSED SLIP LANE

- Yes, I always worry about being run over here
- Removing slip lane will be horrid. Better Traffic / road signs & marking instead
- Please God No!!!
- Big No! to slip lane closure @ E. Morningside
- No
- No
- Not if you also block off Sherwood, Cumberland, Yorkshire. How will people get in neighborhood?
- Agree (x3)
- They won't!
- I don't see slip lane as a problem when I'm southbound on Piedmont trying to turn onto E. Morningside - they seem always to yield to the L turn.
- Agree (x3)
- If closed slip lane may work to make the R lane R turn only , and post a designate L turn for Southbound onto E. Morningside

PEDESTRIAN REFUGE

- Add raised crosswalks instead
- STRIPED PARKING LANE
- Yes! (x5)
- Good. I live on this street and find drivers come careening wilding until they meet a parked car.
- Yes, people speed so bad!
- Striped parking Lane is great idea
- Yes to striped lanes - anything to separate peds/bikes from cars is good!!
- Need Left Turn signal on Piedmont heading south at E. Morningside
- Agree (3)
- Add a One-way diverter at Lenox and Cheshire that prevents the illegal left turn from SB Cheshire to SB Lenox.
- Add a "keep moving" at the NB exit from GA13 onto Piedmont. It has its own lane already.

N. MORNINGSID DRIVE PEDESTRIAN REFUGE (AT YORKSHIRE)

- Yes (7)
- Good

STRIPED PARKING LANE

- Yes (3)
- Good Idea (2)
- Makes it more dangerous for bikers having to swerve in and out of drivers line of sight
- Could we get a protected bike lane here, please.

GENERAL COMMENTS

- More ped crosswalks on major streets (eg. N. Highland)
- The terrible sidewalks and safety on Courtenay + Amsterdam were not addressed - these are the main thru-streets from Monroe/Park/Biltline to N. Highland
- Tear up those speed bumps - don't work!!
- Please don't implement things that have already been reversed i.e. on N. Morningside where everyone had to go up to stop sign @ Pelham and make a hard right & then couldn't go right on red @ N. Highland
- Morningside is a early 20th century village plan. Many of these proposals are natural and compatible w/ original character.
- Yes

ONLINE COMMENTS

- Yes/Great/Support (+17)
- North Morningside is already slow. This an attack on residents of our neighborhood and our ability to travel around and through it.

- The SLIP LANE helps not hurt. The traffic would backed up on Piedmont forever especially with new road diet on monroe. I think it needs to be left in place. It is safe. Instead raise the crosswalk or paint it brightly so ease to cross. Stripped parking lanes always great to delineate for drivers.
- Striped parking lanes are a great idea as are the pedestrian refuge
- Good luck with a slower traffic.
- yes these are critical streets for traffic, but i have almost been hit many times trying to cross these streets with my 5 month old baby
- yes very very hard to cross E/N Morningside this would help the current crosswalk does nothing
- I would like to see an additional pedestrian refuge between yorkshire and north highland ave on North Morningside drive
- I don't like that you are taking out a lane turning right on E Morningside from Piedmont. Too much choking of traffic!
- Striped parking lanes, clearly marked crosswalks and pedestrian refuges are all good systems. See IB above for comments on chokers, chicanes and bulb-outs; they are dangerous especially to cyclists. If you have traffic signals at pedestrian crossings, make sure they are very visible from further away. I have seen many cars run straight through the red light at Monroe at the cross-walk into Piedmont Park from Cumberland. For some reason drivers just don't see that signal easily or soon enough. The signal needs to be made visible 100 yards earlier Also an additional stop light needs to be placed lower on the pole. Drivers on that street are not looking up, and often don't see the light.
- Closing the slip lane at E Morningside will likely add to back up of traffic towards Monroe and Piedmont. I strongly suggest you evaluate this further with a traffic study. Seems the City of Atlanta (if they haven't already) should be involved in this evaluation because it would affect many commuters. Especially those who sit through the Piedmont/Monroe traffic light through six traffic signals going north in the afternoon.
- Striping, traffic calming, pedestrian refuge always a good idea.
- The bridle path to rock springs route is my bicycle commute. I have very little trouble crossing, but it would be nice to have a refuge to help since the timing of each way can be off. They just redid that turn area from Piedmont to Morningside, and I don't think it needs to be changed. The objective there seems to be keeping people out of the neighborhood, which I am vehemently against in principle. These are public roads. I do not want to live in a gated community. What would the effect be on Piedmont traffic? It's already backed up so often I have a hard time crossing to get to the shops and bus stops. Now you are asking cars to run me over as they make right turns. I've been hit/gently tapped in this city before due to people making right turns and not looking for pedestrians.
- I'm not seeing any plan for the University / Lanier Blvd / N Highland intersection or for the N Morningside / N Highland intersection. These are two of the most dangerous for pedestrians in the neighborhood. How can these be improved?
- fully support striped parking lane
- I don't understand what a closed slip lane is. The right hand turn lane from Piedmont onto North Morningside works fine, I believe.
- we need it
- I support all the proposals above with the exception of the closed slip lane on Piedmont/E Morningside. It will cause more trouble than it solves. I am in favour of introducing a pedestrian crossing here though.
- I'm opposed to closing the slip lane from Piedmont onto E. Morningside. Could accomplish similar result by implementing raised crosswalk to slow drivers without losing the throughput and creating additional traffic pressures at Piedmont/Monroe.
- Stripes to skinny-up and slow Morningside is good idea. (I'm not sure that it will ever be safe for kids to cross.)
- There already exist speed bumps which are very successful in slowing traffic. I am not sure if there is a need to further slow traffic. I would agree with clearer pedestrian crosswalks though I do not believe the roads are wide enough for a functional pedestrian refuge
- I love the idea of the pedestrian refuges and narrowing the streets. Excellent
- Need slip lanes to keep traffic moving in n'hood. Those of us who live here need to get in and out for everything we do. Until we have what we need in n'hood walking distance we have to allow residents to get in and out.
- We've lived on Wessyngton for the past 13 years and are strongly opposed to closing the slip lane from Piedmont to Morningside and adding the pedestrian refuges on Morningside. We drive and walk on Morningside daily and see no reason to cause more traffic on Piedmont and delays to get into the neighborhood by closing the slip lane. That's really a terrible idea we hope will be abandoned quickly. We regularly walk on Morningside and have never had trouble crossing it at any location. We believe these changes are completely unnecessary and will cause more traffic, are unsightly, and a waste of tax dollars.
- Closing the slip lane will back traffic even more than today. Consider a speed mechanism (speed bump) to slow traffic but not to keep it from turning.
- Striped Parking lane not necessary. Everyone knows there is a parking lane. Our streets have enough markings already and half of them aren't maintained. This does not help traffic in any way. Pedestrian Refuge-NO - typically very hard to see at night. Let's start simple with MARKED Crosswalks at all street intersections - major and minor.
- slip lanes will make Piedmont even worse. Absolutely no need for Striped Parking Lane...drivers know there is a parking lane. Passing traffic is ALWAYS over the double lines, not on the parking lanes.
- Understand you want to deter cut-through traffic in the neighborhood, but I will want to be able to get in and out of the neighborhood without too much trouble. Be careful about what you do to deter access!
- striped parking lane will be great.
- The pedestrian refuge needs to be at Cumberland not Yorkshire.
- YES! To slower and safer neighborhood streets!
- Would love to see striped parking anywhere that would allow it.
- Pedestrian refuges bring little value to pedestrians They do choke traffic, which is the true goal of this initiative.
- I'm in favor of slowing traffic but speed bumps or tables should allow cars to



travel at 25 without damage or having to gun engines between bumps.

- I am concerned that closing the slip lane will hinder access to the neighborhood
- Do not like closed slip lane as it will force more traffic onto Sherwood.
- Why not just re-paint all the existing lines on roads and pedestrian crossings. Also, replace/update all posted speed limit signs. Surely this overall cost which benefits all streets pales in comparison to the costs of multiple mini roundabout or choker. Bright lines and bright pedestrian walkways would be the very first thing to do in this neighborhood.
- I like all of the proposed ideas here. I walk my dogs extensively throughout the neighborhood, and crossing roads is a danger on my mind.
- Closed slip lane - bad idea.
- Bike lines next to parked cars are dangerous as driver open car doors into the lane.
- There needs to be additional chokers below/west of Merton Rd. Merton is the apex of the street and cars/trucks pick up considerable speed from the Apex.
- Slip lane might help alleviate traffic?
- As long as streets are not narrowed to make the striped lanes, this idea would make sense for our neighborhood.
- the closed slip lane, again, will impede the flow of traffic for people who live in the neighborhood, create congestion in the neighborhood for our residents who are trying to get home to their families, and, again, would be another example of cutting off our nose to spite our face.
- Striped parking lanes are the best and cheapest way to slow traffic. Also, the pedestrian bump outs are good. Probably not enough traffic to warrant pedestrian refuge.
- Yes to closed slip lane on Piedmont at E. Morningside. As a pedestrian, I fear for my life when crossing that lane.
- Like the ped crossings and striped lanes. Don't think the closing of slip road will help the flow of traffic. Currently it allows neighborhood traffic to separate from the main commuter route on Piedmont, which is the only upside to that slow intersection. this would make the traffic back up even further. Suggest clearer markings & flow guides for the slip lane so it's easier to get people into the neighborhood.
- Striped parking would be a great addition. Please take care that pedestrian refuges do not obscure pedestrians from the view of drivers. Drivers can't stop for pedestrians if they are obscured by lovely vegetation. Slip lanes should remain, as they allow traffic to move more freely. The point should be to slow the traffic, not jam it. Slow it with stop signs and speed bumps, not by closing slip lanes.
- Absolutely no reason for striped parking lanes. Who doesn't know this lane is for parking. Cars don't pass on parking lanes, they pass on opposite side of roads. This just adds to the already too many signs and stripes that city can't maintain.
- Like concepts outlined.
- Do NOT close the right turn lane onto N Morningside from Piedmont
- like it!
- Definitely slower safer streets, I like the planted jutting islands for traffic calming. In Vancouver they use attractive concrete flower containers to give bikers a sense of protection from cars.
- The N. Morningside corridor is in need of bike lanes and expanded pedestrian walks. It would be great to be able to slow traffic without the traffic humps.
- only ask would be more pedestrian friendly stops, circles - on n. highland - near Alons and other places where pedestrians frequently cross. always seems unsafe to me on that street.
- As long as streets are not narrowed to make the striped lanes, this idea would make sense for our neighborhood.
- like striped parking on Morningside
- Really enough room for striped parking lanes and pedestrian refuge? Or will pedestrians be sitting ducks to be hit? Currently without striped parking lanes, the yellow crosswalk sign is damaged and often lying on the street from vehicles hitting it
- I will miss that slip lane but its probably needed
- The closed slip lane from Piedmont to E Morningside is bad idea. Will back up traffic.
- keep slip lane open. helps traffic keep moving
- Not sure what closed slip lane would do except make traffic flow worst. Remember when there was a dumb idea to close right turn lane from N Morningside to N Highland and traffic was so much worst they changed it back within a year. Again a waste of money. Were these plans drawn up by contractors ?
- Closing the slip lane on N. Morningside and Piedmont will be a disaster for Piedmont. If you drive it at 5pm you will see what I mean. There has to be a balance between slower and completely stopped and not going anywhere. Also, have you looked at the N. Morningside and N. Rock springs intersection. Can a traffic circle be put here?
- Love the idea of the striped parkign lanes and addtl pedestrian crossings.
- Closing the slip lane on Piedmont North to E Morningside would be a disaster and back traffic up at the corner of Piedmont and Monroe. Don't understand why this is a safety concern. IF you take it away it creates a much bigger safety concern as you'll create havoc with traffic backing up. IF anything I expected this to be more pronounced in the proposal.
- Please don't paint more lines on our street. It's ugly to look out. We know where to park.
- Pedestrian refuge sounds good
- What canbe done to make people feel safe when standing in pedestrian refuge? There I'd one at e rock springs to allow refuge for pedestrians crossing Johnson and I always avoid it because i feel exposed and standing in middle of street as cars fly by.

I prefer to stand back away from street on sidewalk

- Don't close the slip lane. I am in favor of different pavement marking schemes. See what works. Change what doesn't
- Don't like it. Seems too unnecessary and I imagine it's expensive. I think our money would be better focused elsewhere. This would create a FUNNEL for traffic. Traffic on Rock Springs would be a disaster. Bad idea.
- Elimination of the slip lane at intersection with Piedmont will back traffic up onto Piedmont for longer periods of time.
- striped parking lanes a good idea as are pedestrian refuges. Will need to be certain that emergency vehicles (like fire trucks) still have enough room (assume you have already done this calculation before making recommendation)
- What good does striped parking do? Waste of tax money. Please fix out potholes.
- Closing the slip lane from Piedmont onto E. Morningside is a bad idea. It will cause traffic to back up way down Piedmont, and jam the intersection at Piedmont and Monroe, if everyone is forced to wait for the light to turn right onto E. Morningside. Keeping traffic moving with the slip lane is much more efficient. You can slow it down with chokers once it gets onto E. Morningside.
- YES! But please also make the intersection of N. Pelham and E. Morningside safer for pedestrians.
- Good plan. Major throughfare used by both locals and others passing through. Should keep traffic moving but at a slow, practical pace.
- Endorse striped parking lanes. I am dubious of East Morningside and Piedmont slip lane. Worth more detailed discussion. I think there is a significant chance of it making the intersection worse rather than better.

SLOWER/SAFER NEIGHBORHOOD STREETS poster 2:

WILDWOOD ROAD CHOKERS

- Yes
- Yes to chokers, whatever slows down cars!
- Yes, please!
- Hate chokers (3)
- Hate chokers. Add sidewalks instead! Restripe roads to narrow visual travel lane.
- These drive me crazy and unfortunately only sometimes make people slow down. They make driving more dangerous, not slower.
- Does this work on Beverly? Do a study on how its working
- Agree... working well?

REDUCED SPEED LIMITS

- Agree to lower speed limits!!! (4)
- Flashing speed limit signs
- Great idea!
- Yes to slower speeds!
- Drivers ignore signs - Why bother? save \$\$
- Slower speeds pls! 15mph sounds great
- Arterials to 25 mph
- GDOT won't allow on arterials- MES already tried on E. Rock
- No!! We want our neighborhood to be safe, but also have to go places
- No. top priority = safety
- I don't think reducing speed limit on Monroe would be effective. It needs to be a physical barrier. If no road diet (or until 'road diet') RAISED CROSSWALKS.
- 25 to 20
- yes
- no
- 25/20 to 15mph
- are you freaking kidding me?
- No.
- Yes, especially to support future vision
- Support to help w/ WAZE cut-through
- Residents have to drive through n'hood to get anything and anywhere. Until we can realistically leave car home to get to schools, get food and do errands - WE will be choked
- 20 mph maybe
- 15-20 way too slow. 30 ok, in some places - maybe 25
- agree

LOADING RESTRICTIONS

- Yes, like the no loading & reduced speed limits
- Loading restrictions are definitely needed!
- Agree with loading zone restrictions
- Loading zone restricted hours makes sense
- Yes! (7)
- What do businesses say? How to enforce?
- Excellent idea
- This is a good idea
- No UPS loading for residential deliveries at these times.

poster 2: (Continued)

GENERAL COMMENTS

- New Middle school is in O4W. APS doesn't provide early or late busses for tutorials, sports, enrichments, etc. so M'side parents HAVE to drive to get kids home at night. 4PM dismissal + afterschool program = 6PM walk home on belltime - NOT SAFE.
- Yes, I support slower/safer streets w/ speed controls
- Slowing Piedmont and Monroe will push traffic through neighborhoods!
- Please extend speed humps on Amsterdam to Lanier. People fly over the hill and it is blind.
- No Diverters - We'll never get home!
- Great ideas! Yes

ONLINE COMMENTS

- Yes/Agree/Support all (+12)
- Your speed recommendations are perhaps the single most irresponsible idea. We will oppose any city official who supports this idiocy and contribute money, time and effort to their opponents.
- West Sussex has become an alternative to avoid Lenox Rd. at rush hour. Enforced speed limits and speed bumps would help. Traffic circle or 4 way stop at intersection of W. Sussex and Berkshire at the park is needed. Berkshire Rd. needs a speed bump on blind hills near intersection of Merton Rd. for the children in the neighborhood. A 4-way stop is needed at the intersection of Merton and Berkshire. People go flying through there on a regular basis.
- defer to those on wildwood.
- Speed limit/loading restrictions. Good ideas. Who will enforce them?
- YES YES slower speed limits.
- yes yes slow speeds down, but need sidewalk on wildwood too
- I was at the meeting.. it was too long. i think you need a forum where people can ask questions--- there are benefits in open discussion where everyone can hear everyone.. that said, you are missing the point. despite being experts, come spend a day or 2 at 5pm in our hood. if you INCREASE density of ridiculous housing on cheshire bride, and CHOKE the local Streets, and ADD bike lanes, and DECREASE 4 lane roads to 2 lane + turning. WHERE EXACTLY DO YOU THINK ALL THOSE CARS WHICH ARE ON THE ROAD ARE GOING TO GO.? its simple math. you a missing so many points--- like the old lenox to johnson proposal--- unbelievable how ridiculous that was... no one will be able to get to their home in Lenox park because EVERYON blocks the box at Berkshire and old lenox. Wildwood will be a parking lot like it was dint the bridge collapse.. I often take marta but have almost been killed by a car speeding on berkshire after waling 3 miles home from LINDBBERG because Berkshire HAS NO SIDEWALKS between merton and pelham. I make at across piedmont, cheshire bridge without getting killed.... yet the last 700 feet home is deadly and it wasn't even discussed. we have a 2001 plan--- and ITS NOT EVEN implemented.. OMG stop the meetings, live in out hood a few days, feel our pain, and ACTUALLY DO SOMETHING instead of meeting. The only smart thing that was presented was the ADDITIONAL left turning lane at piedmont tubing left onto monroe... the idea that closing off the lane onto M-side when heading North on piedmont is ABSURD.... do you have any idea what it will do to the traffic backing up to monroe and sherwood. ITS JUST MATH-- count the # of cars, per unit time--- use a device to GET real data. NOT feelings, and show un MATHEMITICAL terms how that traffic would FIT on the proposed lanes... SCIENCE not feelers. Use DATA. we all want a safer neighborhood, BUT EVERY ACTION HAS A REACTION and I dont think you are studying that to a satisfactory level. I have lived here for 27 years, on pasadena, rock spring, merton, and Berkshire. I know the traffic patterns and I know the neighborhood. I also use mass transit. How many of the planners can say they meet these qualifications?
- I like the reduced speed limits but who is going to enforce them. Nobody does now!
- Yes to these comments but focus on lowering and enforcing speed limits. Enforcement is key, and so is importing those limits into the navigation systems that so many people use. Loading restrictions are much less important; we wouldn't bother with those.
- 35 mph is a reasonable speed limit for most areas. The unsafe driving is due to abrupt lane changes and speeds in excess of the speed limits. Lowering speed limits will only make minor traffic offenses more commonplace without improving safety.
- Existing speed limits are slow enough. The problem is that many of us drive faster than that. The proposed speed limits are unrealistic. Agree with limiting hours of on-street loading as indicated.
- I cannot support reducing speeds on Piedmont and Cheshire Bridge Road to 25 as these are major city arterial thoroughfares connecting major transit and job centers. Additionally they do not take on the focused safety concerns of typical single family residential streets so why burn unnecessary efforts to fight with the City over these when we could focus our attention on the areas where more people are biking, running and walking with kids. I support the reduced speed limits on Monroe, N. Highland and Lenox. You can't go more than 25 on Lenox anyway without driving into a tree to avoid the potholes.
- We need this on Lenox Road NE--SO surprised that with the RR and Morningside Nature Trail that we would not have slower/safer raised pedestrian walkways and blinking lights-speed bumps, etc...speeds are high entering our neighborhood
- Traffic calming devices should be prioritized over speed limits. We all know that speed limits are routinely ignored.
- YES - please lower the speed limits and restrict loading!
- I'm pretty sure I remember hearing that speed limits at these speeds are not enforceable, I don't see this making a difference. Perhaps signs reminding people to maintain distance from the car in front of them would be better. I don't know anything about this loading problem,
- i am in favor of lower speed limits

- Wildwood definitely needs help. Good suggestions.
- I agree with prohibiting the on-street loading in commercial districts during the hours proposed. Traffic definitely gets worse when trucks are parked in front of Olde Smith Bar during those rush hours.
- I agree with the proposals for Wildwood Rd. I completely oppose the speed restrictions proposed. The problem is not that current speeds are too high but that drivers do not adhere to them. Why does anyone think they will adhere to lower speeds. In Britain we have speed cameras and resulting fines. The problem goes away. I do not want to have to drive around my neighbourhood at 15 miles and hour. I adhere to the 25 limit and there has not been a problem. I agree with the loading restrictions proposed.
- I do not think that anyone will abide by the reduced speed limits.
- Yes, I love the idea of the lower speed limits. Good forward thinking and it stresses the fact that cars are in a place where peds/bikers are - no need to go fast through the neighborhood.
- Yes, yes, yes. This is a great idea to lower speeds in the neighborhood. I strongly support this idea. Would be great way to curb speeders and also put in the calcs for traffic apps and one day self-driving cars. Great idea!!!
- Signs are a good idea. Sometimes they even work.
- Wildwood Rd does not need choakers, it needs speed bumps on the portion between Welbourne and N Rocks Springs. Also It should have side walks on one or both sides of the street.
- The traffic calming devices on Wildwood seem functional. I agree with the speed/loading restrictions
- 15 mph on most streets! Get real.
- Will police enforce the speed limits?
- yes to no loading during high traffic times!! No to chokers - they just make the street more dangerous. Beverly Rd is crazy dangerous and confusing, and turning lanes are lost.
- Reducing speed limits is a good idea, but I don't think its enough. For example, there are no suggestions to make physical changes to N Rock Springs Rd in this presentation other than removing the traffic circle even though it is a major commuting route. The number of cars would be ok if they actually obeyed the speed limit. Right now the wide sections of the road gives safety to drivers to think they can drive fast. Consider striping etc to slow down traffic similar to Morningside for example.
- What have the businesses said about reducing the loading/unloading? Would this adversely impact them? I don't think adversely impacting business should be an outcome.
- We've lived in the neighborhood for the past 13 years and are opposed to all of these changes. We drive and walk these areas daily and see no reason for any of them. We're also strongly opposed to the chokers on Wildwood.
- NO Chokers! YES to reduced speed signs. 15MPH is not reasonable. All streets should be 20MPH within the neighborhood regardless of street!
- Need to add Welbourne to list of streets with slower speeds and speed bumps
- NO on Chokers as makes traffic worse and encourages commuters and residents to take alternative roads. This would fix one problem and create many more. All neighborhood speed limits should be the same. All 25MPH or 20MPH. 15MPH is unreasonable and no one will abide.
- Do not reduce the speed limit on the corridors.
- is the reduced speed on Monroe in line with the limit for the lane diet?
- I am in favor of the measures to achieve slower and safer neighborhoods, though I am for implementing such measures much more broadly on many more streets. PS Speed limits mean nothing in the absence of enforcement. In view of the lax traffic enforcement in the city, I recommend more speed bumps and other physical measures to slow traffic. As for loading restrictions, I am in favor of increasing them. But we need enforcement. There is already extensive illegal loading/unloading in no stopping/standing zones.
- Approve -- also add speed bumps all along N. Rock Springs
- no opinion on Wildwood--love the speed lowering & loading restrictions
- I'm skeptical of the chokers on this street or any other. The ones recently installed on Beverly Rd don't seem to make much difference, in my opinion. They just cause congestion when a service truck, for example, is parked on the shoulder.
- Would like to see speed restrictions on lower Amsterdam Ave as well. Paving reduced height of speed bumps and traffic is 40+ mph on a regular basis
- These speed reductions are simply designed to choke traffic. Most likely they will be ignored anyway. This opens a potential for road rages in our neighborhood.
- I think 30 mph is the right limit for these roads. People will still drive 60 mph on Monroe without enforcement.
- No to chokers.
- no need to reduce the speed limit
- Have studies been conducted regarding what this solution has done for Beverly? My understanding from neighbors is that there are now a number of car accidents and injuries on the street due to choker. Agree on lower speeds.
- Generally agree with these recommendations...but police should ticket once a quarter with strong enforcement.
- Please, please, please make Berkshire and Merton a 4 way stop...and likewise at Merton and West Sussex.
- Why put chokers on Wildwood. There many other streets that need it. Support speed limits.
- all for slower speed limits and truly believe this will deter some of the cut through traffic as well but frankly, as long as they are going slow, it's easier to deal with the volume.
- The lowest speed limits of 15 mps hour are too low.
- We live in a major city. Cheshire and Piedmont are major roads, not small residential streets. Lowering speed limits there not a good idea
- I see the goal, but the stated speed limits seem unrealistic, and show we are giving up on enforcement, which means people will just ignore the new limits.
- No one will drive a car at 20 mph. That speed limit will be completely ignored as unreasonable.
- Big Fan of chookers on Wildwood Road!



- While chokers are not bad ideas, I would like to see Wildwood have sidewalks the entire length. That would be a better use of right of way and money than creating chokers. Trying to make more pedestrian safe areas should be one of the primary goals. Reducing speed limits is a good idea and restricting loading in commercial areas at certain times is also a good idea. 3. As long as this does not restrict our access to our neighborhood, then that is fine. However, if you make Windemere Dr. one way, you will just push the traffic down Wellbourne.
- 25 miles per hour is already an extremely slow rate of speed, so further reductions seem unnecessary - need police support. Strongly support prohibiting commercial loading during rush hour, however.
- Like the loading restrictions.
- Yes, especially limiting deliveries on Piedmont by Smith's Olde Bar
- I like all these options. I would like someone to ask the emory shuttle to please slow down, especially when he is attempting to navigate the side streets to avoid the morningside school drop off in the morning. The driver drives too fast down the side streets in an effort to get around the carpool and walker delays. If this shuttle serves the neighborhood more it needs to slow down. So do the marta busses.
- I like restricting the loading times in the commercial districts on weekdays. I like the idea of lower speed limits, but 25 on Piedmont, Cheshire Bridge, Monroe, N Highland and Lenox seems like it may be particularly low for those streets. I support reducing on the other neighborhood interior streets.
- Please address speeding on Johnson Rd, too. We've had several accidents due to excessive speed in recent years.
- Chokers occupy much needed street parking. They are not a good choice for our urban neighborhood, where parking needs to be preserved. Stop signs and speed bumps are a better choice. Loading in commercial districts should be limited during rush hour, and those areas should be made into parking when possible, specifically resident parking. Reduced speed limits are a good idea.
- three way stop intersection at Wildwood and Windemere
- No on chokers! These are bad for night travel. Reduce speeds evenly on ALL streets. Perhaps all 20MPH. 15 MPH is a joke and no one will abide.
- I think speeding is out of control in our area so I would like to see lowered at least to 20 mph.
- Traffic cannot support lowering the speed limit on local streets to 15 mph - leave at 20-25
- Love the reduced speed limits.
- definitely needs it.
- A 15 mph speed limit is exceptionally slow even on residential streets.
- All of these ideas look good for slowing traffic. I vote yes. Biker's need to feel safe. Nothing put fear in my hear more that my child saying they wanted to ride their bike. One painted line won't save them. Biking needs to actually be safe, not life-risking.
- I am in favor of reduce speed limits and loading restrictions.
- Load restrictions are a good idea. Please keep the existing speed limits with the exceptions of the remaining local streets. I'd support reducing the remaining local streets from 25/20 to 15 mph.
- What about sidewalks on the streets that don't currently have them??
- also Johnson Road it's a speed race on that street.
- While chokers are not bad ideas, I would like to see Wildwood have sidewalks the entire length. That would be a better use of right of way and money than creating chokers. Trying to make more pedestrian safe areas should be one of the primary goals. Reducing speed limits is a good idea and restricting loading in commercial areas at certain times is also a good idea.
- yes, yes, yes, if it can be reinforced, then yes to loading time restrictions!!!
- speed/loading reasonable, but how will it be enforced?
- Wildwood changes look good. Do not support lowered speed limits.
- Complete agree with the loading restrictions.
- Do not agree with ANY speed limit reductions
- Reducing speeds sounds good, but 15 mph is really slow. Prohibiting loading also good idea, but how would it be enforced. I don't think they are supposed to be unloading during those hours now. I moved from an apartment on Piedmont and I had to get a permit for my moving truck. They would only allow the truck to be there from 9-3pm.
- Not a fan of ANY chokers
- Reduced speed limits seem like a good idea.
- need more information
- Speeding by commercial, residential and government vehicles is way too common on our main thoroughfares.
- Very happy to see lowered speed limits - concerned about current lack of enforcement continuing though. Will traffic camera network include speed monitoring?
- Nobody obeys the speed limit on the streets that now have 25 MPH> What makes you think they will on open streets such as Cheshire Bridge.
- Will the slower speeds increase traffic?
- Try reducing speeds, but enforce the new speeds with patrols or cameras. The loading in front of Alon's is an accident waiting to happen. 18 wheelers unloading on N. Highland is ridiculous. Alon's needs to manage this.
- Lowering the speed limit will prove just as useless as the current speed limits are if, as now, they aren't enforced. 25 mph is a fine speed limit but until it's enforced people will continue to speed.
- Cheshire Bridge, Piedmont and Monroe are arterials and are needed to keep

traffic moving thru the area. Highland and Lenox are neighborhood residential streets and should have lower speeds.

- Not sure this is a high priority
- All great ideas. Understand it is unlikely that speed limits will be enforced. It is, however, essential that on-street loading rules be enforced. They exist on Piedmont now (near Smith's Olde Bar) and are not enforced, a situation which routinely creates significant backups. It should also be noted that, although WAZE recognizes speed limits on streets, its calculations of how long a trip will take are based on how fast cars are actually driving. If cars do not slow down in response to reduced speed limits, they will not help with WAZE and other way-finding apps.
- Again, pls no chokers!!!
- Reducing speed limits below 25mph is excessive. 15mph is ridiculous. 25mph is a safe residential speed.
- Reducing speed limits is commendable but only if there is aggressive and frequent enforcement. Otherwise its useless.
- Good plan. Wildwood needs to slow down.
- I fully support all efforts to slow the speed of vehicles driving at excess speeds through the neighborhood, especially on North Pelham.
- See earlier comment on chokers given informal chokers from contractors and lawn service. Endorse on-street loading restriction during rush hour. Doubtful that reducing speed limits without police enforcement will work. Thinks would already be dramatically better if people simply observed the existing limits. Crime would be lower as well with more frequent police presence. Without enforcement there is no good reason to believe lowering speed limit will affect average traffic speed. Recognize and acknowledge the Waze argument. Not convinced it would make much difference. During unexpected events such as burning of 185 or major pile-ups, perhaps. Otherwise, since most of the neighborhood traffic is local (from adjacent neighborhoods) not convinced that the lived experience for local drivers will be influenced by the Waze algorithms. Enforcement is the easiest solution. Not much point doing elaborate other changes without getting at the root cause.
- this is a good idea and does not cost the neighborhood money

KEEP COMMUTER TRAFFIC ON THE CORRIDORS

MONROE AT PIEDMONT

PARK NECK DOWN, 2 PIEDMONT LEFT TURN LANES

- NO!! (2)
- Make Sherwood/Monroe more of a 90 degree intersection
- Sherwood is already a one way as it goes to Piedmont
- Must stay 2 way as it goes to Monroe
- Yes
- How will you have 2 turn lanes onto Monroe when it will only be one lane in the future with a road diet?
- Makes no sense to have 2 Piedmont left turn lanes if Monroe is on a 'road diet' and becomes 1 lane at Yorkshire (2)
- This is already one way... no way to get through to Cumberland, Yorkshire on Sherwood
- Leave Sherwood as is - we would have to make an impossible left in order to turn left on Monroe
- Don't eliminate R turn at Yorkshire!
- No secondary left from Piedmont to back side of Smith Park. There would be no usable left form there on to Monroe without a second light at Monroe/Smith Park. No. Also, right turn off Monroe to Piedmont using the little Sherwood loop greatly improves rush hour flow – Don't block that
- Think through better than this. This will create worse traffic and restrict access to those who live on these streets in between – but that alone will not work either. More options, planning needed!

ONE WAY DIVERTER, CROSSWALK @ Cumberland

- No!!! (3)
- Yes, please (2)
- Traffic will backup!
- Yes, prioritize bike and peds
- Makes sense

ONE WAY DIVERTER @ YORKSHIRE

- Dumb idea!
- No!!! (4)
- Keep Yorkshire 2 way!
- No, if you do this to Yorkshire & Cumberland you cut off alternative routes and traffic will go to Hillpine
- No, this would mean I would have to drive all the way around on morningside just to get to my house. Causing more traffic on other street – don't think Yorkshire has major traffic issues
- Agree
- Makes no sense
- Making Yorkshire one way from Monroe will make it impossible to get home except from Piedmont so you'll need to drive more and cut thru more neighborhood streets. We told the city it was a dumb idea & it hasn't improved.
- Do not restrict BOTH Cumberland and Yorkshire. One or the other might work
- Prioritize bikes and walkers please, Cumberland road is current bike traffic

Morning Side Commuter Access to the Corridors

(Continued)

ONE WAY DIVERTER @ YORKSHIRE continued

- What about on Cumberland + Yorkshire, instead of making a one-way, x"restriction" – make signs "no thru traffic" between rush hour times – like signs b/t 14th + Monroe on Piedmont Road into Ansel Mall?
- The stop sign at Cumberland and N.Morningside is causing traffic to back up. Removing this will allow traffic to move through.
- Disagree! Need for safety of kids walking or biking to/from MES!
- Totally agree^
- Restrict left turns onto Yorkshire and Cumberland from Monroe south. But allow right turn from Monroe Northbound.
- Yes!

HILLPINE DR. / MIDDLESEX AVE.

- No! No! No! Will create more cut thru traffic
- Hillpine is being used for cut through now! Need small traffic circle at Hillpine and Greenland
- Yes!
- Need a stop sign at Northview + Hillpine
- Need a raised crosswalk at Hillpine and Middlesex – current stop sign is run constantly
- Agree that cut-through traffic on Hillpine needs to be addressed. The Hillpine-Monroe intersection possibly needs Hawk signal. Agree to small traffic circle @ Hillpine & Greenland and traffic calming at Hillpine & Middlesex

NEW SIDEWALKS

- Please
- Yes! The sooner the better!
- Yes

WINDEMERE DR.

- Yes please!!
- Great idea!
- Yes! (2)
- Yes, we must do this
- This will double the cut-through traffic

ONE WAY DIVERTER @ CHESHIRE BRIDGE/WINDEMERE DR.

- No, I get home that way
- No, need to be able to get into neighborhood
- Great!
- Yes!
- Lots of signage needed @ one-way to Cheshire

CHOKER

- Yes, but not like Beverly Chokers – those are terrible
- Yes (3)
- Chokers are great

ROAD DIET

- YES (2)
- Do not need bike lanes on Monroe – bikes can go thru the park
- Not true right now.
- Yes, complete street

GENERAL COMMENTS

- Hard pass on all these ideas
- Fix traffic circle will be critical to this working
- The N. Highland- Courtenay intersection needs improvement
- No Diverters – we live in a city and need to be able to get back home.
- Hate Diverters. Need to allow traffic into neighborhood. Just slow it down! And provide sidewalks.

ONLINE COMMENTS

- Yes/support/agree (+10)
- Chokers and 1-way diverters are irresponsible.
- how do the one way diverters work for residents that live on those streets that are supporting local restaurants and businesses. Would someone living on Windmere have to go all the way to Lenox Rd. or Piedmont to get back to their home?
- 2 southbound turn lanes from Piedmont to Monroe? Does this make sense when Monroe is going to be squeezed from 2 southbound lanes to 1 (thereby making it even harder to get to any downtown location)?
- This concept overall is critical. one way diverter is critical on Windemere to keeping the entire neighborhood safe. This is a great concept and should be one of the first to be implemented in this plan. We must get control of speeds and access points into the neighborhood. We must couple this with the proposed chokers and have VERY visible signage at both ends of Windemere.
- YES YES YES - a one-way diverter is the perfect solution for Windemere. we need to control the number of cars using local streets and the speed and this concept does just that. We would need very good signage at both ends of the street and we would need increased police presence when this is installed to enforce it, so people respect it. We need to close access from Rhodes Bakery as well for this to be successful. Lastly, A one-way diverter should be considered for E. Pelham & Piedmont.
- We disagree with the concept of keeping commuter traffic on corridors if that is implemented by physical barriers such as one-way restricters. It is better to have traffic more widely dispersed but driving MORE SLOWLY. Restricters unreasonably penalize some residents for the benefit of others. One-way restricters on Cumberland

and Yorkshire would be a bad idea.

- Reducing Monroe drive to a single lane is not incompatible with keeping commuters in corridors. It does improve safety, and creates no impediment provided that a turn lane is provisioned. Please consider narrowing Monroe to encourage less reckless driving.
- I prefer limiting turns during high-traffic hours compared with one-way diverters. I would like to see recommendations for entering the neighborhood for each one-way diverter, should they be enacted (prefer NOT to have one-way diverters).
- The "Monroe Diet" plan is folly. It will make matters worse, and our neighborhood as seen plenty of examples now where pouring concrete and blocking lanes is a really, really bad idea apparently proposed by people who do not actually live in the neighborhood. I am a bicyclist, and we do not need bicycle lanes on Monroe! That is the ONE stretch of road in the neighborhood that has an off-road, safe alternative - through Piedmont Park. The Yorkshire Road plan is a solution looking for a problem. Yorkshire Road does not need any one-way diverters or chokers. Please know that we will fight any such folly tooth-and-nail. If you have some concrete that you are really itching to pour somewhere, please go pour it on someone else's street.
- Piedmont/Monroe junction should receive a major redesign in conjunction with the Piedmont Park Expansion. Goal should be pedestrian safety, while maximizing traffic flow.
- The one way diverters for Wellbourne and Windemere HAVE to be done in tandem! It can't be one or the other or the other street will suffer. I support this idea.
- My impression in the Mornings when I walk my dogs is that the traffic in Cumberland and Yorkshire is that most of the traffic is east-west. How are the proposed changes are going to reduce the commuter traffic. I would like to see data supporting the need for the proposed changes. I live in Sherwood, and I would like that Sherwood is treated the as as Cumberland and Yorkshire.
- There's already a crosswalk by Cumberland at Monroe. Are you relocating the one from the park?? Seems like a waste and will back up traffic into the intersection (where you have place two new left turn lanes, so it seem you want to have more traffic going there than through the neighborhood??) Again, I think this one way diverter will harm my bike route. People will be less inclined to stop two car lengths closer to the intersection with piedmont. All of these seem to be aimed at keeping people on Monroe instead of alleviating traffic on Monroe? I really oppose that one way diverter at Windemere. We use that to get home all the time. Why force people into an already backed up and dangerous intersection?!
- not in favor of one way diverters
- fully support one way diverters. great idea.
- This should help Windemere, especially in the afternoons.
- Please do not direct traffic down our streets i.e. Sherwood
- REMOVE the cut through at Smith Park. Very Dangerous for pedestrians! Combination of Yorkshire and Cumberland 1 way converters essentially blocks off access to residents of both of those streets. The only way around is to go to Sherwood, or up hillpine.
- I strongly agree with all the proposals in this section. However, I cannot understand why there are no proposals at all for traffic calming measures on Courtenay Drive. I live there and it is one of the widest streets in Morningside. With the new plans for Monroe Drive we will become a cut through for traffic looking for alternative routes when that proposal causes mayhem. Our street needs chokers, bulb outs and at least one mini circle (junction of Courtenay and San Antonio). The junction of Courtenay and Northview is extremely dangerous due to its proximity to the N Highland junction and the width of the road opening. A bulb out here is essential. Hill pine/Northview has become a major cut through during rush hour between Monroe and N Highland. It is hard to take some of the proposals for the minor streets made in this document seriously when Courtenay has been so blatantly overlooked.
- I live on Yorkshire and am adamantly opposed to putting a one-way diverter at the end of the street. People travel down our street to access Monroe, not vice versa. In conjunction with the proposed one-way diverter on Cumberland, my only means of access to Yorkshire from Monroe would be to travel to Piedmont and then turn right on East Rock Springs. It also seems unsafe to have two right turn lanes from Piedmont to Monroe, only to immediately reduce Monroe to one lane. I am worried about accidents at the end of my street.
- Any restrictions/limits/treatments applied to Yorkshire and Cumberland from Piedmont should also be applied to Sherwood. The three streets operate as equivalents, and leaving Sherwood out would simply and unfairly funnel traffic from the other two onto Sherwood.
- Not sure how two lefts from northbound Piedmont work. I don't think Monroe is wide enough to accommodate. See comments above about one way diverters from Monroe at Yorkshire and Cumberland. One way diverters on Cheshire Bridge at Windemere AND Welbourne effectively keep neighbors from getting home.
- We do not like the one way diverter at the end of Yorkshire
- My reaction to the one-way diverters is negative. Limiting access to the neighborhood by reducing the number of streets will just increase the amount of traffic on the streets that remain as entry points. Also, how will two southbound turning lanes from Piedmont onto Monroe work with the proposed reduction in lanes on Monroe from 4 to 3?
- Stupidest idea so far. Reducing Hillpine to one lane at Montoe would be a disaster. At least remember Remember the bulb out fiasco at N. Highland and N. Morningside.
- don't like one way streets or chokers. confused on how 2 lanes turning into lane diet on Monroe would be helpful. If there's no diet, then yes.
- No no no! You are telling me I can't get to my own house. You reduce speed limits so if you enforce that, I am appalled at prohibition preventing my getting home in the neighborhood in which I live. Piedmont backs up to Peachtree at rush hour and now you force more traffic on the ãœmajorãœ roads-with calming? Have you really even put tone
- As a resident of Hillpine drive and a mother of two children, I am delighted to see further consideration of the need to slow down traffic and provide safe walking/running options for families in our neighborhood.



- Diverters at Windemere and Wellbourne blocks traffic. Traffic should be managed efficiently, blocking it only moves it elsewhere and causes congestion. Instead consider installing features that slow down cars and provide sidewalks.
- We've lived in the neighborhood for the past 13 years and are strongly opposed to the all the one-way diverters and chokers. They will severely impede traffic and create massive inconvenience that can't be justified. We pray these changes are not implemented. People seem to not realize they live in a city and people in the neighborhoods need to get to their houses. If they bought a house on a main road they knew it when they bought it and shouldn't expect everyone in the neighborhood to be forced into a few funnels because they don't want cars on their streets. We're in support of the two left turn lanes from Piedmont onto Monroe.
- Sherwood Road is not a "Corridor" and must be treated like Yorkshire and Cumberland. Either treat them the same with one ways or do nothing at all.
- NO on Diverters. NO on Chokers! keeping traffic on the Corridors will place huge additional unnecessary burden on busier neighborhood streets.
- Diverters will only make residents frustrated we can't use our own streets to enter the neighborhood. No on Chokers and Diverters.
- We absolutely need sidewalks on Hillpine Drive, especially with the expansion of Piedmont Park.
- sidewalks on hillpine/middlesex only need to be on 1 side of the road.
- I appreciate all of the effort that has gone into this plan; however, the effort to keep commuters on the corridor is going to make it difficult for those of us living here to enter our own neighborhood. I work in Buckhead and commute home during rush hour traffic. By putting one way diverters at both Windemere and Wellbourne, Lenox Road becomes the only option for those of us living in the neighbor that commute down Cheshire Bridge Road. Lenox Road is already congested and will be even more so with the proposed change at Lenox Road and Johnson Road, which takes away the right turn lane. I am 100% in favor of all traffic calming and speed reduction measures, but please don't make it such that us working parents have such limited routes to get home and will add 10-20 minutes to commutes. Please do not add one way diverters to Windemere and Wellbourne.
- More thought needs to go into this and how it would impact other streets
- Sherwood, Cumberland, and Yorkshire must either ALL have diverters or ALL NOT have diverters. In the plan as drawn, Sherwood does not have a diverter. It will thus be subject to a large increase in cut-through traffic. I am in favor of maintaining access to streets; the priority should be slowing traffic down and enforcing traffic laws that are on the books.
- The 2 left turn lanes onto Monroe from Piedmont don't make sense--why would you have 2 lanes turning into one-lane once Monroe has the road diet? Also hate the one way diverters onto Monroe--it will increase traffic on the surrounding local streets. While we may need to resort to these extreme measures at some point in the future I would not spend money on these ill-advised concepts now.
- I like the idea for trimming the Monroe/Piedmont park to accommodate another turn lane on Piedmont. Based on the description for this comment field ("Keep Commuter Traffic on the Corridors", I now understand the purpose of the one-way diverters -- but we residents have to get off the corridors and into the neighborhood eventually, so I'm concerned about anything that hampers residents' ability to get around.
- As a resident in Windemere Dr, I am in full support of this proposal. Making the Cheshire Bridge entrance a one way out to Cheshire Bridge is fantastic. I really think it will help relieve the cut-through traffic and the excessive speed on our wide road.
- A single choker on Hillpine won't be enough to reduce commuter traffic coming up that road. More chokers as well as speed bumps are needed.
- Oppose. Commuter traffic is not going to disappear because it is more difficult to cross Morningside. Commuter traffic will simply add to bring local traffic to a complete halt.
- The plan for Sherwood is overwhelmingly negative for that street. Traffic that normally turns on Yorkshire, Cumberland, or Sherwood will now be 100% on Sherwood.
- No to chokers, one-way diverters. I think raised crosswalks are the way to go - we need ways to get through our neighborhood, but slowing people down is great.
- I worry this will gridlock those of us that need to drive to/from work. Nowhere do I see any projected impact to the large number of us for whom bus and bikes aren't realistic for work transportation.
- These one way diverters seems like they will be a pain. I know we want to limit commuters but we need to get around too. It looks like we will not be able to turn left onto Cumberland or Yorkshire if we are coming back from getting groceries at Ansley Mall. That will be a mess.
- Hate all diverters
- I like the idea except the one-way diverters just make it more painful for residents. Add the other measures to slow down drivers through our neighborhood and they will be too impatient to cut through. They will find the main roads a better/faster route. So do all the other slowing measures but not the one-way diverters.
- One way diverter at Windemere would complicate access to our neighborhood.
- The one way diverter will force more traffic into Monroe and Piedmont. Commute distances will also be longer and people will use more gas.
- People who live in our neighborhood still have to be able to get off Cheshire and home quickly. These proposals might slow us down. Some amount of commuter traffic is unavoidable in a big city.
- Disagree with the one way diverter in Windemere. People who live in the neighborhoods still need to use the streets to get out of the neighborhood.
- One way diverter on Windemere may put more traffic on Wildwood.
- Trade-offs here include potential for creating major congestion at some intersections. It is difficult to assess the cost/benefit.
- I did not see the Monroe Road diet concept above. I hope this has been abandoned in favor of this "Keep commuter traffic on the corridors concept."
- Like the two turn lanes from Piedmont road on to Monroe. Limiting access from Monroe on to MLP streets is not a good idea. Recommend asking Ansley how they feel about the same concept being used in their neighborhood on Piedmont Rd.
- Eliminate the one way diverter on Windemere
- Instead of a choker at the power lines on Hillpine, how about a roundabout (yes, even though there is no intersection) with a garden in the center that would not only slow down traffic but would also become a gateway to the neighborhood, and compliment the community garden on the north side of the street?
- Yes, love the changes to Monroe/Sherwood.
- Some smaller neighborhoods must use these "corridors" to walk so attention to pedestrian safety on these roads is essential. Some students are in the walk zone and do not have bus service to MES. They have to walk down these corridors, so pushing extra traffic here needs attention to pedestrian safety as well.
- Stop signs on E Rock Springs and Waze have diverted commuter traffic onto Berkshire between Pelham and Sussex. We have no stop sign at the Merton Berkshire intersection and as a result, very high speed cut-through traffic every rush hour. Very dangerous
- The one way diverters are going to keep commuter traffic in the neighborhood, not on the corridors, as residents and others will be roaming the streets to find the way out to the corridor. We need to maintain clear access in and out of the neighborhood in multiple directions. Two left turn lanes from Monroe onto Piedmont are not needed. That lane rarely backs up. In contrast, the left from Piedmont onto Monroe could use two turn lanes, which would keep traffic out of the neighborhood. Chokers eat up much needed parking and should not be used in the neighborhood. Raised cross walks, stop signs, and speed bumps are a better option to slow traffic.
- restricted ingress/egress from Windemere & Wellbourne to Cheshire Br
- Nol Diverter
- Do not change the street at Yorkshire and Monroe. Very difficult for folks to get to and from home
- Any plan that favors bicycles as part of a solution to alter transportation patterns in neighborhoods, including one that is designed to 'keep commuter traffic on the corridors' must deal with the lack of public transportation for residents in the affected areas (i.e., North Highland Avenue NE, Monroe Avenue) who do not have access to adequate bus service; need the capability to easily enter and exit their own neighborhoods without bike lane impediments, or coercively designed 'traffic calming' and other commuter traffic control that impedes entry and egress by car to their own homes, and equally importantly, reduces parking in areas where prewar home and lot layout require on-street parking. Proposed bike lanes and traffic calming that impedes their transportation by car as residents is a non-starter, unfair, and inadequate unless coupled with radically expanded public transportation, the likes of which is not addressed in this plan.
- Yes! Turning left is next to impossible
- This would make living on Yorkshire and Cumberland impossible. What is the plan for residents who live on Cumberland and Yorkshire near Monroe? How will they travel South on Monroe by car if no left turn is allowed? How will they access their houses from Ansley Mall or Midtown if they cannot turn left from Monroe onto their streets?
- Do not make it harder for residents to travel through the neighborhood by changing streets to one way streets (i.e Cumberland and Yorkshire) s!
- no diverters.
- This is very important. The traffic and speed on these streets gets during rush hour are dangerous for the children living on the street.
- The Monroe\Yorkshire and Windemere\Cheshire Bridge changes in particular will create hardships for the taxpaying residents of Morningside in preventing us along with those that you are trying to keep out of the neighborhood from efficiently accessing our own neighborhood and homes.
- As it is right now, I use Windemere as part of my commute. One thing to consider, from a cyclist's perspective, is how busy Cheshire Bridge is, and that it does not include a protected left turn lane. While I'd like to see the one way diverter be bike permeable, one of my saving graces on that road is when cars in front and behind me are also planning to turn left onto Windemere. If this was converted to a one way diverter, I would no longer be provided any safety of a protected (by cars) left turn, since they would no longer be able to turn there. Also keep in mind, you'll likely divert traffic through the bakery parking lot in a way to circumvent the diverter. Drivers do this already when traffic is backed up past the intersection. Perhaps closing the curb cut on Windemere would help solve this problem. Also, I know that Cheshire Bridge has been slated for resurfacing from Buford Highway to Piedmont Ave as part of Renew Atlanta. When I approached someone with Renew at a different meeting, they said it is unlikely the lane configuration of Cheshire Bridge would be modified. Even if bike lanes aren't an option, I think pushing for a protected left turn lane along the length of that corridor would be a great idea.
- What about adding sidewalks???
- As long as this does not restrict our access to our neighborhood, then that is fine. However, if you make Windemere Dr. one way, you will just push the traffic down Wellbourne.

ONLINE COMMENTS continued

- no. no. no. to the one way diverter at Yorkshire and Monroe. I live in Yorkshire Townhomes and turning right out of my drive onto Monroe and Right on Yorkshire is often the quickest way for us to go south when monroe is in rush hour. if the monroe diet is implemented than that will relieve the back up of cars going south on monroe wanting to turn left onto Yorkshire. And yes yes yes to two turning lanes from south on Piedmont to turn left onto monroe!! brilliant! but it seems that can be done regardless of making the Sheridan cutthrough at smith park one way...
- One way diverters on Cumberland/Yorkshire will make life miserable for Cumberland and Yorkshire residents
- STRONGLY opposed to one-way diverters. These divide us into winners and losers. All of us in the neighborhood, unless we work from home, are commuters. One-way diverters help only those who live on those particular streets (if even them). Diverters will push all of us to spend more time sitting in traffic on the corridors, frustratingly close to home.
- Important. especially w all the new Cheshire Bridge rd development
- I agree in theory, but I'm concerned about monroe being able to handle the volume, especially with reduced lanes. Sometimes southbound Monroe is backed up from tenth street all the way to Dutch Valley. Also, I live in one of the condos on Monroe (Carlyle Heights). I'm very concerned about being able to make a left turn when the lanes reduce from four to three. I'm just imagining a constant stream of cars in both directions with no breaks, unless overall volume is decreased.
- We have grave concerns about the impact of this proposal on Sherwood Rd residents. By preventing cars from entering Yorkshire and Cumberland via Monroe, traffic would be diverted and funneled to Sherwood, turning Sherwood into a thoroughfare. Not only would non-neighborhood commuters use Sherwood as a cut-through, but Yorkshire and Cumberland residents would also use Sherwood to get to their homes. Not only would the heavy spillover traffic make life miserable for Sherwood residents, but it would also create a dangerous situation for children who play in Sidney Marcus park. Furthermore, under the proposed plan Sherwood residents would no longer be able to turn onto Monroe, a thoroughfare we currently use to travel east, west and south, and only allow us to head north on Piedmont. That would not only make our lives more difficult, but also add to the traffic of neighborhood streets every time we want to drive east, west or south. As such, the current proposal violates the concept of "keep commuter traffic on t
- no one way diverters
- Again the chokers and diverters will not impact commuters as much as members of the neighborhoods. Again, we're these plans drawn up by contractors hoping to get big orders?
- Piedmont and Sherwood - Why do cars have to go up and around? Why can't they take the lane near the park? Can't you accomplish what you are trying to do by making that lane narrow, but not causing cars to go onto Sherwood and back down? Why do both Cumberland and Yorkshire need to be one way? Can't Yorkshire stay as is. I would love sidewalks on Hillpine ad Middlesex, but feel like a choker on Hillpine is a waste of money. Cars are always parked on this street which creates its own sort of choker.
- Hello, I live on Sherwood Road and am very concerned at the proposed plan to divert cut through traffic from Monroe onto our street, which was never meant to be a cut through. There are plenty of young children, pets that live on this road and we are very concerned at the idea of any increase in traffic which will make our street unsafe. I highly contest this proposal to divert traffic onto our quiet street, which was never intended for such a purpose.
- Same comment about no chokers
- The diverts proposed for keeping traffic turning onto Cumberland and Yorkshire from NOrth on Monroe cannot be put in place as proposed as they will only divert traffic to the next road of Sherwood. If they are put in place we must put in place similar diverters for Sherwood to keep the traffic from simply going up to Sherwood and cutting across to North Morningside. Otherwise, this would significantly impact the families on Sherwood and would be viewed as preferential and grossly unfair. Traffic would also have to be blocked as well from going down Sherwood from Monroe if the diverters for Cumberland and Yorkshire are done.
- I live on Yorkshire Road and am deeply concerned about the one way diverter concept. I work in Midtown and come home up Monroe. If I can not take a right onto Yorkshire when heading north on Monroe I am going to have to continue north to Sherwood, go right on Cumberland Place, take a left or right on Cumberland Circle, take Cumberland to McCoy and McCoy to Yorkshire. I would need to do this for any trip south of my house. Surely I am not alone and this is just pushing traffic deeper into the neighborhood. Moreover my children attend Grady. They would have the same issue. If not allowed to take a left out of Yorkshire south on Monroe they would either need to go through VaHa or all around the park to get to school.
- YES!! to two Piedmont turn lanes
- You've choked down the main streets so that commuters have to seek alternate routes. Open up the main streets and they will stay there. Bulb outs are ugly and a waste of dollars.
- Why disrupt everything just to calm things during a few hours of rush hour. I turn left frequently from Cumberland onto Monroe; not a problem except during rush hour then i don't bother.
- Don't like it. Seems too unnecessary and I imagine it's expensive. I think our money would be better focused elsewhere. This would create a FUNNEL for traffic. Traffic on Rock Springs would be a disaster. Bad idea.
- Do not reduce the park by upwards of 10 to 12 feet to add more turn lanes. As noted earlier, one way diverter at Windemere is not a good idea. Diverters at both Cumberland and Yorkshire are not good.
- Hard to lump the Monroe changes in with other things. Seems like Monroe should be by itself.
- Like diverters on Yorkshire, Cumberland. Is the one on Windemere designed to

only allow drivers to turn right on Cheshire Bridge? If not, will be huge backup for those wanting to turn left. Yorkshire is so narrow already that putting a choker on it near N Morningside may be too much. Wonder if the diverter will be enough. We need a way to assess how a change in one part of the neighborhood affects roads in other parts of the neighborhood.

- No choker on hillpine , no sidewalk on Middlesex. Problem I was created from Monroe and 10th street, beltway debacle. Fix that problem. Too many potholes on these roads...fix them
- I live on Middlesex, We have above ground utilities, poles and guide wires. With all aforementioned in already in my yard, cant see sidewalks working. And who would like to give up more of our small front yards.
- Do not put a one-way diverter on both Wellbourne and Windemere heading onto Cheshire Bridge. There needs to be at least one street for residents to enter the neighborhood from Cheshire Bridge. Otherwise people will be forced to come all the way down Cheshire Bridge to Piedmont, then left onto N. Rock Springs to get back into the neighborhood, causing huge traffic jams on Piedmont between Cheshire Bridge and N. Rock Springs, which is already jammed.
- Best ideas so far. Most important for neighborhood safety.
- I oppose "Keep Commuter Traffic on Corridors" altogether. I especially oppose all one-way diverters. Morningside should not be an island. All public streets are public streets.
- Monroe Drive needs to revert to 2 lanes with a left turn at traffic signals and additional stop signs at major crossings.Goo
- A diverter on Windemere will mean more traffic south on Piedmont in order to get home into the neighborhood. I can see how diverters can keep others out. But if you live here, why would you want to drive along an additional portion of the neighborhood perimeter and then drive more distance within the neighborhood just to get in and out of the neighborhood? Does more vehicle miles for those who live here really help Atlanta traffic?
- 100% support on the objective of keeping commuter traffic on the corridors. Not clear enough on the proposed details to judge whether these are even workable solutions much less optimal. Concerned about the possible affect of reduced access from the neighborhood. Forced alternate routing within the neighborhood to alternate main exits/entrances is a (perhaps marginal) consequence. More critically, those major exits/entrances are already pretty constrained at rush hour. If you add another 10-20% volume owing to interior rerouting, you might make even the major entrances/exists unworkable. Proposal isn't inherently wrong, just uncertain and requiring more thinking and input.

PRESERVE HISTORIC SINGLE FAMILY CHARACTER

DESIGN CONTROLS FOR NEW HOME CONSTRUCTION GARAGES ORIENTED TO THE SIDE OR REAR

- Good idea - the garage does not need to compete with the main dwelling structure. Out of balance visually

REQUIRE FRONT PORCHES WHEN 50% OR MORE OF HOMES ON SAME BLOCK

- Still allows tearing down older homes.
- Like both

ONLINE COMMENTS

- Strongly support/agree/yes to all (+23)
- I am sick of the tearing down, and clear cutting going on in our neighborhood. The homes going up are way too big for the property and diminish the character of the neighborhood.
- Sounds nice, but I don't have a strong opinion.
- I like the Design controls but I'd like to see size restriction of homes.
- We agree on restrictions on garages at the front of houses. We are not so bothered by the presence of absence of porches. We like them, but don't feel we have to impose them on others. More important is enforcing set-back requirements and not granting waivers just because someone hires a good lawyer or other advocate. There have been houses built on W. Sussex and on Lanier Blvd that are much too close to the street compared to the neighborhood.
- Do not support as this will present hardships for some homeowners on lots that may not accommodate these restrictions
- This may make homes more appealing from the street, but requires renovations to make inefficient use of lot space. This is a bad idea.
- PLEASE PRESERVE our NEIGHBORHOOD. This is a good place to start.
- am vehemently opposed to anything that further restricts a property owners rights to build on their property. We have city regulations that are appropriate. we do not live in a Homeowners Association planned neighborhood, like all the ones in the burbs.
- YES!! I completely support these design controls on new construction. Can you also require it for significant renovations? Some builders gut the existing house, remove roof, etc. so it's not totally "new" but they should be subject to the same restrictions
- The requirements for porches and garage orientation just seem petty.
- Support the garage concept - though recently saw a front loading garage design not set back that worked - can't remember where!!
- I live in the city because I don't want the rules of an HOA. I want to be able to build the kind of house I want on the property I own without having to make it look like all the other houses on the block. That's called the suburbs. And I don't want to live in the suburbs.
- At last. we are sick of seeing new builds being constructed really high up so as to feature a big ugly garage smack in the middle of their frontage. Wholeheartedly support these proposals.
- and front setbacks too small. Plus Tree ordinance needs to be revised. Currently,



trees can be cut if builder pays a fine. More green space (larger setbacks) and trees preserved prevents McMansions crowded onto lots with little or no green space. Old growth trees help air quality and temperature. New trees stuck in small green space (2-3 feet) will not thrive or will get to big and have to be cut down.

- No visible garage doors! Front porches, sidewalks, even reduced setbacks to put people on the street and talking to their neighbors.
- yes, for sure - let's have good looking designs & use of space.
- Favor height restrictions. Have serious concerns that so called approved plans are not followed. By time call city to ask, there's a new flying buttress jutting out next door. They have destroyed the median on lanier Blvd and the city has done nothing, despite multiple calls. We need high curbs on lanier Blvd
- Not sure if it makes sense to require porches since most of the old ones have already been covered up. Morningside is not Grant Park, O4W etc where people have porch events. Consider requirements such as brick/stone facade to match the older buildings.
- Disagree on dictating home improvement design controls.
- Garages in Back or side of house ONLY, not facing street. Porches should not extend beyond existing porch setbacks - new home porches are 'extending' further onto street ruining the look and feel. Allow 1br apt's over garage.
- Front porches should not be required, but new homes should use existing footprint and not allowed to take more than one tree down for new house. Garages should be in back or on side of house. Porches on many new homes extend 15 feet plus closer to street. Destroys the neighborhood look and feel.
- What defines a front porch? It needs to be consistent with the home style. I don't like the idea of mandating building design.
- No. We should not be dictating design. Design diversity is a good thing. Leave uniform design to 'planned communities'. While I like front porches and dislike front load garages, I don't think that I should get to decide what type of house my neighbor builds (as long as it meets code)
- Agree with the garage don't agree with the porch. If you do that then make then all be 4 sides brick
- I am in favor of design controls for new construction. New houses should fit into the context of the neighborhood. That said, rules should be simple and review of plans rapid.
- Would love to see us move to protect the historically significant homes in our neighborhood. Am worried there may have been too many tear downs already.
- I like the idea of controlling garage location. While I don't really mind front entry garages, when they are on the basement level, the houses tend to look too tall/big for the lot. (This happens when the lot slopes downward towards the road, and the basement/garage level is fully-exposed.) These houses are hideous looking.
- Not sure how to enforce but only homeowners who will be living in the house should be issued demolish permits. Developers tearing down homes and building new ones for sale are the biggest issue.
- I own a carefully renovated home in the neighborhood. Most of these homes were cheaply constructed when they were built and are NOT historic in any way. There should be no design controls on houses in the neighborhood.
- As long as a front porch does not detract from the look of the home, I do not oppose. But, not all houses are designed to have a large front porch.
- Generally, I like the diversity of houses in the neighborhood. A front porch or garage restriction seems a bit too controlling. Yes, there are a few bad examples but overall nice.
- I am against this idea. I believe this would violate the rights of property owners in the neighborhood and lower property values overall. Please note Druid Hills lot values as an example of why historic controls reduce property values (these are lower than VA Highland, Morningside and Ansley Park).
- The size of homes should be restricted. McMansions are an eyesore and bad for the environment.
- I object to design controls. I just think this limits a homeowner from making changes to optimize his/her land as he/she sees fit. Morningside has beautiful, diverse architecture and use of lots. I don't think these restrictions would help more than hurt.
- No need for this rule. Oppose.
- I think the garage design requirement is a great idea.
- Design Controls are not important to me
- am not in favor of the design controls for "new home construction" for the following reasons: Many existing home lots would not be able to orient garages to the sides or rear, due to the narrow lots. This benefits homes that have already been either renovated or rebuilt. 2. Requiring homeowners to have porches has the potential to reduce greenspace, increase impervious space and would be an undue burden on new home builders or new home renovations.
- The garage requirements seem reasonable, but not clear on what purpose the front porch rule would serve. It seem that stopping this builders from putting up homes that don't fit in with the rest of the neighborhood would be more important to police.
- Good idea. Luckily home prices are so high that builders know clients do not want a house with a garage as the predominant design element.
- I do not like restrictions on home sizes or style. It makes sense to preserve green space and neighbor privacy.
- Agree these new construction requirements should be implemented.
- Morningside houses don't traditionally have large porches. The Tudor style doesn't accommodate this, so I don't understand the design limitation in reference to

front porches. The porches are more prominent in craftsman homes but those are in Va-Hi, not Morningside. I agree that the garages should face side or rear, as that is consistent with the Tudor revival style of the neighborhood.

- What's next, MLPA telling us what color we can't paint our front doors? This is ridiculous. You want those controls, Cobb County is calling your name.
- I agree with keeping scope and style in fitting with the neighborhood. When you start dictating requirements such as the 50% porch example, that is not something I would be happy seeing. I don't want to live in a cookie cutter development.
- Yes, design control is needed. Especially with height.
- YES! And, require larger trees be planted
- I am not in favor of the design controls for anew home construction for the following reasons: Many existing home lots would not be able to orient garages to the sides or rear, due to the narrow lots. This benefits homes that have already been either renovated or rebuilt. 2. Requiring homeowners to have porches has the potential to reduce greenspace, increase impervious space and would be an undue burden on new home builders or new home renovations.
- Should have happened 20 years ago
- God I wish you could make it retro!
- Yes to new design controls! So tired of ugly garages on the front of houses and houses that don't fit with the neighborhood. I would love to see a minimum depth on the front porch also, as some builders tack on one that is practically useless it is so narrow.
- I like the idea for the garages and porches.
- Not in favor. Many homes in the existing neighborhood do not have front porches at all. Requiring all new construction to have them when some are present on a street is a violation of creative freedom. People will avoid those streets if their aesthetics don't align.
- Very bad idea. You do not have the right to restrict property rights.
- Do NOT agree. Our lots come in all different sizes, orientations, slopes. Garage requirements would be too restrictive. The beauty of our neighborhood is all the houses do not look the same as in the suburbs. The great majority of the side garages in our neighborhood are useless as the turn radius is too small. Front porches should not be a requirement as lots are completely different.
- I like the idea of design controls for new homes to match and maintain the current character of the neighborhood
- Too late by 15 years. The cat is out of the bag and you can't put it back in now.
- Thought you were going to suggest something important.
- I am against this idea. I believe this would violate the rights of property owners in the neighborhood and lower property values. Use Druid Hills lot values as an example of why historic controls reduce property values lower than either, VA Highland, Morningside or Ansley Park
- I'd like to learn more before providing an opinion
- More detail required. Is the porch covered or open? What percentage of front of the house should be covered by the porch? Does a stoop over the front door meet the requirement? Not in favor of design controls and do not like garages that front on the street, but this starts to lead to other controls that become problematic and require an enforcement agency.
- Disagree with requiring front porches. Understand idea behind rules for garages. There are many that will need to be grandfathered in. Biggest issue is keeping size and structure of houses in line with neighborhood. Living next to a house that is not built to similar size as nearby houses can be very frustrating and uncomfortable (exhaust from cars in garage that faces neighboring house goes straight into neighbor's back porch, etc.) Excessive lighting on new houses also a problem. LOTS of light pollution.
- No control on design
- Design controls should include not only what is listed above but also front setbacks, overall architectural design and features, walls, amount of lots coverage. As a preservation professional, I am happy to contribute my time to draft a document as quickly as possible as the developers are destroying the overall sense of place one house at a time. The existing zoning regulations allow homes that a out of scale and proportions, and the height and massing need to be reduced. I believe that heights that are compatible with the existing (historic) fabric would be more appropriate and would result in better design for the neighborhood overall.
- Don't allow a large Craftsman style front porch all the way across the front of the house on streets where most of the houses are traditionally brick Tudor cottages with small front porches and side porches. Maintain the architectural style of streets; e.g. brick Tudors on streets that are traditionally so, and Craftsman on streets that are traditionally so.
- I don't really care about the front porches.
- Keeping in mind that several new home are unique to their site, it is always a good idea that design be of good character. Garages, and other structures, should not compete with the main housing structure.
- Especially like the front porch idea. Sidewalks and porches help build socially interconnected communities.

Morningside Historic District Single Family Home Character

RESERVE HISTORIC DISTRICT CHARACTER NEW HOMES: HOW TALL SHOULD THEY BE?

PUBLIC FORUM #2
RAW COMMENTS

Appendix

EXISTING R ZONING

- This allows too much height.
- Not good
- Hides views/ not compatible
- 32 people online preferred this

FUTURE MECHANISM

- Good idea
- Yes! This makes good sense
- Like this (2)
- Yes (9)
- This option plus fewer variances for setback
- OK
- Yes, but need a max height. Not allowable average height.
- I like the future mechanism but issue is that it is average height not MAX height. So people can build tall parts and average with a low area in the back, and it all averages. Look at horrible house being at 635 Yorkshire.
- 30 people online preferred this (allow 28')

HISTORIC DISTRICT "A"

- Yes ! (6)
- Yes, but it's probably too late
- No!
- Yes. Proud to be the owner of a well preserved brick home 160 year old. Let's claim who we are!
- Would like to pursue Historic District A. Definitely should do 28' and not 35'
- Love Historic District A. Want to avoid other houses like the new tall hose on corner of Wessyngton + Cumberland
- Prefer Historic District A but do need to look at impact on home values, at minimum – we need future mechanism.
- 25 people online preferred this (compatible with neighborhood)

HISTORIC DISTRICT "B"

- No (2)
- Yes (2)
- We need "B" and the ability to control architecture and design of new home construction.
- I think we need "B" to help protect Morningside's garden-like character, Tudor styles and tree canopy, but "A" would be better than nothing.

HISTORIC DISTRICTS - GENERAL

- Need more info from existing historic districts to make an educated pick between the two Historic Districts
- Too restrictive and subjective
- Yes for one of the historic options
- Prevent demolition, lower height
- Is there something between the 2? 1st still allows builders to tear down homes 2nd are very restrictive and many places won't qualify since development has already happened.
- Is there data on how Historic Districts affect property value?
- There should be guidelines, but a historic district
- I like historic district or limiting to 28'
- No McMansions?! Too tall.
- "Future Mechanism" for MLPA overall; "Historic District A" for certain nodes.
- Like to see Lenox Park "Subdivision" pursue either historic district A or B status to preserve the look and feel of its original context & structures.
- Yes to historic preservation. No to teardowns of existing historic homes. MLPA should educate neighbors regarding what historic districts entail; many neighbors have fears of uncertainty, so providing information about successful implementations (Inman Park) is essential to remove the fears.
- Agree
- Interested in historic districts, but want more education ion process.
- Yes but no to a 'Hysterical District' Lived in 5 of them in N.East – very 'in crowd' board, uneven control and create insecurity for home ownership.

ONLINE COMMENTS FOR HEIGHT OF NEW HOMES

- This battle is too little, too late.
- Lets stick to the standard.
- Cities change, and we are wary of height restrictions without good justification. We would allow existing heights as long as the setbacks are enforced. If houses are allowed closer to the streets then lower the height limit to 28'.
- Prefer historic district A. Is there a way to control height relative to adjacent houses when a new house is built on a hill? It would be nice to preserve privacy and sunlight as much as possible.
- I support #2
- This is a great idea, but too late in coming.
- This is not a 'historic neighborhood'. I am vehemently opposed to anything that further restricts a property owners rights to build on their property. We have city regulations that are appropriate. we do not live in a Homeowners Association planned neighborhood, like all the ones in the burbs.
- I'm ok with the existing 35' height - HOWEVER, there are some new construction homes in our neighborhood that are WELL OVER this limit, with no enforcement! How do we get the city to even enforce the existing 35' requirement?
- I just really don't think the current demolitions and constructions are sustainable and the homes might surpass the value of the location and schools. It would be nice to have some information or research on that from experts.

- i think height matters less than fitting the neighborhood character
- not knowledgeable enough on height. prefer the height to be compatible with block not neighborhood
- When I bought my house on N Pelham in the 80's, it was considered a historic district. When did that change?
- Character of neighborhood is changing with the McMansions and > \$1 million price tags. Keep houses smaller to preserve middle class neighborhood.
- We do not like all of the large 2 story mansions houses they are building after demolishing existing historic ranches. We are starting to lose the old
- Compatible with the neighborhood is a great compromise! I fully support option 3.
- yes - restrict height & increase set backs. No to "Hysterical District" - it's becomes a subjective group of "in crowd" decision making, and creates uncertainty for home owners if they need to make changes to their homes.
- 2; hard to consider this an informed choice since you had no information on economic impact of historic home designation on the neighborhood
- None of the above
- Not so much the height as how our tree canopy is cut down completely on new home lots!
- Height is not as important as general footprint and look and feel of neighborhood. Future Mechanism is best looking and not as restrictive. We shouldn't be trying to prevent demolitions and new construction. It isn't always a bad thing!
- is this measured from the front of the house at ground level? does it impact the back of the house? how is this measure when the property is on a hill?
- We desperately need to restrict the height and size of new construction to be "similar" to the surrounding homes.
- Again, I think the definition of reasonable height depends on the slope of the lot and the surrounding homes and topography. I don't think 3 stories should be exposed on the front side of a home. If a basement can be added that is mostly underground and exposed on the back side, I have no problem with that (that's what we have).
- Should be restricted by the height of the homes next door.
- I oppose preventing demolitions. Replacing older homes that have reached the limit of their usefulness increases the value of the existing homes. I do not support limiting either of the "historic" height limits.
- This is a good idea. Some of the new houses are just too big.
- I believe the current 35' height should remain in effect. With the number of new homes already built, it would not be fair to tell a property owner that they cant have the same type of home as their neighbor. Again, these restrictions negatively impact property values.
- I'd prefer the historic district heights but that might be too hard so at a minimum, let's restrict it to the 28'.
- Not all houses are worth keeping, some that were infilled at various times are worthy tear downs. 28 ft might be a good solution.
- I do not see the benefit of limiting the height of homes. I live in a tall house that probably wouldn't survive the Future Mechanism, and we like that we have tall ceilings on all stories.
- Oppose restrictions on homes
- I unequivocally prefer existing R zoning for new homes. Reducing home heights places an undue burden on homeowners who have not yet renovated or rebuilt their homes. Reducing heights by seven feet just to reduce them with no other goal than to say we made a change does not make sense. This would be putting an economic hardship on existing homes who have either not had the opportunity to "renovate" or re-build. Approximately 25% of my street has had houses rebuilt or "renovated" (renovation being said loosely because they left three walls of brick but replaced the rest of the house). If that much of my street has already been changed significantly homes that have not been updated are being asked to bear the economic burden of further regulation. A new buyer will be more reluctant to buy a house that has not yet been renovated, knowing that they cannot renovate it in the future. Thus, the property value of the homeowners who "got in under the wire" increases and those who have kept their homes "as is", decreases. This hurts the community as a whole. It is unclear how historic district A and/or B would be created what the rules are with both of those designations. Will the homeowners in the area be able to vote on whether we want to have historic district status placed on our homes. If 25% of your street has been significantly altered how can you have a historic district without unduly affecting the property value of the homes that have not been altered.
- Future Mechanism seems like the best option to curb these spec McMansions that don't fit in with the neighborhood, while also allowing some flexibility.
- I'm all for density but a single family home should not be greater than 3 stories in this neighborhood. Preferred is 2 stories on the front and 3 stories in the rear.
- I think historic districts are a bit elitist and impact the diversity & socioeconomic mix of the neighborhood. I'm not crazy about them conceptually, even though they look pretty. prefer general guidelines instead.
- nc
- I support the proposed Future Mechanism.
- main issue here is that these restrictions will allow for modern homes to be built - and they don't fit - but not homes that actually go with the period of the homes in this neighborhood. this does not make sense to me.
- I unequivocally prefer existing R zoning for new homes. Reducing home heights places an undue burden on homeowners who have not yet renovated or rebuilt their homes. Reducing heights by seven feet just to reduce them with no other goal than to say we made a change does not make sense. This would be putting an economic hardship on existing homes who have either not had the opportunity to renovate or re-build. Approximately 25% of my street has had houses rebuilt or renovated (renovation being said loosely because they left three walls of brick but replaced the rest of the house). If that much of my street has already been changed significantly homes that have not been updated are being asked to bear the economic burden of further regulation. A new buyer will be more reluctant to buy a house that has not yet been renovated, knowing that they cannot renovate it in the future. Thus, the property value of the homeowners who got in under the wire increases and those who have kept their homes "as is", decreases. This hurts the community as a whole. It is



unclear how historic district A and/or B would be created what the rules are with both of those designations. Will the homeowners in the area be able to vote on whether we want to have historic district status placed on our homes. If 25% of your street has been significantly altered how can you have a historic district without unduly affecting the property value of the homes that have not been altered.

- Ban concrete modular houses
- Our (hopefully rising) home values should not be shackled by older homes.
- I could live w #3
- I don't support height restrictions or design controls.
- I think it is too late to change this rule. There are too many homes that are at max height. Changing the rule now would hurt the people who have houses with lower ceilings.
- I think if we want the community to grow and appeal to the younger generations, then we have to appeal to their aesthetics as well. 35' is what we have now, not 40' as your figure implies, and that is in keeping with the other 2nd story renovations and new construction to date. I vote for no change
- There is no issue with current heights.
- There should not be any height restrictions. We are not living in the 40s anymore. Families are moving into our neighborhood and need space
- Future Mechanism
- You can't pass these restrictions fast enough to keep our neighborhood from losing its current older neighborhood aesthetic.
- I like 3. and 4. but there are already so many exceptions they may be impossible to implement.
- I believe the current 35' height should remain in effect. With the number of new homes already built, it would not be fair to tell a property owner that they can't have the same type of home as their neighbor.
- None
- How do you address sloping lots?
- The success of Historic District A heights would depend on not including heights of newer homes that are already excessive in the calculation. How would that decision be made?
- The height is a major issue in the neighborhood, but there are other significant issues and I would like to be included in the drafting of the new construction guidelines--Amy Streehman
- Prefer Historic District A. Also, don't allow the grade to be built up to make houses taller than they normally would be, and don't allow the basement to be built halfway out of the ground so that the first floor is already a whole flight above ground level.
- Explore
- anything would be an improvement
- Certain streets are more historic than others and perhaps restrictions are appropriate. Other streets may not be as historic and thus will create their own new character with the changing time. For example, see Merton Drive.
- GENERAL PRESERVATION
- Yes to both + historic designation
- There are some structures w/roof top living/inverse living that are tasteful and architecturally compatible. What about those? Agree we need quality renovations + need to preserve historic homes but not too rigid.
- Yes
- Minimal restrictions. I do not want to live in a restricted suburban neighborhood
- More enforcement of setbacks and footprint and total mass of house and % of land – too many new homes seem to cover every inch of the property!!
- Agree (2)
- Not sure we need historic – like modified zoning instead
- I don't like historic district idea – too restrictive – I like the mix of architecture
- If we want accessory structure homes, then we need tall homes to block the view.
- Builders belong in Hell!
- Get city to enforce MLPA zoning wishes
- Jack Built motto, "Destroying Morningside one house at a time!"

PROVIDE HOUSING/ECONOMIC DIVERSITY

ACCESSORY DWELLINGS

- Yes / Please! (17)
- MLPA has historically fought to keep these out.
- Yes, with building guidelines (3)
- Yes, will help with more affordable housing for young adults w/ first job, in school, etc.
- All for it!!
- Love the requirement- owner in property (2)
- Yes, maybe also apartments in houses
- Agree with this recommendation.
- Probably only contributes to reduced tree canopy, blocked views from neighbors, increased noise, lights, etc. which would interfere with other neighbors enjoying their backyards
- Agree our lots are too small to begin with
- Please, this adds vitality to the neighborhood
- Also adds diversity in age, income, etc.
-

MULTI-FAMILY RESIDENTIAL ON THE CORRIDORS

- Yes (3)
- How?
- Keep current townhomes/condos
- Yes, helps with affordable housing which continues to foster diversity
- Yes, keep these the density they are
- Super high density even on the main corridors (particularly Monroe) should be limited and placed strategically (agree near future transit) Agree to preserving middle-density
- Have been hearing about "neighborhood" approach to incorporate senior living into community – NPR?
- Preserve what's there
- Limit on-site parking; encourage multi-modal and lower rents b/c don't need underground parking lot? (see Minneapolis zoning code)
- Avoid higher density + kids attending MES!
- Agree
- But higher density is needed in order for mass transit to work.
- Need more affordable housing multi-family residential for all incomes!

ONLINE COMMENTS FOR HOUSING/ECONOMIC DIVERSITY

- YES/SUPPORT/AGREE TO ALL (+15)
- Do not support the addition of multi-family residential housing.
- Hate the multi-family high density because ATLANTA continues to NOT plan for traffic. The Monroe diet, these MLPA plans with make it slower and more traffic which in neighborhood is GREAT, but all the high density housing is making it SO AWFUL to live in the city. Love idea of high density senior living!!!!
- We need the housing to be integrated with pedestrian and bike traffic. Retail on the ground floor
- Yes! Would love to be allowed to construct accessory dwellings without so much hassle!
- I support the accessory dwelling proposals.
- We would allow accessory dwellings, within reason. That will require careful planning and a fair-minded approval process that is not swayed too much by lobbying. Predicability for neighbors is important. Multi-family residential buildings on the edges would be fine.
- Support both concepts
- I like the idea of allowing accessory dwellings. Senior housing is a priority; there should be consideration of the cost of senior housing. Senior housing will be less helpful if only wealthy seniors can live there. I also favor economic diversity in the neighborhood. Perhaps new apartments/condos should be required to have a percentage of units available at lowered costs (based on income), and available to middle- and working-class incomes as well as low incomes. Or building solid, non-luxury housing.
- Don't forget about Morningside Woods Townhomes at the top of Hillpine. Often overlooked and hidden gem.
- We need to be careful not to too much development that it overwhelms our neighborhood. Need to find ways to allow development that helps support our key neighborhood commercial districts.
- This is what I meant, there are homes that the owners couldn't sell - people don't have money they are in big debt! Requiring the owner to live might harm the value of the neighborhood (may be good or bad). I'd like to have research evidence for these decisions.
- curious about requiring owner to live on property for ADU. I understand the thinking but if we are looking for affordable housing options, I'm not sure why we would discourage an investor for building in this way. seems rooted in old opinions about adu's
- Stop allowing all these huge apartment and condo buildings being built along Cheshire Bridge and Piedmont. All of this work about traffic isn't needed if we could reduce the number of people living in the area, not increase it with these buildings. Keep it single family and small townhome residences. We don't need Morningside to become another Midtown.
- Until the impact on property values is closely studied, I am opposed to any new height restrictions on new construction. I do support preserving low density housing options, as many of those developments back up to single family residences, including mine.
- Accessory housing would let me stay in Morningside and give my house to my son's family. Great idea...
- No more high density development. Piedmont and Cheshire bridge has become parking lots throughout the day. With possibility to increase the number of lanes, traffic will just get exponentially worse..
- Love this idea of re-zoning to allow current owners to use their basements as in law suites. Like the idea of requiring tenants to live on property. Best idea of the entire master plan
- I fully support Accessory Dwellings with the fine print provided. Nice work.
- We support 4B 3 or 4B 4. We support both proposals mentioned in 5
- yes to all of these ideas - commercial properties need more buffering & our missing middle & seniors need help remaining in their community. yes to keeping the low density mult housing what it is.

ONLINE COMMENTS continued

- You failed to account for increase in traffic for these units
- New development should have a traffic enhancement plan and required to bury all utility lines on street.
- Limit! our schools and streets are too crowded for more people
- Accessory dwelling and small apartments over garage should be welcomed improvements.
- Need to control high density development. This is one of the causes of the increased traffic through the neighborhood.
- We absolutely need higher density housing and to preserve existing condos and town homes.
- support reduced parking near clifton corridor. encourage townhomes in that area as well to increase the "missing middle" housing.
- Accessory dwellings: I am in favor of reducing restrictions on these. They enable an increase in housing density without strongly altering neighborhood character. I am also strongly in favor of increasing economic diversity. Apartments and multiplexes already exist scattered throughout Morningside-Lenox and Virginia-Highlands without any negative impact on the area.
- I support these ideas and would like to see more affordable housing in MLPA and anything that makes it easier for our older neighbors to stay in their homes.
- I agree with the intent here. I am very concerned about the new large apartment buildings going up on Piedmont and Cheshire. Those roads are already congested enough and without more traffic lights and turn lanes, Cheshire is becoming impossible. Want to avoid that elsewhere in the neighborhood. The emphasis on maintaining affordable housing is a noble cause as well.
- I like the accessory dwelling idea. I like the multi-family on the corridors although it would need to be contingent on mass transit.
- I support accessory dwellings. I can support higher density for senior housing on the condition that the streets that the complex are constructed on are improved to handle the increased traffic
- definitely support these ideas. All these huge single family homes pushes out other people and we want the diversity. Not everyone wants a huge house!
- Yes to accessory dwellings!
- there should definitely be options for accessory structures to include housing! Ageing in place etc. There should be revisions to the current building code to accommodate these measures.
- I do not support reducing parking requirements along any of our corridors. This is going to increase adjacent street parking. If the buildings are too large for the lots they should be scaled back (ie less units per development). A big factor in the affordability of housing in our area is the high taxes. A senior likely would pay half of their Social Security income on residential real estate taxes alone to live in Morningside, whereas they could move a few blocks over into unincorporated DeKalb (Chalmette/Briarcliff area, for example) and pay half of the taxes and have the same community feeling, accessibility, etc. High density housing is unlikely to draw seniors for this very reason.
- No on accessory dwellings that encourage rentals. Having neighborhood homes converted into rentals will lower property values! No on higher density developments in MLP, which would also lower home values.
- Higher density on corridors is fine but they should be high quality townhomes, condos, and apartments. Compare what Buckhead builds to what has just been built in MLP. Buckhead high density housing is typically all brick with a mix of townhomes and apartments. We have cheap looking apartments.
- AirBnBs should need to register.
- I like that there could be more senior housing. With MES attracting more families and the fact that Atlanta transit does not support ease of getting where you need to work, reduced parking for multi-family near transit seems like a poor decision for the families who can't afford to buy a home (people with the \$ to buy a home in Morningside can drive to the job of your choice, you apartment dwellers cannot). I would like to see restrictions on the size of commercial properties that will inevitably spring up around any transit stations that come to serve the clifton corridor.
- I like this idea & also the concept of the senior "village" - as seen in cities across the country connecting seniors in neighborhoods to local services so they can stay in their homes longer if those services have local hubs around the housing you describe above it's a good way to mix in multiple generations of residents. check out this link: <https://www.npr.org/2017/12/15/569529110/sometimes-it-takes-a-village-to-help-seniors-stay-in-their-homes>
- We don't need any more development. Over-development is our problem.
- YES! Accessory dwelling units as long as primary lives in the house.
- I do not support reducing parking requirements along any of our corridors. This is going to increase adjacent street parking. If the buildings are too large for the lots they should be scaled back (ie less units per development). A big factor in the affordability of housing in our area is the high taxes. A senior likely would pay half of their Social Security income on residential real estate taxes alone to live in Morningside, whereas they could move a few blocks over into unincorporated DeKalb (Chalmette/Briarcliff area, for example) and pay half of the taxes and have the same community feeling, accessibility, etc. High density housing is unlikely to draw seniors for this very reason.
- too many dense apartments on edges already
- Area too dense already - don't need more density in already overcrowded area
- Can we ensure that accessory dwellings won't be used for air bnb purposes? Do not want an influx of short term visitors parking on street, creating noise, potentially bringing in things like bed bugs
- Both are great. Love the accessory bldg plan. Yes!
- I agree with higher density housing near transit and future transit. I'm really concerned about high density housing away from transit. The area is already too congested with cars.

- I support Historic District A or B and support zoning for accessory dwellings.
- Piedmont, Cheshire Bridge cannot handle the density that already exists already being built
- I am not in favor of higher density development as it only defeats the purpose of most of this plan which is around managing the traffic issue. I am not in favor of reduce parking for multi-family as this only encourages more developers to build multi-family units with no consideration for where people will park which means they end up parking on the street as opposed to public transportation. This would solely be for the benefit of lining the pockets of developers.
- need more info
- We do not need more multifamily in the neighborhood. The schools are totally overcrowded as is
- YES to accessory dwellings and the restrictions!
- Concerned about large multi-family developments' impact on current infrastructure - city has not done enough to make changes to keep up with development in other parts of town, so I'm worried that this trend will continue in our neighborhood
- Too late now.
- Too late. Cheshire Bridge Rd, Lindbergh, Briar Cliff adding too many units. Additional traffic is becoming unmanageable. Do what you can but City Planners have screwed us.
- I'd like to learn more before providing an opinion
- Generally agree. We would not want all those accessory units to be built and rented out via AirBNB, etc. I don't see any restriction on that.
- Worst idea ever. High density equals high traffic and high crime
- No more high density housing. Our infrastructure won't support it (no matter how much traffic calming devices installed). Are developers paying for these crazy studies?
- I support accessory dwellings and preserving existing townhomes. I do not support reduced parking for multi-family near transit. People will still have cars and they'll be parking them on our neighborhood streets.
- Don't approve hotel and housing density at 10th and Monroe. Dangerous for high school students.
- Good idea but needs to be concentrated along major corridors such as Piedmont that are already mixed use.
- No more huge apartments to add to our traffic problems!
- Overall, I agree. More dense development is needed along the neighborhood perimeter.
- I am in support of housing/economic diversity on the corridors.
- Opposed to accessory dwellings. Actually endorse the idea but in order to work it requires rigorous and consistent enforcement of the regulations (particularly on-site living, no subdividing, etc.). Regrettably CoA does not have the system integrity to be trusted to enforce such regulations or not change the regulations in the future if it is financially beneficial to the City or the CoA employees tasked with enforcement. See the existing tree ordinances which are already weak but are essentially negligible without enforcement. Accessory Dwellings is a slippery slope issue. Based on past CoA performance, we know that there will be commercial exploitation and sub-division. Take care of the trust issue and the idea becomes viable. Similarly with the multi-family proposal. Makes perfect sense in theory. Can the City be trusted to enforce the appropriate regulations which would make it work. Not so sure. Agree on Missing Middle strategy.

QUALITY NEIGHBORHOOD RETAILERS + EATERIES

MIXED USE ON THE CORRIDORS

- I-1 TO I-MIX**
Agree

25' FRONT SETBACK ON CHESHIRE/PIEDMONT

- Agree (2)

REDUCED PARKING FOR M-F NEAR TRANSIT

- Agree

SUPPORT A FUTURE CLIFTON CORRIDOR STATION AT CHESHIRE

- Yes (3)
- Density at Mass transit
- Multi-use, including retail at new MARTA train hub

C1 to NC

- Yes/agree (8)
- No to drive thru and strip clubs (2)
- Yes, No more self storage buildings and the Mattress Firm madness
- Agree (5)

GENERAL

- All good ideas, MARTA location needs to be discussed here
- Avoid adding density and children to MES district
- Agree (2)
- Good ideas - all around on this page
- Require new commercial development to pay to put all power lines underground (2)
- This seems like a good idea
- Preserve some neighborhood retail
- I disagree. Use Ansley
- Think there is enough empty retail we can fill in. We don't need to have retail in Piedmont Park expansion to take the park space.
- With zone of mixed- use it would be appropriate to develop outdoor space. Connect to Morningside Preserve running trails.



ONLINE COMMENTS

- YES/AGREE TO ALL/ SUPPORT (+20)
- I support prohibiting self storage, gas stations, and big box and drive thru
- ALSO, request bike line all the way down cheshire. WOULD be so great if you could bike down cheshire safely to piedmont or lenox.
- I am not sure we should limit parking but zoning should allow limited parking for those properties that are not able to reach the required min.
- YES - require mix of residential and non-residential this is critical to neighborhoods vitality. Yes we need to reduce parking for residential developments on Cheshire.
- enough with only housing developments - we need good local places to eat, shop etc
- I don't support any reduction of parking for retail in the neighborhood.
- We don't know enough about the Zoning standards to have a firm opinion on much of this. We would love to see Cheshire Bridge improved, but wouldn't want to see it become nothing but apartments with no shopping. A mix of residential and retail and some commercial is best. But we do not need the strip clubs.
- Include requirements for planting shade trees along roadways.
- GOOD additions. Can we somehow have these large developments responsible to repairing the roads they damage during construction!
- Light rail is a great idea.
- YES to the rezoning requirements
- These proposals are too complicated for me to understand and have too much special language. But sounds good. I don't mind gas-stations, but self-storage seems like a waste of space. I think having apartments is good for the local businesses because it provides a customer base with a short walk. It would be good to promote cross-walks.
- I support these ideas
- are there any zoning concepts that allow for a small gas station vs a racetrack type?
- I concur w all of your thoughts as long as the diversion of traffic to the main arteries is approved.
- Don't allow higher buildings around Piedmont Park. Allow everyone to see the park.
- Clifton Corridor rail stop is noted, Beltline stops are not. Both are important as density increases. Need to consider additional retail adjacent to transit, and within walking distances.
- We don't need more storage units or apartment buildings, we need more mixed use spaces with more restaurants.
- We support the concepts in 6. Obviously we would want an opportunity to review and comment on any specific proposals
- Excellent - we need more retail and restaurants.
- yes! let's put a community center, school, and fields our kids can walk to on these new options!
- limit! our streets and schools are already over crowded
- Great ideas, especially setbacks. Also new developments should be required to fix street traffic and monitor for 2 years to continue to make improvements.
- rezoning on cheshire should be timed with the build out of the clifton corridor work. should retail limit be 20k sqft, or even less?
- Mixed use corridors would be very helpful in increasing housing density in Atlanta, which in turn might make enhancements of the public transit system economically feasible. There are many pockets of low-density development in Atlanta (such as along Cheshire Bridge Road) that do not offer much in the way of natural environments or recreation. Certainly a better use would be mixed-use development. Including ample pedestrian and bike facilities.
- I like these restrictions.
- I feel it very important to limit the height of these "Mixed use" building. I also believe the new buildings built in Cheshire Bridge needs to be mixed use, not solely apartments/condos. Restaurants and retail would be great. But safer pedestrian walk ways and cross walks are a MUST on Cheshire Bridge.
- Agree with these ideas
- I like these contingent on the rail station. Also, I LOVE the rezoning of the North Highland area to NC. I LOVE limiting storage facilities - there are so many already in prime retail space!
- Generally acceptable but needs to further limit residential/parking to limit traffic.
- I am in favor of plans to add more density in these areas. This will be a necessity as the City is planning to add 500,000 plus residents in the near future.
- need whatever zoning keeps out the big box stores and other things already listed. rents needs to be more reasonable to keep good retailers in there. A simple short parking deck near N. Highland and Briarcliff Place might help.
- Mixed use on corridors is fine, but it needs to be high quality. We don't need shiny metal clad strip malls like what can be found at the corner of Monroe and Piedmont. It would be better if the charm and character of Virginia and Highland intersection could be developed. Even Smith's Old Bar looks better than the new monstrosity in construction on Monroe (black and orange????).
- yup. walkable, livable neighborhood. Also, more casual restaurants like Doc Cheys please!
- Support rezoning C1 to MRC3
- like these ideas a lot; esp prohibition on self-storage, etc.
- We need to clean up Cheshire Bridge Road and get rid of the dance clubs.

Wherever there is a strip club there is prostitution. Wherever there is prostitution there is human trafficking. Sad. I guess those businesses are raking in the money and that's why the city won't zone them out of business. I love the antique stores on Cheshire Bridge.

- yes on the mixed use concepts. In particular, no self storage, gas stations or drive throughs.
- Reduce prohibited to 15 or 10,000 sqft. Add more green space on mixed use
- I support a 25 foot setback and prohibition of self storage, etc. over 20,000 sqft, as well as suggested height and density transitions.
- I fully support the train station on Cheshire bridge. I don't think limiting parking is a great idea. With all of the new developments, parking will be important. I like the expanded sidewalk idea especially with the train station, foot traffic will surely increase. Sidewalks on Cheshire bridge are a mess.
- I like the zoning ideas stated in this section.
- need more info
- I agree here, but you've got to have gas stations and I would welcome quality drive thru like ChickFilA in our area
- Seems like there is already plenty of mixed use. Don't know about the Clifton Corridor light rail - seems intended for those at Emory - CDC. Most others are going north - south.
- I am for any plans to add more density in these areas. This will be a necessity as the city is planning to add 500,000 plus residents in the near future
- I'd like to learn more before providing an opinion
- Higher density adjacent to the park??? Otherwise it seems to make sense.
- Would be nice to see
- We should not promote density next to Piedmont Park (on the Monroe side). Will threaten the continued existence of our single family residential neighborhood. Agree with prohibiting gas stations, storage units, etc. While I like the idea of limiting parking spaces for densely built units, I am concerned that those who want more parking will just take it somewhere in the neighborhood.
- No more high density on corridors period
- Agree with prohibiting certain types of businesses. But do not reduce commercial parking spaces or requirements. Parking is already difficult.
- Mixed use okay if not overdeveloped.
- Yes to limiting parking!
- Yes. Mixed use with high density. Limit the parking. All parking does is encourage traffic.
- Mixed Use on the Corridors: Agree in principle but divorce it from the light rail requirement. The proposal is good as is with or without light rail. Indeed, better without light rail. Agree with change from C1 to MRC3 and NC for interior and adjacent retail. Unaddressed: Why is there such a high turnover in retail spaces? Is there anything that can be done to improve that without negatively affecting residents? Root causes?

PRESERVE NEIGHBORHOOD PARK RESOURCES

EXISTING PARK AND RECREATION RESOURCES

- Need way for to connect the Parks – David Johnson, Zonolite, and M'side Nature Preserve
- Yes!/Agree! (6)
- Yes, please connect the trails for walking and hiking
- This would be fantastic and such an asset to our neighborhood
- Please do connect our parks with rideable path and wayfinding – especially if you can connect running trails thru woods via the river
- Yes!
- Connect trails thru parks, limit to walking
- Don't forget the green space under powerlines. Not buildable, but you could use for paths, trails & parks cutting cross neighborhood
- Yes
- City should maintain parks better
- Need bikes in M'side to rent (2)
- Need bike racks at all park entrances (6)
- Coordinate with MES Plan as they expand and may add portables
- Yes
- The portables will remove play space
- Yes! 1000 kids don't fit in 650 seat school – 40 kids per classroom is bad education. Portables decrease play space which is already too small
- Coordinate w/ APS to use Sunken Garden Park for playspace
- Sunken Garden is part of the solution to this.
- Ideally need consistent identifying signage... with the MLPWAY
- Need more crosswalks to Noble Park
- Safety and homeless can be helped by hiking trails
- No connecting trails through preserves. Neighborhood has rejected this 7 times in past 5 years, typically 4:1
- TOTALLY DISAGREE, get your facts straight, just a small group of overly protective people want to close off our trail
- Disagree
- Boo
- I DO NOT agree with this
- Agree
- Disagree. Please connect the trails along the creek.

MORNINGSIDE PRESERVE NEIGHBORHOOD PARK RESOURCES

(Continued)

- Yes! Connect parks & trails
- Disagree infringes on private property
- Please add a pedestrian bridge to go to Northeast side of the Herbert Taylor park and walk on easement to Kay Lane similar to bridge at Morningside Preserve
- Public land - build a greenway north of MNP
- Not a real greenspace would love a new park
- Please make this park walkable for pedestrians and dogs - Great location. Just needs some trails.

ONLINE COMMENTS

- YES/SUPPORT/AGREE TO ALL (+32)
- I support our neighborhood green spaces, is there a way to slow or stop the tree removal and keep the existing canopy and park areas... Making houses that are being built set back from street... I love being able to walk to Piedmont Park, or Lullwater or Ormeadow park..
- We need more park resources...more FIELDS not just hard scape.
- Redevelop Lanier Blvd boulevard space. Currently, grass does not grow well there; cars and trucks drive on it and make muddy ruts. The green central space does not enhance the appearance of Lanier Blvd as I am sure was originally intended.
- Yes - we also need enforcement to get the homeless camps out of the nature preserve.
- I think the one-way diverters will reduce public access to these parks. (i.e. the nature preserve in particular) and so getting volunteers outside of our neighborhood might be difficult. Routes to the parks for bikes could be nice for kids. I walk. There's not a lot of sidewalks to the nature preserve.
- I love our neighborhood parks and hope that the n'hood still takes an active interest in caring for them.
- Connect the parks -- including Piedmont and the M'sid Nature Preserve -- with good sidewalks and marked bike trails. Include additional off-street routes where feasible.
- I would volunteer for park clean ups and improvements. We are very handy and can easily help with maintenance. I fully support the idea of recreation groups working together so we can do more together.
- Parks/greenspace is good. The greenspace just past Sunken Garden Park is underutilized. Some creative approaches would definitely enhance the area.
- Love the MLPWAY idea.
- Make the preserve safer
- bathrooms!!! older kids need places to walk to for recreation & org sports. We don't have a pool nearby that can be used for swim team use... GH Pool is packed with Morningside & VA Highland families because there are no other options. It would help everyone to meet the need in the n'hood and it would decrease a lot of traffic. Maybe YMCA/ Boys & Girls Club/ Family center could be placed here.
- Critical
- YES. Also city parks should be maintained by City or given back to MLP.
- need bathrooms at parks
- Public use of neighborhood events should require fees for cleanup and fix-up after event. Many times small parties occur and lots of trash is left behind in parks, overflowing waste containers.
- Atlanta appears to me to have far fewer parks than peer cities. Enhanced access and signage would be a plus. Also, to the extent feasible, it would be great if the parks were linked by Bike/Ped trails.
- Great idea! Fully support it.
- No objection. I would like to see more done to preserve the parks we already have, especially Sunken Garden.
- Support park improvements and resources
- Limit trails so as not to disturb narrow urban forest corridors along S. Fork Peachtree Creek.
- Yes! A no brainer. They aren't making any more land.
- Parks need all of the help that they can get. City does not do a good job of maintaining parks.
- LOVE the MLPWAY concept for branding & walking paths. would love local artists to put in public art as well - sculpture gardens or just occasional sculptures, murals, in the newly added green space & traffic calming spaces.
- Preserving park and green spaces is high priority for integrity of this neighborhood and for the health of all Atlantans.
- Work with South Fork Conservancy to connect the various parks: Johnson-Taylor, Zonolite, Morningside Preserve into a continuous trail.
- Yes, and the Audubon Society says for 2018 then #1 thing we can do for birds is plant native plants. We need this in our parks.
- These seem like especially fuzzy proposals, but sure. How could anyone be against?
- The parks generally end up being maintained and cleaned by the neighbors. I have had to pick up human feces on multiple occasions from Sidney Marcus park. I am not in favor of directing cyclists and pedestrians to the parks unless the city plans on maintaining them to a higher standard than they do today so that the neighbors do not have to.
- Sure, why not. Need somewhere for the homeless to live. No controls on that now.
- Expand where you can especially along the creeks. It would be great to get trail linking parks along south fork.
- Agree. Morningside Nature Preserve requires a crosswalk. On the non-Morningside side of the tracks, the sidewalk is on opposite side of Park...people cross the tracks, often with dogs, then have to cross Lenox to get to the Nature Preserve...that's a very dangerous curve to cross the road with no pedestrian crossing. I live at that location and see many people risking that crossing daily.
- I love this idea!
- Support preserving and enhancing the park resources we have. Enhancing only

to expand and maintain, not to repurpose for other uses.

- Very supportive of this effort
- Parks groups within the neighborhood are already working together. Need to know more about how the MLPWAY system would work before commenting on whether it is a good idea. In terms of park improvement, one of the biggest issues is the city's double standard with funding. The city provides huge amounts of funding to certain neighborhoods while expecting other neighborhoods to shoulder a much larger portion of the renovation burden. This double standard effectively functions as a very large additional tax on certain neighborhoods.
- Good ideas
- it would be wonderful to the neighborhood to galvanize support to restore many of our existing parks and as mentioned previously the Lanier Boulevard medians are considered a park by the City, but they have been neglected and need attention!
- Allow natural-surface footpath trails along South Fork Peachtree Creek.
- Good ideas. Our parks are one of our best resources.
- Maintain and preserve all greenspace within the neighborhood. Create better access with more sidewalks, bike trails and bike racks.
- The recruiting of ATL's corporations is being done very very well by Hands On Atlanta and the Park Pride volunteer leaders. Love the idea of coordination meetings. Please include all trails in public parks on all maps. That can build support, and awareness, which can reduce some of the problems with urban campers. Please coordinate with the nation's best park advocacy organization, Park Pride. Their expertise is unrivaled.
- Don't disagree. Let MLP drive their greenspaces strategy. We need some mechanism to address all the plans that seek to repurpose neighborhood greenspaces for their own purposes without taking into account resident objectives and consequences.

PROVIDE ADDITIONAL RECREATIONAL AMENITIES

ADDITIONAL RECREATIONAL AMENITIES

- Need baseball/softball fields (4)
- Need all sport fields / consider parking/walking
- Yes!
- Yes. MES looking to add trailers to turf. No place kids to play
- Add indoor basketball courts
- Kids need places to play & get there on own.
- Any chance of using high power line space for recreational space?

POOL/ (13)

- Reference High Point Pool Falls Church, VA <http://highpointpool-fc.com/>
- Pool w/ swim team lanes that kids can walk to
- Leverage off unused space in Sydney Marcus Park
- Senior and Youth Use
- Yoga and affordable local 'walk to' fitness opportunities
- Teenager gathering rec room space, pool, field space, meeting space, senior center space
- Would like a YMCA type building/organization
- What's going to happen to the existing business/restaurants that we patronize? (corner of Piedmont at Monroe) Clear Creek Shopping Center
- In the neighborhood - kids can walk (3)
- Need place for adult exercise classes (2)
- Would like a place to gather for meetings/social groups; could reserve for a small fee
- Place for community gatherings/meetings/rental of hall that is non-denominational; girl scouts could use
- Fields/tennis/pool - like Garden Hills or Brookwood

LIBRARY

- Not needed, fix current libraries
- Yes! There are no good libraries for kids and their families in the neighborhood. (3)
- Agree; separate community center & pool/fields/flexspace for community events / classes. Can be done jointly w/ VAHI
- How about taking over the "Colonnade" + having a partnership with YMCA
- Good option, could share w/ surrounding neighborhoods

MANCHESTER DISTRICT PARK

- Great idea, need more park space
- Really? At the poop tank? Have you ever been there when it stinks?
- Builder included greenspace/pool for community (2)
- STORMWATER PARK IMAGE
- Great Idea/Nice (3)
- Love the addition of water (2)

ONLINE COMMENTS:

- YES/AGREE/FULLY SUPPORT (+20)
- A swimming pool would be a welcome addition to the neighborhood.
- community center - pool, tennis, other sports for residents
- This park would be great ASSUMING that part of our plan is to put a safe crossing area for people to reach it on bikes. Clear area to cross cheshire where it fits with bike/ped plan.
- It's a real disservice to take away the shopping area at Clear Creek shopping center.
- I think we should try to move Sydney Marcus part to a morningside pool and recreation area
- yes we need fields and a pool for our community along with a community center would be optimal!
- yes, making use of water that flows through the area would be optimal from my



perspective and a community pool would add great value and fields for our kids to play soccer etc.

- Recreational amenities are much needed here!
- I like this idea of green space near Cheshire bridge but my fear is that green space means more homeless camps in the neighborhood.
- Yes, to all these. See comments at 1A about the importance of providing connecting trails. If we can develop a real network of pedestrian and bike trails this will become a better pace to live. It may change the character a bit, with more people walking and biking, but that is what we'd like to see in any event. We do not think any of this means that the neighborhood would be less safe, if it is properly designed, implemented and maintained. Having an adequate budget for maintenance of all new infrastructure is essential.
- Approve of adding more park space and access to trails and public transit.
- If there is not an amphitheater (small scale/grassed) proposed at the proposed Piedmont Park expansion area at Monroe/Piedmont, we should strongly encourage the City to include one. It would be great for local events that would be more convenient to MLP. Additionally, recognize that there is a major water storage tank in the middle of the Manchester District that will not be able to be moved. Recommend concept of a mural of some sort to embrace the feature.
- I think it would be nice to have something to make cheshire bridge a nicer place to go. I think it has a lot of potential.
- support
- Put park land closer to all those closely-built homes in that "Manchester District" so those folks and those who live in the apartment and condos along Cheshire Bridge don't overrun the Morningside Nature Preserve.
- Having read recently about this proposed extension to Piedmont Park I have to question the need for an extra 3.5 acres at the cost of \$100 million. if that truly would be the cost then the money could be better spent. Love PP as I do, it can live without a further 3.5 acres. I support all of the Manchester District proposals.
- YES!!!! Please bring soccer and baseball fields closer to our n'hood!!!!!! Why do we have to drive so far away for these sports?
- I like the idea of the park near south fork trail. How do we work with the city to arrive at a good solution for the piedmont park build out?
- Strongly support Manchester District Park -- not only provides recreation for Manchester, but draws from Morningside to integrate neighborhoods. South Fork trail connection is very important.
- We are very excited about the Piedmont Park expansion.
- Improve and enhance utilization of Wildwood Park, Sunken Garden Park and other areas would be beneficial. Also the Morningside Forrest and the greenspace along side Pasadena are possible locations for improvement.
- So necessary! These seem like good options.
- Impossible since there was no information as no one knew about the space proposed. Would appreciate amenities over overcrowding us with mixed use or more high density housing
- I strongly support using the Piedmont Park expansion for recreational amenities.
- who owns the land to the south of cheshire bridge next to the rail road? (GA Power or CoA)? that seems like a great place to expand with a park/community center (would also need parking there)
- I would for our neighborhood to have a swimming pool. So many of us travel to Garden Hills swimming pool. It would be great to have something like this in our own neighborhood! Maybe the lower level of Sidney Marcus Park, or near where the tennis courts are in the Morningside Nature Preserve.
- Recreational amenities in Atlanta are too few and far between. I am in favor of additional recreational facilities.
- Only add amenities that are green spaces
- The Community Center serves no real purpose. Proponents should be required to spend 3 hours/ week to work there.
- The park expansion is a little shocking since there has been no community input. We need retail on that busy intersection to be honest. Park expansion with a lot park amenities will cause MLPA streets on that side to be parking lots for the park. I'd rather see greenspace with some street adjacent retail included.
- Neighborhood swimming would be great!
- Need to consider turf fields for kids/community. MES turf fields transformed community but likely going away due to overcrowding.
- Like park idea
- I do not like the idea of the city tearing down the retail/restaurants to put in park at the Monore/Piedmont intersection. We use those stores and want the variety within walking distance. Expand up to that center and on each side but not in place of it!
- I love these ideas. How can I help move these forward?
- This trail connection is appropriate although I am against some other proposed South Fork Trail extensions.
- Another big yes. The Manchester District is a good density for the location. Green space is critical to keep this neighborhood desirable.
- I think the city's plans for usurping the corner of Monroe and Piedmont as additional space for Piedmont Park is highly foolish. Heres why: 1. TAX LOSS: I love a park as much as anyone but for the life of me, cant see removing revenue-producing property when the city needs revenue. And since wer'e facing a property tax Armageddon, spending \$20 million of our tax money makes this project seem doubly stupid. If the accompanying \$80 million is ever donated, will cover much more than the cost of the underlying land? How much in future years will be spent landscaping and beautifying the area to the parks standards? 2. COMPROMISE:

How about, if the city is so intent in expanding Piedmont Park, buy the property but bring the park limits up to the edge of the existing businesses and continue to collect the property and business taxes? Thats the case at Piedmont and 14th (Willies, Parq Pizza), Monroe and 10th (special event facility and brewery), all around Dutch Valley Lane, etc. The city has been somewhat successful as a landlord (i.e. Hartsfield airport, somewhat run well and truly a cash cow for Atlanta). 3. TRULY NEEDED? Is Piedmont Park overcrowded and does it really need more park land, even with our increasing population? I spend a lot of time in the park during warm weather and never saw any part of it that looked crowded, and it can certainly handle large events such as Gay Pride, the Dogwood Festival, the Jazz Festival, the Arts Festival and many others during the year. 4. TOTAL REVEAL: The plethora of maps and news around this event don't really describe what will happen at the corner. Some show an amphitheater but is that really supposed to be there? What about other businesses along Piedmont, i.e. Public Storage, Boy Next Door, Eclectic Bistro, and James Hurley Florist? What is their fate? 5. TRAFFIC. Just as in most parts of our city, we have too many cars for the roads and especially, too many poor drivers whose bad motoring makes traffic worse. Does the city really think eliminating two access points along Piedmont (the Shell station and the entrance to Clear Creeks parking lot) will help the traffic along Piedmont, especially during the afternoon rush hour? The traffic problem will definitely not go away with just two ingress/egress points cut off. One lane is slow because a right turn onto Monroe is a difficult angle (think turning right onto LaVista from Cheshire Bridge) but some negotiation with Hob Nob could solve that. Someone online said Monroe was congested because of delivery trucks for Hob Nob and Varuni Napoli; that may be true but Clear Creek has an enormous parking lot that could eliminate that problem, and the trucks would just deliver from the back. What's 10 times worse is delivery trucks for Cowtippers and Smith's Olde Bar backing up Piedmont Road south during rush hour. Again, make those trucks park in Cowtipper's parking lot and deliver from there, and that problem is solved. And another bottleneck on Monroe is the pedestrian crossing. I am all for that pedestrian-light but too many drivers think you must stop until it quits flashing, long after all pedestrians have crossed. They obviously don't even know what a blinking red light means: Stop and proceed with caution. I learned that in driver's ed 60 years ago but most don't even know that, so they languish until the light turns off, wasting throughput along Monroe. 6. JUST FOR PRETTY? I am sure an expanded Piedmont Park at this corner would be much prettier than its current state but as I remind people, this is not Celebration, FL, where every leaf is managed by the government to look perfect. It's a fast-growing urban city that changes due to commercial enterprise and not always in the best or most visually appealing way. That's just reality. 7. CITY OF ATLANTA: Finally, what is the purpose of government? In my mind, it's to provide common services purchased at advantageous bulk costs by city departments or outside contractors for its citizens, i.e. fire, police, parks, trash collection, sewage management, water service, etc., paid for by collecting taxes and judiciously managing the outflow of those taxes. I don't really see expanding Piedmont Park to overrun the corner of Piedmont Road and Monroe Drive as any part of this.

- Bocce court in Wildwood Gardens
- I think this would be a nice amenity for this area and help soften up cheshire bridge.
- I love the idea of a part of community center in the Manchester District. Maybe built a community center there?
- I love that we are getting more park space, but we don't need another chemical-filled lawn area. We need a demonstration garden to show people about 'Gardening For Wildlife' and helping our native bees and butterflies.
- Consider a neighborhood pool in Sydney Marcus Park similar to Garden Hills. There is plenty of on street parking and the lower section is underutilized at the moment.
- love the idea of a morningside pool/community center.
- a better use of funds would be to fix the overcrowding at the elementary school.
- It seems a stretch to add additional recreational amenities north of cheshire bridge when this is well outside of our neighborhood.
- Love the Manchester Park idea.
- Hard to imagine at this point in time
- I would love to see this happen. I would love to see the South Fork Trail connect to other trails.
- I LOVE this idea for a park/green space there with the train station. Also connecting the southfork trail is brilliant.
- The new Piedmont Park area is a viable option for a community recreation area. The Manchester area is too far outside the core neighborhood to make much sense. The idea would be for kids to get to it and use it. I don't see anyone's kids walking down Cheshire Bridge road at this time. Too make this happen the changes to Cheshire Bridge would have to come first.
- Provided parking is provided. Currently, the streets in the community are used as parking for folks going to restaurants and the park. They do not take public transportation. Adding amenities without parking only creates a problem for residence in the area.
- Why not use the money to pave our horrible streets. Just drive down North Highland and put your tongue between your teeth. You'll be spitting blood.
- Agree, expand along the South Fork
- I love this idea! I'd love to hear more.
- More parks are great. Isn't this currently a huge city water treatment facility. The creek needs more cleanup to not stink for a park to be desirable and usable. Not the case today.

Morningside ADDITIONAL RECREATIONAL AMENITIES

(Continued)

ONLINE COMMENTS continued

- Would be great to have
- Like additional park space. VERY concerned about security. The "Manchester District" is already having significant issues with petty crime which the APD has been slow to address. Don't need to do anything to increase the problem or to move it toward the main part of our neighborhood.
- Put a neighborhood pool in the Manchester district.
- Developing Manchester as shown is a great idea. A true development of brownfield-like space into true urban/environmental space. Embracing as part of the MLPA is a fantastic idea.
- South Fork supporters in Morningside and Lenox Park tell us they want outdoor recreation, bird watching, hiking in nature, more mountain biking as in Morningside NP today, programmed outdoor yoga, wellness, mindfulness exercises and simply letting their children enjoy creek and forest outdoor recreation. I would love to hear more about other recreation ideas other MLPA neighbors want. LOVE LOVE!!! the idea of a new park by the sewer tank at Liddell. The city can tell a great story of how that tank keeps the creeks cleaner. Connecting across the CSX Tracks is a great idea, for some fun engineering. Thanks for coming up with this great idea.
- Agree on Piedmont Park proposal. Agnostic on Manchester District. We are seeing a lot of crime rise on the northern fringes owing to increased permeability due to trail development up there which is a point of concern which need to be taken into account. How do you increase greenspace usage without increasing crime. It certainly can be done but that's not what is happening right now.
- A swimming pool would be a welcome addition to the neighborhood.
- Pool for Morningside community. Zonolite?
- A public pool would be AMAZING. There is nothing close by except Garden Hills. I'd prefer to see recreation center for children under 18 which could have camps, sporting, etc. A workout facility would be lower on priority list. I'd much rather see easier access for children to ride bikes to park, have green space to run and play and places for sporting practice to take place.
- A pool and green area similar to garden hills
- would put a pool at Sidney marcus park. Perfect location and there is additional land for parking under at the powerlines.
- somewhere centrally located and accessible from the bike-ped path is optimal. I think a place to do yoga and have art classes and swimming lessons would be a perfect perfect addition to our neighborhood. honestly, if we can clean up Cheshire Bridge there is a lot of space there that could house.
- POOL would be awesome, a place for local teachers in art, dance etc to teach would be great...tons of space on Cheshire Bridge between Windemere & Wellbourne for this!!!
- community pool with baseball field and soccer field, basketball courts
- I like this idea particulrly
- Probaly a good idea, if it is well designed, implemented and maintained. There must be an adequate and secure budget for maintenance and staffing. Where will the funds come from?
- Swimming pool, exercise facilities, rooms for classes/ crafts and community meetings.
- Would love to have this but looking through the map of MLP, I can't imagine this could be done without buying out residential properties and businesses. I would imagine a tough fight.
- YES!!! I have been a resident for 28 years and have always wondered why we do not have neighborhood pool at the least!
- T'ai Chi, Chi Gong, classes for older adults
- We are getting way ahead of ourselves here. With \$80 million more to raise to acquire the couple of acres for a Monroe/Piedmont expansion (according to the AJC), what, exactly, is the plan to raise \$80 million? We have so many other community needs than buying a couple of outrageously-priced acres. This acquisition is not likely to happen and this sounds a lot like counting chickens. Perhaps we might focus on actual, feasible community needs?
- A neighborhood focused pool would be a fantastic addition.
- I can walk to Piedmont so this is not very useful to me. I do wish we had more yoga studios on Cheshire bridge (enerchi is not good and is closing). I would like easier access to the library.
- I tried to work with APS to use the COPs building at MES as a community center on evenings and weekends. couldn't work out the issue regarding MOU with APS and Parks and Rec. Definitely worth revisiting! underutilized space.
- Would be great if there could be a recreation center with community pool in Morningside. Or encourage YMCA to build a branch on this side of town.
- I wonder whether a Community Center in this area would really get the use it deserves? I am not really the right person to comment on this proposal. If enough people want it I would certainly support it.
- YES!!! What about a YMCA? Ideally, a pool with a swim team that is bigger and not city-owned than Piedmont Park Pool. Basketball courts, etc.
- What is the status of Morninside Rec center, adjacent to Morningside School?
- Lap pool for swimming, tennis, and soccer or sports fields
- outdoor swimming pool where adults can swim laps
- There are a lot of yoga studios around. A pool would take up a ton of space. I do think there is a need for a place for organizations to meet, but the library isn't far away. Athletic fields are needed more in my opinion.
- I do not care about a community center.
- Neighborhood library with community meeting rooms.
- see above - pool with swim team option, fields for kids to walk to, classes, library, camps... we need it all!
- Gym,
- I would love a public pool to be added to the community since Piedmont Park is over crowded and many neighbors have joined Garden Hills because of the lack of

pool within our neighborhood.

- Dont see this as necessary
- Under existing High Power Lines - create bike/walk pathways and parks!
- awesome! we need a community pool!
- Use land under high voltage powerlines that run though Morningside. Link to parks, provide bike trails through this area with assigned dog parks.
- Athletic fields, and space for community classes & programs
- swimming pool!!! and activity fields. put it on the south side of cheshire bridge, bordering the future clifton corridor and south fork peachtree creek. it can provide parking, swimming pool, activity field, and parking (while connecting with the morningside nature preserve
- Swimming Pool
- I think the focus should be on outdoor and sports facilities. That said, a meeting/party room might be a useful addition.
- We feel this need is addressed by the many very fine businesses already providing this service.
- I feel strongly that the many fine business in and around the neighborhood provide excellent amenities; no community center is needed. Recreational opportunities can best be enhanced by addition of green spaces
- This could be a great amenity for the neighborhood--this would be helpful for the Manchester site. Would love to see space for group activities, basketball, outdoor fields for organized and unorganized play. don't think we need a pool as there are several within short distance.
- This is a huge deficiency in our neighborhood. We have to drive and pay to park at Piedmont Park to go to the nearest pool and then it is crowded and there is no swim team. We also have to drive quite a bit to get to soccer fields, etc. Obviously space is a serious constraint but it's frustrating to see the beautiful YMCAs, for example, out in the 'burbs. Right now, our family is considering either joining Garden Hills' club or a country club. We're interested in pool, tennis, basketball gym, & workout gym.
- Gym, pool, open green space
- Swimming, classes for kids.
- Oppose a community center and a community pool
- Enough pool options nearby so not necessary. Turf fields would be nice. Invest in upkeep of parks.
- Thumbs down on community center
- would love a community pool but have no idea where it could go! It didn't take much land in Garden Hills and could be and even simpler building.
- Open door green space
- A pool and indoor gym facility would be a nice addition.
- Support the idea of a neighborhood pool
- I opposed taking over existing residential property for this, and any project should be subject approval of close neighbors. Morningside is not in great need of a community center.
- Sports Field and a pool similiar to Garden Hills with a rentable community room.
- A neighborhood pool that residents paid to join would be a nice draw for the neighborhood.
- Tennis courts, tennis wall, half court basketball, . . .
- Good idea to put in Piedmont Park or new Cheshire Bridge Park.
- I love the idea of a rec center. I used to use a rec center in Ann Arbor michigan and it had indoor exercise area, an indoor track, classes, community programs for children. I love the idea of a pool and gym.
- back to the mixed generational space from earlier - community classes, place for seniors & kids. not fussed about the pool but I get the draw for families with young kids. that village concept...
- New community center is a great idea. Should address needs of our immediate community and other adjacent areas. Atlanta is for everyone.
- Yes we need some community centers, a pool or soccer fields for kids!
- fitness classes, pool for summer swim team
- manchester district or the area around the nature preserve and lenox rd. No, community center. We need healthy green space so badly. And the stream next to Piedmont Park so so filled with pollution and plastic we need a massive clean up.
- neighborhood pool and multipurpose field.
- pool 2) tennis court 3) library 4) gym. would be fantastic.
- a better use of funds would be to focus on the over-crowding at the school.
- I am all for a community center, with a pool for local use similar to Garden Hills, Inman Park and Lake Claire. Sunken Garden Park would be a good location.
- there's plenty of community places around the area. we don't need the responsibility of a separate community center.
- Love the idea of a community center. Please, please include a lap pool built to competitive standards (25 yards, 6 lanes minimum). we have a very active triathlon and masters swimming contingent in this area and lap swimming is in high demand--many people go all the way to chamblee or to Washington park today
- Gym, pool, recreation center, tennis, etc.
- need mtg space and maybe a community garden combo
- Something with an indoor pool and work out facilities. Not sure where - I guess that's the big issue! Somewhere on Cheshire Bridge?
- A playground and green space for kids, community events.
- Question where it could go without increasing traffic
- All of the above.
- Add another pool to Piedmont Park
- no need
- pool. larger park for kids
- We would be thrilled to have a neighborhood pool and/or splash pad
- No need for this. There are all types of centers available now.
- Would love to see a community pool that children & families in Morningside/Lenox park can bike/walk to. Piedmont Park pool and Garden Hills pool are nice, but not something that children and teens in this neighborhood can get to without a car.
- Depends on where
- Great idea. I'd love to see an Arts Center, as in John's Creek. I travel all the way there for great art classes and shows, would love to teach art locally.
- I don't know if i like this idea. Seems expensive to build and upkeep.



- Not needed
- Yoga, meditation, peloton classes, etc
- Think we need our roads paved before community center.
- A neighborhood pool (in an appropriate location) would be wonderful --The kids are really expressing a need for a close basketball facility as well.
- Put a neighborhood pool in the Manchester district.
- Not as important as traffic, safety and reducing over development.
- soccer field
- Something beside passive recreation. Organized activities for young and old alike.
- Agnostic.
- We need a pool for the community! Anything else in addition would be a plus, but it is a shame that people living in our community do not have easy access to a pool. For a neighborhood as community and family oriented as ours, this MUST change.

COMMUNITY SAFETY + EDUCATION

WHAT WE'VE HEARD: COMMUNITY EDUCATION

- Construction start and stop times

LEAF BLOWERS

- 170 cities across the US have banned/restricted leaf blowers (3)
- Leaf blowers too loud!
- No 2 stroke leaf blowers operated at 100%
- I'm pro leaf blower (sorry)
- We need n'hood restrictions on hours of use of leaf blowers + lawn mowers (3)
- Limit noise level of blowers and numbers of them used simultaneously
- Fine for homeowners to use anytime. Stop the multiple use of commercial crews
- Noise restrictions needed!
- Yes! Ban leaf blowers/noise restrictions
- Beverly Hills, CA banned leaf blowers in 1974!
- Limit to electrical leaf blowers. Less noise and less pollution
- What does the city's noise ordinance say?

LAWN CHEMICALS

- Lawn chemicals cause cancer – do your research
- Education around toxic lawn chemicals!
- Lawn chemicals are out of control. When it rains they run into our streams and water ways.
- No chemicals is environmentally-friendly

LIGHTING

- Agree to better lit interior streets
- Reduce noise/light trespass from neighbors esp. from McMansions
- For any proposals:
- Definition of problem being solved (measurements)
- \$ cost
- other benefits
- probability of success (lots of documented successes + few failures)
- negatives (type and measure)
- trade off decision being made

ONLINE COMMENTS

- Yes/agree/great ideas (+9)
- It is not enough to attack our ability to drive. You now want to prevent lawn service!!! On a different topic, the omission of coordination of home video recordings with law enforcement is oddly missing here.
- Community pool for Morningside. Zonolite would perfect.
- Yes, yes!! Thank you for all the amazing work on this project!!!
- Impose noise limits on leaf blowers and similar equipment. We'd be happy to ban them but realize that isn't practical and will settle for a decibel limit IF it is enforced.
- It would be great to have containers for people to put bags with doggy poop. It is a common problem for people to either just leave the bags on the ground, or to put them in yard recycling bags.
- What are community communication mechanisms?
- all for noise sensitive lawn maintenance practices - we need a list of providers of this service for people that still want to use a service. I have tried to find unsuccessfully!
- The lawn maintenance practices suggestion is from a very small group of over the top eco activists. Has caused issues in the neighborhood. I suggest no action be taken by this team regarding this. I'm environmentally very friendly, but these people are unreasonable.
- I run regularly in the neighborhood. Many of the streets have almost no lighting and many of the sidewalks in serious disrepair. It's a hazard for everyone who utilizes them.
- Lights, sidewalks, AND SOMPLACE TO GO, put people on the street. Streets with people are safer.
- Yes add additional lighting
- All noise can be sensitive to residents. Even loud noisy kids next door can be more aggravating than a leaf blower. If you are looking to reduce noise, define and

enforce all noises, including new home construction. Enforcement is very lax at best. We all need to maintain our yards with mowers and blowers.

- We need more police presence and monitoring of Stop Signs, speeds and passing over double lines.
- Additional lighting should include sidewalk lighting. Amsterdam would be good to light up more at night.
- Certainly, there is nothing to object to here; however, it seems like there is already a mechanism to address this through neighborhood organizations--at least in the part of the city under discussion.
- I didn't see mention of sidewalk condition, but this is another ridiculous problem in our neighborhood. It doesn't make sense that an upscale neighborhood with a high taxes, should have to drag strollers across cratered sidewalks. We clearly can't on residents to take care of their sidewalks voluntarily. Similarly, while I like that Trees Atlanta has planted trees between the sidewalk and road throughout the neighborhood, that little strip of land may be too narrow to support the trees as they grow. Eventually the sidewalks buckle upward from the roots, and the trees have to be trimmed back away from the power lines by the power company. And again, we rely on residents to trim the lower branches back so that people can walk under them or not scratch their cars when driving past. (See for example some of the trees along Monroe near park. Pretty sure I've scratched a car due to those trees...)
- Install cameras in neighborhood. This would likely reduce crime dramatically.
- Quieter lawn maintenance would be great - it's hard to work from home anymore!
- Additional street lighting
- Many of the things noted in this survey seem completely unnecessary. A much better use of the money would be to invest in HD security cameras throughout MLP.
- This is good. Should also publicize why our neighborhood has charm and character. The large homes and some of the traffic diversion will take some of this away. If residents want a cul de sac community they should move and not live in an old neighborhood with connected streets.
- Pretty sure that the 2nd Amendment applies to leaf blowers. "The right of the people to keep and bear Leaf Blowers, shall not be infringed."
- yes - there are already active neighborhood street list serves that could be leveraged here. In closing - THANK YOU for all your thoughtful hard work & creative ideas for the neighborhood. I appreciate how hard it will be to corral all the different opinions, so thank you in advance & good luck.
- Please consider community-wide initiative to educate and promote slower driving. Especially important on streets like N Highland which are used by everyone. N Highland is the lifeblood of this community an should be transformed into a street that is safe and a delight to walk or bike on.
- the noise of yard services, especially leaf blowers, is a huge problem. Can the leaf blowers be muffled?
- LEAF BLOWERS: Small engines; massive pollution. 136 towns and cities across the U.S. have enacted leaf blower bans. Gas powered leaf blowers are 300x more polluting than cars in terms of 'smog' or "ground-level ozone" creating pollutants. These are the very pollutants that cause the worsening of asthma attacks in children! And Fulton county has gotten an air quality score of "F" for ozone 3 years in a row. And 25,000 kids go to the ER every year in Georgia because of smog induced asthma attacks. Get these massive polluters out of our neighborhoods!
- Learning center for all ages.
- YES need better street lighting AND YES need noise sensitive lawn maintenance practices - nothing worse than trying to enjoy spring by opening your doors to your screen porch to have to close them again due to a deafening leaf blower going for an hour!
- Sorry, but I'm already half deaf from listening to yard services blowing ci=utting trimming from 7 AM to & PM daily. PS, I do my own yard work and don't own a blower.
- Good ideas. Lawn maintenance needs a city-wide ordinance
- Add street crossings, especially at parks, such as Morningside Nature Preserve.
- Silly, infrastructure should come first
- it would be good to break out into specific groups that could head up some of these important issues and focus on them!
- Ban leaf blowers.
- can we educate drivers that don't live in our community while they are driving through our neighborhood?
- Keep parking lots and other properties well kept with good lighting. But the lighting needs to be directed downward in order decrease the light pollution that Atlanta already suffers from.
- CRIME, CRIME, CRIME - All the other good ideas come to nought if crime and safety are not addressed. It is fortunately not all that high but ebbs and flows and no one wants to feel exposed to threat from outside their residential community.

Morningside Lenox Park Association Master Plan Letter

February 14, 2018
To: The CPG, MLPA, and City Council
Re: Morningside Lenox Park Master Plan

As a homeowner at --- Sherwood Road, I write to voice my objections to the proposed changes presented on Page 31 (Section 3- Keep Community Traffic on the Corridors: Monroe at Piedmont) in the Morningside-Lenox Park Master Plan draft. Specifically, the elimination of all turns from Monroe Drive onto Yorkshire Road and Cumberland Road but not also onto Sherwood Road (both from Monroe along Smith Park and again into the neighborhood) will unfairly create a dangerous situation on our street. In fact, it is already dangerous on Sherwood entering and exiting Monroe and Piedmont.)

I support the strategy of reducing cut-through traffic on our residential streets. However, the proposed revisions fail to recognize that Yorkshire, Cumberland, AND SHERWOOD are currently used by drivers to cut through traveling to the east and to the north through our neighborhood. Consequently, restricting travel on Yorkshire and Cumberland would simply funnel all cut-through traffic onto Sherwood, effectively violating your very design principle of keeping keep traffic on the main corridors (E Morningside and/or Monroe-and WAZE or traffic apps will find the path of least resistance). This is simply unfair to the residents of Sherwood. The three streets must be considered together as one system, with no one or two streets receiving preferential treatment.

Further, the proposed elimination of the slip lane onto E. Morningside from Piedmont, coupled with the proposed Monroe Diet, will create significant traffic backups in the system. Drivers looking to circumvent these choke points will use Sherwood as a cut-through alternative to traveling south on Monroe or trying to get onto E Morningside.

Moreover, the increased traffic volumes on Sherwood would endanger all those who visit and use the playing fields at Sidney Marcus Park. This includes the many children who often run from the park into the street to retrieve lost balls and such. With these considerations, we can only support an alternative which treats all three streets equally and in concert. Any restrictions placed on one street must be applied to all three, simultaneously. This includes: no turns from Monroe restrictions (1) at all times or (2) only during critical morning and evening rush hours. Otherwise, all three streets should be left open.

Again, these changes are unfair to residents of Sherwood Road and create a clear danger to the residents and park visitors. We ask that you modify the Morningside -Lenox Park Master Plan as suggested in this Letter.

Sincerely,
.....
xxx Sherwood Rd
Atlanta, GA 30324
770.xxx.xxxx

PUBLIC FORUM #2
RAW COMMENTS
Appendix





OPEN HOUSE Raw Comments

Infill Housing

- No rezoning of r4 to r4C. This will unfairly penalize those who have not renovated their properties. For example, a house in between two "McMansions" will have no ability to change and thus has a plummeting property value.
- Do not feel strongly about this - growing families need space and we need to stay competitive as a viable option
- Do not keep the existing rules. The proposed 28' is good, should be measured to the roof peak, or require minimum roof pitch to prevent "nearly flat" roof pitches
- Keep existing R zoning heights Do not limit further
- agree [with above], let people build/renovate
- Historic district zoning is too restrictive. Keep as is.
- Like proposed 28'
- More is scale with existing. No front facing garages is good!
- in favor of 28'
- Still not seeing any reference to preservation [mandates] of trees. Likely, if mature trees mandated for preservation... it would address height/width of new builds
- Current is too high - more is not more - a good architect can manage with no problem
- I like the idea of reducing the allowable height in front but if the property slopes back, the height restriction should not apply.
- Enact an ordinance to allow neighborhoods to limit height to 28' from the current 35 feet, just like Dekalb
- Enforce zoning and the tree ordinance
- Increase demolition permit fees to really reflect the cost and degradation
- Restrict first floor height on teardowns to same as existing (teardown)
- Please work with city to mandate new developers cannot remove healthy, large trees, especially if native
- New 28' midpoint of the roof is probably ok
- keep as is
- no way, change to 28'
- I like proposal to reduce height to 28'
- I am opposed to this designation since it could significantly restrict development in Morningside, which could serve to harm overall property values and reduce the vibrancy of our community. 28' is quite restrictive. Some of the pre-1940's homes are in excess of 28'.
- Lowering the roof on infill will greatly improve the look of the neighborhood--the new houses now tower over the existing ones and I'm all for any kind of design requirements that would require the new houses to look like they belong here. Now they all look like transplants from Alpharetta.
- yes
- Agree with recos.
- Agree
- I like restrictions on garages in front rather than height, but not totally against this. Restriction may create some very ugly houses with chopped roof to meet guideline, so need to be cautious on any new restrictions.
- Historic District "A". Stop ugly modern houses and garages in front yard.
- Yes - future mechanism
- Great idea.

Complete Traffic Calming Recommendations

- Not enough room on Lanier Pl. and Cumberland to accommodate mini circle. Instead you could a) add stop sign on Cumberland b) add a crosswalk
- No one way diverter on Pelham. This is going to force traffic to Plymouth which is a smaller side street. Mini-circle at Plymouth and Mifflin should be removed and placed with a crosswalk. Do a mini-circle at Plymouth and Sussex.
- Slow the traffic on Johnson Road @ Noble Drive by adding a bulbout and on-street parking
- Must phase and prioritize to try less expensive, easy solutions before undertaking big sweeping changes that may not work
- One lane slow pt. at Cheshire end of Wellbourne is too close to the traffic light and will block traffic which backs up significantly in the mornings
- Opposed to one-way diverter @ Pelham and E.Rock - open to other options
- N.Rock Springs and E. Morningside intersection is inefficient and confusing. Also, some west bound E.Morningside drivers don't understand they have to stop- a safety issue. Perhaps a roundabout there
- Install a light activated by pedestrians to cross the street on Johnson Road at Noble Drv. (near Briarcliff). Install parking spaces along Johnson road near that intersection. Plan for safe crossing of people between Beech Valley / Pasadena and Noble Dr. neighborhoods. This traffic slow down will make it safer to exit Beech Valley/Pasadena onto Johnson Road.
- move parking on Cumberland rd. to the same side as the park
- sidewalks on Wellbourne Dr. - please!
- More bike racks at all parks, major businesses, churches, etc.

- Don't like the one lane slow point on Cumberland. Would be much better to simply add another speed bump before you get to Sidney Marcus Park (btw. N.Morningside/Sherwood/Cumberland and beginning of park)
- roundabout at intersection of Lanier, N. Morningside and McLynn
- No 1-way diverter @ Pelhma and E.Rock
- no one-way @pelham and E.Rock
- We don't need so many mini-circles on Cumberland. This will cause more traffic problems. Not less. We don't have major traffic problems
- There is no way minicircles will fit on Cumberland given the narrowness of the street and small yard size
- Impose slower speed limits on all streets (20mph). That gets picked up automatically by GPS and sat systems. Which helps enforce awareness of the limits
- Stop sign on Pasadena going southwest, at crossroad with Beech Valley. Please!
- Speed camera on Johnson Road near the bridge between Noble and Helen Dr. going Northeast. ... only detection of speed - not tickets
- bulbouts and other unexpected obstructions are dangerous for cyclists
- Sidewalk or some way to make pine ridge safer! - dangerous for anyone walking on pine ridge
- install speed cameras on w. sussex road. Traffic routinely exceeds the existing 25mph limit. Reduce the speed limit
- get Johnson road NE certified for use of speed detection devices. Currently not certified. Encourage increased police presence. MARTA and school busses continually go over 30 mph
- One way diverter @ N.Pelham and Rock Springs is a bad idea, will just divert the traffic through other roads in the neighborhood
- This is not a gated subdivision - one way diverters are not the solution
- Not a one-way diverter at Johnson road and Noble Drive, but parking spaces and pedestrian refuges to slow down traffic.
- Lanier Blvd. and N.Morningside - good improvement planned. Fix. Improve interaction at E.Rock
- One way diverters on Yorkshire and Cumberland are good
- No bike lane on Johnson Rd. Narrowing the street by designating bike lanes is placing cyclists in danger. Don't use cyclists as 'traffic calming' tool. Propose Bulbouts on Johnson to include trees. Allow parking on both sides of Johnson.
- Can we leave slip lane on E. Pelham open but have a bulbout before it? (in west-bound (toward Piedmont Ave) lane) to slow people before they turn. Or have a raised sidewalk /speed table at entrance to slip lane.
- Mini-circle at Lanier Pl. and Cumberland Rd. wouldn't fit without cutting into existing property. Doesn't look feasible. Adjacent property owners are not in favor. Same case for anything at E. Sussex and Cumberland
- One-lane slow points are a stupid idea. Will just make things worse and very confusing. Cars will back up in both directions and not know whose turn it is to proceed. Not needed on Pasadena because its already one lane due to cars parked on both sides.
- Creating a one-way on N. Pelham seems to only benefit about 4-5 houses but affects every house on Plymouth as this will become the cut-through, to get back on N.Pelham. I just don't see the logic
- No branded crosswalks on beech valley road or beech valley way. Waste of money and ineffective and eyesore!
- Need a slow point on Beech Valley btw Beech Valley Way and Johnson. Cars are coming right on BV way, Left on BV Road and speeding at 40+ mph, down BV road to turn left on Johnson rather than go through light at E. Rock Springs and N.Highland/Johnson.
- need additional ways to slow traffic on Johnson
- One way diverters only create winners and losers. I am against putting one on the corner of N. Pelhma and E. Rock Springs. I am also against putting a mini circle on Plymouth.
- Why no improved pedestrian crossings on Johnson Road? Lots of school kids walking to school; residents walking to nature preserve and noble park. Need the crossing closer to Homestead
- need a pedestrian bulbout/refuge at Lenox/Johnson
- ped crossing on Lenox before Berkshire
- need a bulbout before the crosswalk further south on Johnson
- Will slip lane from Piedmont Ave (northbound) to E. Morningside be removed? I live in E. Pelham and oppose the slip lane from E. Pelham to Piedmont Ave being closed. Add a combination crosswalk/speedtable at entrance to E. Pelham slip lane so that cars have to slow down to enter slip lane.
- PLEASE do not close the slip lane from E. Pelham to Piedmont. As someone who lives on E. Pelham and commutes during rush hours every day, I can confidently say that closure of the slip lane will significantly back-up traffic on E. Pelham during rush hours. I would not be able to get out of my driveway in the mornings.
- Pedestrian bulb outs don't appear to accommodate bikes. I would oppose them if they do not as there are lots of riders in our neighborhood and pushing them onto the sidewalks or into traffic is not a good plan.
- You MUST treat we west end of Sherwood rd the same you do yorkshie and cumberland. If they have 1 way diverters, which I do not like actually, but if they do, you must put it on the end of sherwood so all the monroe northbound traffic does not all get diverted taking a right/heading east onto quiet sherwood with kids always crossing the street for the playground
- No one way diverted. All streets are public and some streets are not more entitled than others. Diverted only hurts us as residents. Leave ALL streets as is.

- Crosswalk are the only enhancements that make sense and can be done on all streets regardless of the amount of traffic.
- Branded sidewalks and raised intersections are great improvements. Please, no one way diverted as would create problems for residents and increase traffic on already heavily burdened streets such as N Morningside.
- Only love the crosswalks. Slow points and diverters will probably do nothing except unfairly increase traffic onto other streets.
- Trade circles for stop signs. Be real 0 no one wants to pay for or drive in circles all day long. Or live through construction for months
- Focus on large impact fixes on key BIG intersections on neighborhood edges to prevent cut thru traffic rather than penalize residents for living in Morningside. If circles a must, shouldn't circles ONLY be in large intersections like Morningside and N. Highland? For all normal width streets with proposed circles, are you stealing those homeowner's land to make circle fit? Have you asked people who actually live on those streets if traffic circles needed, wanted, or helpful? How will school buses and garbage trucks fit thru a mini circle? Why make residents go thru obstacle courses just going to/from home? How does 4 circles on Pelham/Plymouth close together or circle with one way diverter right after help? Almost all suggestions penalize residents.
- In general, the one way diverters are a very bad idea, as are the slow points and the mini circles. Focusing on the mini-circles, this proposal is simply bizarre. Mini circles are proposed at intersections where there is not even a stop sign currently. What is the point here? You're going to create a hazard for any pedestrian, have cars noise increased in front of our homes significantly, and have lights shining into our windows at night. For what purpose? If you're trying to slow traffic, would not a simple stop sign suffice? Should you not at least start there, and see if it provides the desired calming effect before reconfiguring the road entirely with these mini-circles? They are no characteristic of the neighborhood, nor are they wanted by the neighbors. Specifically with regard to the mini circles proposed on Plymouth Road, one is proposed in front of my house, and it appears that I would have to drive around a circle to get from my garage to park in front of my house, where I unload groceries, and the like. All of the houses on the corner of a side street (like Miffiin) have our garages on the side of the house. This mini-circle idea creates a bizarre separation between our front doors and our garages. In addition, I do not relish the car noise that will be caused by cars suddenly turning in front of my house, when previously, they simply drove by. There is not even a stop sign at the intersection of Miffiin and Plymouth, much less one on Plymouth Road. If you want to calm traffic, start there. Please Please do not reconfigure these small quiet intersections with traffic circles. The only reason such calming would be needed on Plymouth Road is from the unnecessary diversion of traffic off of N.Pelham and onto Plymouth. This diversion is inappropriate and damaging to everyone else in the neighborhood, both from a traffic standpoint, and from a commute standpoint. Furthermore, the display of the "recommendations" is so buried in tiny maps, it seems as if few neighbors will realize that you are still proposing these changes, despite all of our comments in opposition in the earlier rounds. Were these comments ignored? I don't see any changes, despite the nearly uniform voice of every resident of Plymouth Road. Why are our voices being ignored in favor of one or a few very vocal voices on N. Pelham? Why are our opinions seemingly worth less in this proposal? I would like to see a direct response to the comments of the Plymouth Road residents, because it seems we have been entirely ignored.

Summary of Previous Recommendations

- Yes to new park in Manchester District
- upgrade Sunken Garden Park
- Yes to upgrade sunken garden park- second that! Huge need/opportunity - even if we need to depend on private funding it would be great to show what can be done with that space to incent action
- agree with rezoning at n.highland and university
- stop planting trees willy-nilly in our pocket parks destroying any chance for sunlight and some varied terrain. Make a true landscape plan and stick to it!
- Have trees Atlanta coordinate w/ neighborhood groups before planting trees
- Encourage more green spaces to be accessible.
- enforce ordinance in parks so all can use safely!
- more fields, playable area outside of equipment (ex. MES soccer field)
- hire ecologist to work with current residents AND new developers to offer landscape techniques for attracting pollinators - creating backyard nature preserves
- Yes to noble park upgrades. Keep up city \$ for maintenance
- NC for University/N.Highland protecting the scale of the commercial district
- Yes, limit to no self-storage, big box etc., more green space, yes to mixed use development
- Stop approving huge apartment developments - haven't accounted for school over-crowding and will end up leading to current MLPA residents being redistricted out of Morningside/SPARK (ie what's happening with new Cheshire Bridge builds
 - I refuse to give up my gas powered lawn mower or leaf blower
 - Include concept of potential future community center (space TBD) into final masterplan for community pool, soccer fields, programming space, etc.
 - Prevent Cheshire Bridge developments from utilizing Morningside/Lenox Park names (ie. Sprouts condon's on Cheshire Bridge are not Morningside)
 - No to MLPA community center. Residents need interaction with folks outside our monoculture. There are plenty of excellent venues for dining, meeting, exercising, etc.
- I like the design restrictions. I'm not sure what it means to preserve to condos-owner rights should not be stolen
- Plan and allow for entrance to Taylor Park on Johnson Road by Noble Drive.

- Disagree with above! That is pristine part of nature preserve. The city enforces nothing and this change would make it dangerous for neighbors to park NO!
- Entrance exists now but signage is confusing
- No, does not legally exist
- MARTA #36!!
- Support accessory dwellings and speed limits
- Monroe Drive needs more than speed limit reductions - current are ignored and reduced will be ignored. Raised and textured crosswalks and intersections please!
- Yes to accessory dwellings
- Yes to bikes
- Yes to single family design standards
- Yes to reduced speed limits
- Agree with above. Especially on W.Sussex Rd. where traffic routinely exceeds the 25mph limit
 - Yes to bike/ped MLPWay
 - Yes on transit- add advocate for Beltline Rail Now
 - No to the single family design standards, or speed limits lower than 20
 - Speed limits of 15-20 mph are ridiculous. No one will drive that slowly
 - Disagree with above 20 mph is acceptable
 - Increase hours of operation and headway for route 16 + 36
 - Work with Emory to gain access
 - Keep up the good work
 - Reducing the speed limits is stupid. It will widen the gap between the speed of lawless and lawful drivers and cause more accidents. 20 mph is stupid and will not be followed. People drive 60mph on Monroe and are rarely caught. More enforcement of current limits would work better
 - Imposition of lower limits will be picked up automatically by GPS and Sat nav which is helpful
 - accessory dwellings make sense
 - It is better to keep traffic moving slowly on all roads than squeeze it onto a fewer streets with faster limits. That is safer and more efficient
 - These seem good
 - Study additional street lighting, particularly on streets with residential houses on only one side and vegetation on the other (City of Atlanta applies the same lighting standards when houses are on both sides vs. only 1 side. Current standards provide inadequate lighting on streets with houses on 1 side, not both). Also, can we require that hard-wood trees be planted on tree lawns. At a minimum, this could be a good requirement in the event a house is torn down/re-built without existing trees on the tree lawn.
 - Under "Development along Corridors," on the last bullet point, agree but it would help to clarify that the Monroe property that backs to the park, also backs to the beltline. And I think we should include some language about supporting affordable housing in any new construction--it may not be enforceable, but I think the neighborhood should be weighing in on this issue.
 - Speed limits should be consistent throughout neighborhood. Either 20 or 25 mph. Having streets with different limits can be confusing and frustrating for those that live on more traveled streets.
 - All good. Garages should never be allowed on front of house.. 20mfeet behind facade does not conform to look and feel of neighborhood.
 - Speed limit consistency through entire neighborhood should be all 20 or 25 MPH.
- All garages should not be part of front of home...this is not suburbia and implies "welcome to my garage"™. All new properties can accommodate a garage on side or back
 - Too much emphasis on bike/pedestrian
 - Like reduced speed limits. Limit accessory structures to actual residents. No short term rentals like Airbnb

Johnson Rd. / Lenox Rd. Intersection

- why not install a roundabout? That will work better than a stop sign at one point which will cause v. long jams south. This seems to cause a back-up at the intersection of Johnson/E.Rock Springs. Then install additional traffic lights on Johnson and Lenox that will hold up traffic slightly and allow it to flow smoothly
- What about a light where Lenox links to Johnson? Could let 1 car out at a time (like getting on the highway). Then don't need to eliminate that part of the road.
- Can we also look at relief for E/W traffic on Rock springs? Even longer lights during rush hour/school times?
- Agree with above. Need to make this intersection more effective.
- There would need to be a separate lane on Lenox Road for people taking right onto Johnson Road because without this, there will be nothing but gridlock for people to turn left
 - Don't see the added value without completely stopping all traffic
 - This will completely gridlock traffic in this area at rush hour and make traffic much worse than it already is
 - Safer because it stops weaving. Adds useable green
 - Perpendicular intersection (@Lenox/Johnson) good; make generous curb radius for trucks? Access to two residences some guest parking?
 - see too many issues with proposed. Difficult to turn N. on Johnson, Lenox will back up more than it does now. Traffic will back up on Johnson w/ cars trying to turn onto Lenox
 - Try roundabout?
 - Do not put 3 way stop - will back traffic up too much
 - Option 2 is really really bad. Drive this 3/4x/day and #2 would be a disaster
 - totally disagree with the above sentence
 - This is a great idea if you want a traffic jam 1000 cars long everyday (sarcasm)
 - Proposed drawing would not provide enough throughput for traffic onto Lenox Road from Highland
 - Current works well enough. Lenox Road would back up more in rush hour with



new plan

- Consider eliminating immediate left turns going north - move to where proposed stop sign is.
- proposed will gridlock traffic from all direction at intersection. Propose to clearly identify lanes with painted lines. RE-evaluate yield sign placement. Improve crosswalk designations.
- Rock Springs signal will also gridlock 4:45pm-6:30pm / Lennox residents will have emergency vehicle issues.
- Tricky intersection. Seems like stop sign would really back things up.
- This would need to be vetted with the neighbors who may have drives that would be cut off by this change.
- Like this, also needs to be done on East Morningside, North Pelham, North Morningside. Having the yield going east on E Morningside to N qMorningside creates havoc on N Morningside when direct traffic from Pelham goes through.
- Love this and needs to be implemented on E Rock Springs at N Morningside as well
- Love it! Please implement this at intersections of E Morningside, E Rock Springs, N Pelham. There should only be one way to enter N Morningside and that should be with a right turn (going east) at N. Morningside. The current intersection is a mess and needs to be cleaned up. Would also discourage so much traffic to come into N Morningside.
- Like
- Finally idea helpful to residents
- Save for the wholly unnecessary addition of mini-roundabouts dotted throughout the neighborhood, this may be the worst idea of all those proposed. The combination of left and right turning traffic at Johnson will be disastrous for Lenox Road. The left turns onto Johnson will cause the flow of traffic to grind to a halt, backing up Lenox, and ultimately, sending commuters through Lenox Park to find a way out other than this newly configured intersection. This solution simply will not work without a dedicated left turn lane of some sort for those proceeding north on Johnson Road. Please, please study this carefully before you make changes. This will have lasting effects, that will be quite painful for residents on the west side of Johnson.

North Rock Springs Roundabout

- Keep the roundabout! Where painted triangles are, raise these and elevate them w/ concrete to create obstacles
 - Prefer Option 2 to deter thru traffic / speeding
 - Don't see anything wrong with current. Sufficiently slows traffic
 - Love Option2 More green = slower traffic
 - Increase diameter of roundabout, reduce to one lane (see Emory roundabout)
 - Prefer Option 1. Tighten the roundabout, but don't replace it with stop signs
 - Option 1 - big time
 - We love the roundabout
 - Option 2 is regression to bad
 - Roundabout = faster traffic. Stop signs = slower traffic. Which do you prefer?
- How about a roundabout that does NOT feel like a straightline? (Hint: depends if you live there, or not.)
- Larger circle - look at roundabout in Ansley
 - Tightening roundabout better than adding stops
 - The roundabout works well. It could be tighter, but do not copy the Emory Roundabout which forces cyclists into the traffic. Leave room for cyclists alongside traffic
 - Keep the general plan of the existing roundabout, but make the middle circle/ island larger
 - Keep the roundabout! Tighten it or add barriers/obstacles that will slow people's entrance into roundabout like the ones in Ansley Park.
 - Please do not get rid of the roundabout. I live on a street that feeds into/off of the roundabout and I am very concerned about increased traffic on my street if the roundabout is eliminated.
 - While this does seem to calm the traffic some, it sacrifices the traffic circle that neighbors worked so hard to improve. If it would stop WAZE from sending folks down Rock Springs and Pelham, it could overcome that objection.
 - keep it as a round about. this keeps traffic flowing. Lets not back traffic up even further on this main road home
 - Tighten roundabout.
 - Option 1, but this roundabout is ok the way it is.
 - Option 1 seems to be a good idea. Concerned about how pedestrians would benefit if positive or negative.
 - #1
 - option 1. Works as is - why go back to old way (option 2)
 - Option 2 is a terrible idea. As noted before, the limit of traffic off of N.Pelham to one way is going to be disastrous for neighborhood residents. N. Pelham is a major access point for the Lenox Park section of the neighborhood. This is how we access Piedmont. It is not a shortcut or cut through. It is our direct route, and always has been. To cut off this route ignores the needs of many of the residents of the neighborhood. Furthermore, you will be moving the traffic from N.Pelham on to every other street in the neighborhood, as residents and commuters alike try to weave their way around these obstructions. Certainly the roundabout could be tightened, as in

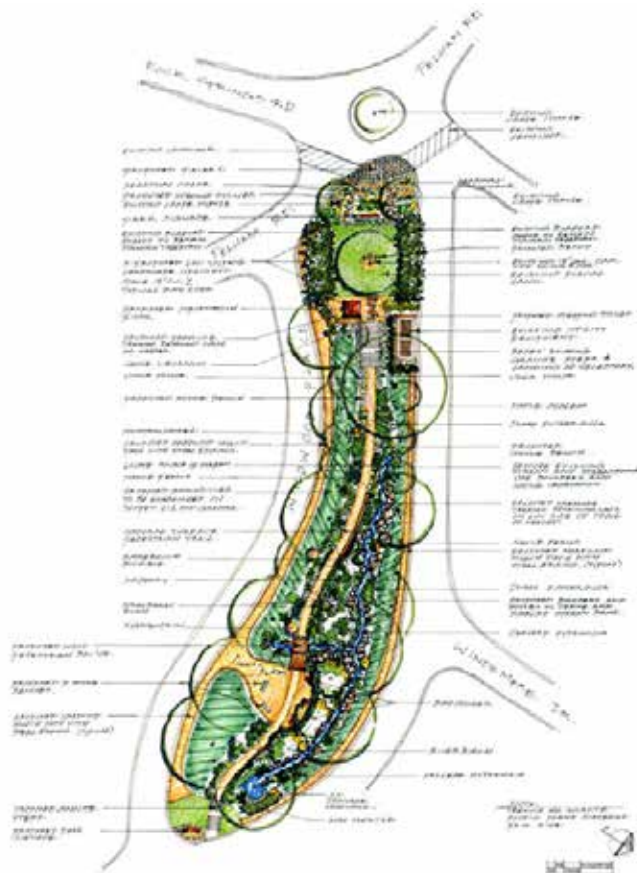
option 1, but it baffles me that you are proposing to add roundabouts throughout the neighborhood, while removing the one that makes the most sense. This roundabout functions well. Far better than the four way stop at E. Rock Springs and N.Pelham, where traffic backs up. Traffic moves well through the roundabout, and it should not be removed. Two way traffic MUST continue down N. Pelham.

One Lane Slow Point Concept

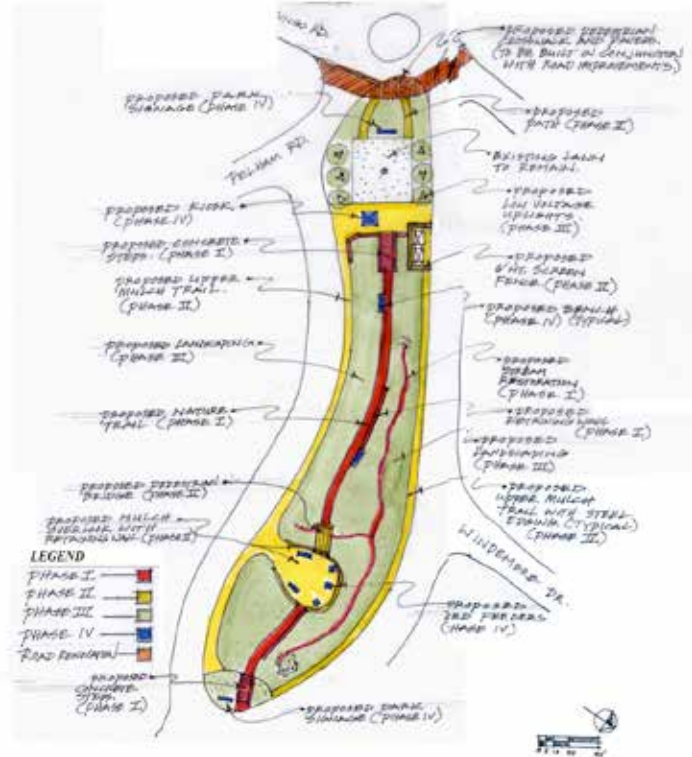
- seem to cause unnecessary congestion
- maybe just lower speed limit
- agree with above - easier to just slow speed limit
- speed humps instead?
- good for streets off Monroe - it works - just drive down Yorkshire where multi-construction projects have created slow points
- disagree with above - or is just annoying and dangerous
- I don't think drivers in Georgia will know what to do at these. I'm expecting the aggressive drivers to keep going full speed and run others off the road. And timid Toyota driver will just sit there and block traffic. It will be dangerous and slow.
- One lane slow points, like bulbouts, can be dangerous for cyclists
- Maybe will deter waze from sending cut-through traffic
- This seems like a setup for weekly accidents
- This would create a dangerous nightmare situation - not to mention clogged streets! Let's just add a few more speed bumps. We especially need one before Sidney Marcus Park when Heading from N.Morningside to Monroe on Cumberland. The first speed bump doesn't appear until halfway past the park - too late for pets and kids
- Do not think speed bumps are a good answer. People adjust to them and render them useless. This Idea merits further development.
- Don't put them anywhere near an intersection
- Enforce speed limits with policing. Don't waste money making residential streets more inconvenient and more dangerous. Trying to solve an enforcement issue w/ a physical environment solution won't work!
- I'm in favor of slowing traffic down, but these seem to require traffic to come to a complete stop. I would like to see a video of this concept in action.
- Hard to say without knowing where you would propose the one lane slow points.
- Like this--it works. We've had construction vehicles doing this virtually and it slows folks down.
- Don't like these and think they only work on low density street that really don't need this added expense
- No, these will only create further road rage and long lines of idling cars.
- Slow points are not very visible, especially at night. Beverly road implementation is awful for traffic and can create unwanted accidents.
- Only good if live in countryside
- How will residents get in/out of driveway with one way slow? Why make residents go thru obstacle courses just to go to/from home? One land slow should definitely have 0 bikes
- I think this is a terrible idea for Morningside. Creating one-way streets ignores the fact that much of the traffic in the neighborhood consists of residents. When you limit direction to one way, you are forcing residents to double their mileage in the neighborhood, by ignoring the fact that we are not simply passing through. I am strongly opposed to all one lane slowing and one lane diverters in Morningside, as they will directly impact my movement through the neighborhood, as well as traffic flow in front of my home.

Traffic Calming Images/Examples

- love the one-way diverter w/ bike lane and ped refuge
- One-way diverters are a BAD idea. They discriminate between users of different streets and cause great inconvenience and annoyance
- No branded cross-walks. We can't even upkeep regular crosswalks in the neighborhood
- Bikers at risk for being shoved out into traffic (one lane slowpoint)
- one way diverter and striped bike lanes are good
- mini circles should not be near schools. They make it more difficult for kids to cross the street. Why not try stop signs and crosswalks?
- One lane slow points will cause serious congestion, especially if anywhere near the schools, where traffic already backs up significantly
- All the examples merit further consideration
- No branded crosswalks
- save your money (no branded crosswalks)
- prefer to implement pedestrian refuge w/ decorative/textured crosswalk vs. one lane slow point
- raised and textured intersections are good for bikes, cars, and pedestrians
- Monroe Dr. needs raised and textured intersections - a speed reduction alone likely won't work
- One lane slow points would seem to cause unnecessary congestion. Maybe just reduced speed limits.
- Hopefully it would cause waze to redirect traffic ^^
- Widened sidewalk/bike path would be great!
- Widened sidewalk - YES; bike path - No!
- like mini circles
- I favor all traffic calming recommendations shown here, but do not favor speed bumps
- "mini circle" such as the one on Rocksprings is totally ineffective
- Pedestrian bulbouts kill bikers - horrible idea!
- ^^ I agree completely. Bulbouts and similar devices force cyclists into traffic lane and are v. dangerous
- Where will land for mini circles come from ? I don't think it's fair to steal people's front yards
- Educate pedestrians - especially those with strollers. Not to walk in the road where sidewalks exist. On W. Sussex which has a good sidewalk, women and children routinely walk into the street and someone will get killed. ENFORCE this!



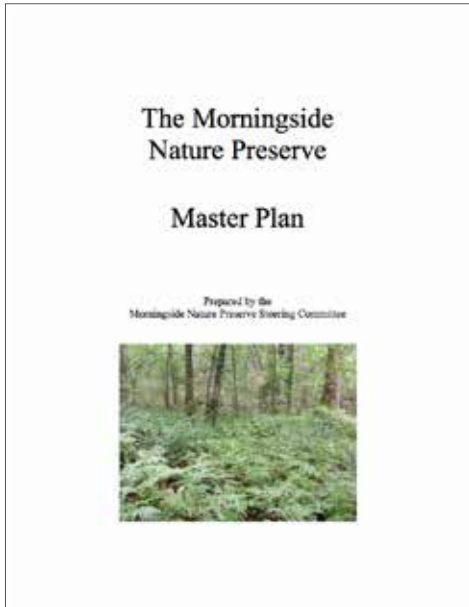
MASTER PLAN
WILDWOOD GARDEN PARK



PROJECT PHASE DIAGRAM
ROCKSPRINGS NATURE PARK



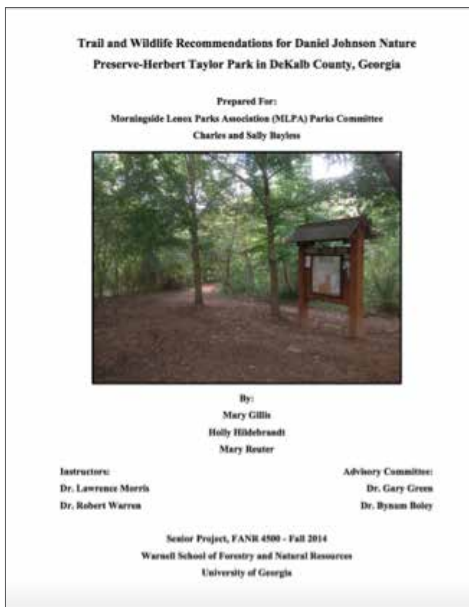
**Morningside Nature Preserve
Master Plan 2006**



The Wildwood Urban Forest Committee, a dedicated group of neighborhood residents, worked for three years to stop the destruction of 31 acres of woods, wildlife habitat, and protected stream buffers located in northeast Atlanta. The funding to purchase the property included donations by neighbors, a private foundation and both city and state greenspace funds. The Nature Conservancy negotiated with the developer and finalized the sale of the land. The parcel known as the Wildwood Urban Forest was transferred to the City of Atlanta after the City Council unanimously passed a resolution to purchase the parcel in 2001. It was renamed The Morningside Nature Preserve in February 2006.

The vision of the community includes the protection of a section of riparian corridor critical to the water quality of the Chattahoochee River, maintenance of wildlife habitat, provision of environmental education to children and adults, access to recreation, nature trails and open space and ongoing habitat restoration and protection work by the Steering Committee and local partners.

Trail and Wildlife Recommendations for Daniel Johnson Nature Preserve-Herbert Taylor Park in DeKalb County, Georgia 2014



The Morningside Lenox Park Association, working in conjunction with the Rock Creek Watershed Alliance (RCWA), commissioned a study of Johnson Taylor Nature Preserve in 2014, performed by students from the Warnell School of Forestry and Natural Resources, University of Georgia. The main objectives of the study were to identify opportunities to improve the trail system, improve native plant life and wildlife diversity, and sustain or improve security within this park.

RCWA has had a twenty-five year program of debris removal followed with a slow program of invasives removals and native plantings. The objective is to restore as much of the preserve to a semi-natural condition as possible. In 2017, Johnson Taylor Nature Preserve was inducted into the national Old-Growth Forest Network.



Friends of Sidney Marcus Park (FOSMP) is focused on the well-being, usefulness and beauty of Sidney Marcus Park. Their mission is to provide financial support, community awareness, historical relevance and stewardship for the evolution and preservation of Sidney Marcus Park. FOSMP promote volunteerism and community involvement, and are a sustaining focus for the park. Founding members include : John Pappas, Michael Morgan, Christa Martin, Lindsey Cottingham, Rachel Hoath, Jan Hogan

Sidney Marcus Park is one of Morningside Lenox Park’s largest recreational parks at 2.7 acres. It features a playground area with equipment, shaded areas for picnicking or play, and a boardwalk that runs the width of the park. It occupies property that would have been part of the I-485 road project and is named after the state representative (and MLPA Director) who helped fight the freeway and save our neighborhood. The park was originally established around a play area for neighborhood kids in the early 1980s. About 15 years ago, it was updated to its current configuration through the great work of the neighborhood.



DATE	LOCATION	UC2 LITERAL	DATE	LOCATION	UC2 LITERAL
01/01/2017	1899 CHESHIRE BRIDGE RD NE	ROBBERY-PEDESTRIAN	03/15/2017	2115 PIEDMONT RD NE	LARCENY-FROM VEHICLE
01/01/2017	1888 CHESHIRE BRIDGE RD NE	LARCENY-FROM VEHICLE	03/17/2017	1879 CHESHIRE BRIDGE RD NE	LARCENY-FROM VEHICLE
01/02/2017	1349 LENOX CIR NE	LARCENY-FROM VEHICLE	03/19/2017	2115 PIEDMONT RD NE	LARCENY-FROM VEHICLE
01/02/2017	1402 N HIGHLAND AVE NE	BURGLARY-NONRES	03/20/2017	1740 CHESHIRE BRIDGE RD NE	LARCENY-FROM VEHICLE
01/03/2017	@SQUIRE INN MOTEL NE	AUTO THEFT	03/23/2017	740 BISMARCK RD NE	LARCENY-FROM VEHICLE
01/04/2017	1361 PASADENA AVE NE	LARCENY-FROM VEHICLE	03/24/2017	2050 LIDDELL DR NE @Multiple	LARCENY-FROM VEHICLE
01/05/2017	1777 PIEDMONT AVE NE	LARCENY-NON VEHICLE	03/25/2017	1628 N PELHAM RD NE	LARCENY-NON VEHICLE
01/07/2017	502 AMSTERDAM AVE NE	LARCENY-FROM VEHICLE	03/25/2017	@SQUIRE INN MOTEL NE	LARCENY-FROM VEHICLE
01/08/2017	1825 PIEDMONT AVE NE	BURGLARY-NONRES	03/25/2017	1547 JOHNSON RD NE	LARCENY-FROM VEHICLE
01/11/2017	1123 BERKSHIRE RD NE	LARCENY-FROM VEHICLE	03/26/2017	1590 W SUSSEX RD NE	LARCENY-NON VEHICLE
01/12/2017	2021 MANCHESTER ST NE	LARCENY-FROM VEHICLE	03/27/2017	2115 PIEDMONT RD NE	LARCENY-FROM VEHICLE
01/13/2017	2000 CHESHIRE BRIDGE RD NE	BURGLARY-NONRES	03/27/2017	1643 WILDWOOD RD NE	LARCENY-FROM VEHICLE
01/14/2017	2115 PIEDMONT RD NE	LARCENY-NON VEHICLE	03/27/2017	2050 LIDDELL DR NE	AUTO THEFT
01/15/2017	1907 PIEDMONT RD NE	ROBBERY-COMMERCIAL	03/28/2017	1713 N ROCK SPRINGS RD NE	LARCENY-NON VEHICLE
01/15/2017	1845 PIEDMONT AVE	LARCENY-NON VEHICLE	03/30/2017	2115 PIEDMONT @SQUIRE INN	LARCENY-FROM VEHICLE
01/16/2017	1365 MONROE DR NE	BURGLARY-RESIDENCE	03/31/2017	645 LAMBERT DR NE	LARCENY-FROM VEHICLE
01/18/2017	2070 LIDDELL DR NE	LARCENY-NON VEHICLE	03/31/2017	2050 LIDDELL DR NE @FUTOS;	AUTO THEFT
01/18/2017	1429 N MORNINGSIDE DR NE	BURGLARY-RESIDENCE	03/31/2017	1789 CHESHIRE BRIDGE RD NE	AUTO THEFT
01/18/2017	1740 CHESHIRE BRIDGE RD NE	AGG ASSAULT	04/02/2017	1776 CHESHIRE BRIDGE RD NE	LARCENY-FROM VEHICLE
01/19/2017	2021 MANCHESTER ST NE	LARCENY-FROM VEHICLE	04/02/2017	2115 PIEDMONT RD NE	LARCENY-FROM VEHICLE
01/19/2017	1394 N HIGHLAND AVE NE	BURGLARY-NONRES	04/02/2017	1893 PIEDMONT RD NE	LARCENY-FROM VEHICLE
01/20/2017	1402 N HIGHLAND AVE NE	LARCENY-FROM VEHICLE	04/03/2017	745 E MORNINGSIDE DR NE;	LARCENY-FROM VEHICLE
01/21/2017	@SQUIRE INN MOTEL NE	LARCENY-FROM VEHICLE	04/06/2017	1507 MONROE DR NE	AUTO THEFT
01/22/2017	PIEDMONT AVE NE	RAPE	04/07/2017	1990 ROCKLEDGE RD NE	ROBBERY-PEDESTRIAN
01/22/2017	1811 PIEDMONT AVE NE	LARCENY-FROM VEHICLE	04/07/2017	2115 PIEDMONT RD NE LARCENY-FROM VEHICLE	LARCENY-FROM VEHICLE
01/23/2017	1393 N HIGHLAND AVE NE	LARCENY-FROM VEHICLE	04/09/2017	1865 CHESHIRE BRIDGE RD NE	AUTO THEFT
01/24/2017	1529 PIEDMONT AVE NE	BURGLARY-NONRES	04/10/2017	2115 PIEDMONT RD NE	LARCENY-FROM VEHICLE
01/27/2017	1996 MANCHESTER ST NE	ROBBERY-COMMERCIAL	04/10/2017	800 LAMBERT DR NE	LARCENY-FROM VEHICLE
01/27/2017	1321 LANIER BLVD NE	LARCENY-NON VEHICLE	04/11/2017	2127 LIDDELL DR NE	LARCENY-FROM VEHICLE
01/28/2017	1801 WOODCLIFFE TER NE	LARCENY-NON VEHICLE	04/11/2017	502 AMSTERDAM AVE NE	LARCENY-FROM VEHICLE
01/29/2017	1739 CHESHIRE BRIDGE RD NE	LARCENY-NON VEHICLE	04/13/2017	645 LAMBERT DR NE	LARCENY-NON VEHICLE
01/30/2017	2115 PIEDMONT RD NE	LARCENY-FROM VEHICLE	04/14/2017	2115 PIEDMONT RD	LARCENY-FROM VEHICLE
01/31/2017	1328 AVALON PL NE	LARCENY-FROM VEHICLE	04/15/2017	1931 CHESHIRE BRIDGE RD NE	LARCENY-FROM VEHICLE
02/02/2017	937 BERKSHIRE RD NE	LARCENY-NON VEHICLE	04/18/2017	2115 PIEDMONT RD NE	LARCENY-NON VEHICLE
02/03/2017	2115 PIEDMONT RD NE	LARCENY-NON VEHICLE	04/19/2017	1739 CHESHIRE BRIDGE RD NE	AGG ASSAULT
02/04/2017	1888 CHESHIRE BRIDGE RD NE	AUTO THEFT	04/20/2017	2115 PIEDMONT RD NE	LARCENY-FROM VEHICLE
02/07/2017	1845 PIEDMONT AVE NE	LARCENY-FROM VEHICLE	04/20/2017	1424 N HIGHLAND AVE NE	LARCENY-FROM VEHICLE
02/09/2017	1824 WELLBOURNE DR NE	LARCENY-FROM VEHICLE	04/21/2017	1722 WILDWOOD RD NE	LARCENY-NON VEHICLE
02/09/2017	2115 PIEDMONT RD NE	BURGLARY-NONRES	04/22/2017	2188 NILES PL NE	BURGLARY-RESIDENCE
02/10/2017	1429 N MORNINGSIDE DR NE	BURGLARY-RESIDENCE	04/24/2017	1811 PIEDMONT AVE NE	LARCENY-FROM VEHICLE
02/13/2017	1147 UNIVERSITY DR NE	LARCENY-FROM VEHICLE	04/26/2017	1402 N HIGHLAND AVE NE	LARCENY-FROM VEHICLE
02/13/2017	1529 PIEDMONT AVE NE	LARCENY-FROM VEHICLE	04/26/2017	1264 BEECH VALLEY RD NE	LARCENY-FROM VEHICLE
02/13/2017	1755 WILDWOOD RD NE	LARCENY-FROM VEHICLE	04/28/2017	1674 N PELHAM RD NE	LARCENY-NON VEHICLE
02/14/2017	1467 MONROE DR NE	LARCENY-FROM VEHICLE	04/28/2017	1841 PIEDMONT AVE NE	BURGLARY-NONRES
02/14/2017	2115 PIEDMONT RD NE	LARCENY-FROM VEHICLE	04/29/2017	@HILLSIDE TREATMENT	RAPE
02/14/2017	1893 PIEDMONT RD NE	LARCENY-FROM VEHICLE	04/29/2017	1853 CHESHIRE BRIDGE RD NE	LARCENY-NON VEHICLE
02/15/2017	1402 N HIGHLAND AVE NE	LARCENY-FROM VEHICLE	05/01/2017	2115 PIEDMONT RD NE	LARCENY-FROM VEHICLE
02/17/2017	1740 CHESHIRE BRIDGE RD NE	LARCENY-NON VEHICLE	05/01/2017	1845 PIEDMONT AVE NE	AUTO THEFT
02/17/2017	857 KINGS CT NE	LARCENY-FROM VEHICLE	05/04/2017	1783 CHESHIRE BRIDGE RD NE	LARCENY-NON VEHICLE
02/17/2017	1990 ROCKLEDGE RD NE	BURGLARY-RESIDENCE	05/06/2017	1905 WINDHAM PARK NE	AUTO THEFT
02/18/2017	1739 CHESHIRE BRIDGE RD NE	AGG ASSAULT	05/07/2017	2021 MANCHESTER ST NE	LARCENY-FROM VEHICLE
02/19/2017	500 AMSTERDAM AVE NE	LARCENY-FROM VEHICLE	05/07/2017	2115 PIEDMONT @SQUIRE INN	LARCENY-FROM VEHICLE
02/21/2017	1845 PIEDMONT AVE NE	LARCENY-FROM VEHICLE	05/07/2017	1888 CHESHIRE BRIDGE RD NE	AGG ASSAULT
02/22/2017	1865 CHESHIRE BRIDGE RD NE	AGG ASSAULT	05/12/2017	1680 JOHNSON RD NE	LARCENY-FROM VEHICLE
02/24/2017	1998 LENOX RD NE	LARCENY-FROM VEHICLE	05/13/2017	1783 CHESHIRE BRIDGE RD NE	LARCENY-FROM VEHICLE
02/25/2017	2135 LIDDELL DR NE	AUTO THEFT	05/13/2017	2115 PIEDMONT @SQUIRE INN	LARCENY-FROM VEHICLE
02/26/2017	2115 PIEDMONT RD NE	LARCENY-FROM VEHICLE	05/13/2017	2115 PIEDMONT RD NE	LARCENY-FROM VEHICLE
02/26/2017	1957 WELLBOURNE DR NE	LARCENY-FROM VEHICLE	05/14/2017	560 DUTCH VALLEY RD NE	LARCENY-FROM VEHICLE
02/26/2017	1488 WESSYNGTON RD NE	BURGLARY-RESIDENCE	05/17/2017	901 PLYMOUTH RD NE	LARCENY-FROM VEHICLE
02/27/2017	1845 PIEDMONT AVE NE	LARCENY-FROM VEHICLE	05/17/2017	2115 PIEDMONT @SQUIRE INN	LARCENY-FROM VEHICLE
02/27/2017	1259 LANIER BLVD NE	LARCENY-FROM VEHICLE	05/17/2017	1931 CHESHIRE BRIDGE RD NE	BURGLARY-NONRES
02/27/2017	1845 PIEDMONT AVE NE	LARCENY-FROM VEHICLE	05/22/2017	1825 PIEDMONT AVE NE	ROBBERY-PEDESTRIAN
02/27/2017	1529 PIEDMONT AVE NE	LARCENY-FROM VEHICLE	05/25/2017	2115 PIEDMONT RD NE	LARCENY-FROM VEHICLE
02/27/2017	1646 N PELHAM RD NE	AUTO THEFT	05/25/2017	1990 ROCKLEDGE RD NE	AUTO THEFT
03/02/2017	500 AMSTERDAM AVE NE	LARCENY-FROM VEHICLE	05/27/2017	2115 PIEDMONT @SQUIRE INN	LARCENY-FROM VEHICLE
03/04/2017	1739 CHESHIRE BRIDGE RD NE	LARCENY-NON VEHICLE	05/28/2017	2050 LIDDELL DR NE	LARCENY-FROM VEHICLE
03/05/2017	2115 PIEDMONT RD NE	LARCENY-FROM VEHICLE	05/31/2017	1178 E ROCK SPRINGS RD NE	LARCENY-FROM VEHICLE
03/05/2017	1845 PIEDMONT AVE NE	LARCENY-FROM VEHICLE	06/01/2017	1865 CHESHIRE BRIDGE RD NE	LARCENY-FROM VEHICLE
03/07/2017	2115 PIEDMONT RD NE	LARCENY-NON VEHICLE	06/02/2017	1865 CHESHIRE BRIDGE RD	LARCENY-FROM VEHICLE
03/08/2017	1775 MEADOWDALE AVE NE	LARCENY-NON VEHICLE	06/02/2017	1653 JOHNSON RD NE	AUTO THEFT
03/08/2017	1201 BEECH VALLEY RD NE	LARCENY-FROM VEHICLE	06/03/2017	1845 PIEDMONT AVE NE	BURGLARY-NONRES
03/11/2017	2115 PIEDMONT RD NE	AUTO THEFT	06/03/2017	1865 CHESHIRE BRIDGE RD NE	AUTO THEFT
03/12/2017	1739 CHESHIRE BRIDGE RD NE	LARCENY-NON VEHICLE	06/09/2017	1782 CHESHIRE BRIDGE RD NE	BURGLARY-NONRES
03/12/2017	1531 PIEDMONT AVE NE	BURGLARY-NONRES	06/11/2017	1845 PIEDMONT AVE NE	LARCENY-FROM VEHICLE
03/13/2017	1763 PIEDMONT AVE NE	BURGLARY-RESIDENCE	06/12/2017	559 DUTCH VALLEY RD NE	LARCENY-NON VEHICLE

**NEIGHBORHOOD
CRIME DATA 2017**

Appendix



TABLE 2: ATLANTA POLICE DEPARTMENT CRIME REPORT (continued)

DATE	LOCATION	UC2 LITERAL	DATE	LOCATION	UC2 LITERAL
06/12/2017	545 DUTCH VALLEY RD NE	LARCENY-FROM VEHICLE	09/15/2017	1782 CHESHIRE BRIDGE RD NE	LARCENY-FROM VEHICLE
06/13/2017	1824 CHESHIRE BRIDGE RD NE	LARCENY-FROM VEHICLE	09/16/2017	1982 ROCKLEDGE RD NE	LARCENY-NON VEHICLE
06/14/2017	1734 JOHNSON RD NE	AUTO THEFT	09/16/2017	1529 PIEDMONT AVE NE	LARCENY-FROM VEHICLE
06/16/2017	978 WILDWOOD RD NE	LARCENY-NON VEHICLE	09/16/2017	2115 PIEDMONT RD NE	LARCENY-FROM VEHICLE
06/16/2017	753 YORKSHIRE RD NE	LARCENY-FROM VEHICLE	09/18/2017	961 E ROCK SPRINGS RD NE	BURGLARY-RESIDENCE
06/17/2017	1544 MONROE DR NE	LARCENY-NON VEHICLE	09/19/2017	1888 CHESHIRE BRIDGE RD NE	LARCENY-FROM VEHICLE
06/18/2017	LIDDELL DR NE	RAPE	09/22/2017	1845 PIEDMONT AVE NE	LARCENY-FROM VEHICLE
06/18/2017	1845 PIEDMONT AVE NE	LARCENY-NON VEHICLE	09/23/2017	1883 PIEDMONT AVE NE	LARCENY-FROM VEHICLE
06/18/2017	2115 PIEDMONT RD NE	LARCENY-FROM VEHICLE	09/23/2017	1893 PIEDMONT RD NE	LARCENY-FROM VEHICLE
06/19/2017	2035 MANCHESTER ST NE	BURGLARY-RESIDENCE	09/24/2017	675 GREYSTONE PARK NE	AUTO THEFT
06/20/2017	1845 PIEDMONT AVE NE	LARCENY-FROM VEHICLE	09/25/2017	1328 AVALON PL NE	LARCENY-FROM VEHICLE
06/21/2017	2115 PIEDMONT RD NE	ROBBERY-PEDESTRIAN	09/25/2017	1144 ZIMMER DR NE	LARCENY-FROM VEHICLE
06/21/2017	2115 PIEDMONT RD NE	LARCENY-FROM VEHICLE	09/25/2017	1845 PIEDMONT AVE NE	BURGLARY-RESIDENCE
06/22/2017	2115 PIEDMONT RD NE	LARCENY-FROM VEHICLE	09/26/2017	1791 PIEDMONT AVE NE	LARCENY-NON VEHICLE
06/24/2017	1776 CHESHIRE BRIDGE RD	AGG ASSAULT	09/26/2017	1811 PIEDMONT AVE NE	LARCENY-FROM VEHICLE
06/26/2017	701 BISMARCK RD NE	LARCENY-NON VEHICLE	09/27/2017	2021 MANCHESTER ST NE	LARCENY-NON VEHICLE
06/27/2017	1824 CHESHIRE BRIDGE RD NE	LARCENY-FROM VEHICLE	09/29/2017	1739 CHESHIRE BRIDGE RD NE	LARCENY-NON VEHICLE
06/29/2017	1332 AVALON PL NE	LARCENY-FROM VEHICLE	09/29/2017	1829 WILDWOOD PL NE	LARCENY-FROM VEHICLE
06/30/2017	1770 MERTON RD NE	LARCENY-FROM VEHICLE	09/29/2017	869 COURTENAY DR NE	AUTO THEFT
06/30/2017	1044 E ROCK SPRINGS RD NE	LARCENY-FROM VEHICLE	09/30/2017	1899 CHESHIRE BRIDGE RD NE	LARCENY-NON VEHICLE
07/03/2017	1276 N MORNINGSIDE DR NE	LARCENY-FROM VEHICLE	10/01/2017	631 E PELHAM RD NE;	LARCENY-NON VEHICLE
07/03/2017	972 CUMBERLAND RD NE	LARCENY-FROM VEHICLE	10/02/2017	1460 LANIER PL NE	LARCENY-FROM VEHICLE
07/04/2017	1845 PIEDMONT AVE NE	BURGLARY-RESIDENCE	10/02/2017	1551 PIEDMONT AVE NE	AGG ASSAULT
07/10/2017	2021 MANCHESTER ST NE	LARCENY-NON VEHICLE	10/03/2017	2015 WELLBOURNE DR NE	LARCENY-FROM VEHICLE
07/10/2017	1539 PIEDMONT AVE NE	AUTO THEFT	10/05/2017	1845 PIEDMONT AVE NE	LARCENY-FROM VEHICLE
07/11/2017	1858 CHESHIRE BRIDGE RD NE	LARCENY-FROM VEHICLE	10/07/2017	1996 MANCHESTER ST NE	ROBBERY-COMMERCIAL
07/12/2017	1709 INVERNESS AVE NE	LARCENY-FROM VEHICLE	10/08/2017	1739 CHESHIRE BRIDGE RD	LARCENY-NON VEHICLE
07/14/2017	982 COURTENAY DR NE	LARCENY-NON VEHICLE	10/09/2017	1920 CHESHIRE BRIDGE RD NE	LARCENY-NON VEHICLE
07/14/2017	2115 PIEDMONT RD NE	AUTO THEFT	10/09/2017	2115 PIEDMONT RD NE	LARCENY-FROM VEHICLE
07/15/2017	939 COURTENAY DR. NE	LARCENY-FROM VEHICLE	10/10/2017	1790 CHESHIRE BRIDGE RD NE	LARCENY-NON VEHICLE
07/15/2017	500 AMSTERDAM AVE NE	AUTO THEFT	10/11/2017	1860 WELLBOURNE DR NE	LARCENY-FROM VEHICLE
07/16/2017	1659 NOBLE DR NE	LARCENY-NON VEHICLE	10/13/2017	2115 PIEDMONT RD NE	LARCENY-FROM VEHICLE
07/16/2017	1903 PIEDMONT RD	LARCENY-FROM VEHICLE	10/14/2017	755 CUMBERLAND RD NE	AUTO THEFT
07/16/2017	939 COURTENAY DR. NE	AUTO THEFT	10/17/2017	1811 PIEDMONT AVE NE	LARCENY-FROM VEHICLE
07/19/2017	1197 BEECH VALLEY RD NE	LARCENY-FROM VEHICLE	10/19/2017	1822 N ROCK SPRINGS RD NE	LARCENY-FROM VEHICLE
07/20/2017	1825 HOMESTEAD AVE NE	LARCENY-FROM VEHICLE	10/20/2017	1304 LANIER BLVD	LARCENY-FROM VEHICLE
07/25/2017	2115 PIEDMONT RD NE	LARCENY-NON VEHICLE	10/22/2017	1445 MONROE DR NE	LARCENY-FROM VEHICLE
07/25/2017	1445 MONROE DR NE	LARCENY-FROM VEHICLE	10/23/2017	2115 PIEDMONT RD @SQUIRE INN	RAPE
07/26/2017	1827 N ROCK SPRINGS RD NE	BURGLARY-RESIDENCE	10/25/2017	1221 LANIER BLVD NE	LARCENY-FROM VEHICLE
07/28/2017	1570 MONROE DR NE A	UTO THEFT	10/26/2017	1072 CUMBERLAND RD NE	LARCENY-FROM VEHICLE
07/29/2017	1922 CHESHIRE BRIDGE RD NE	AGG ASSAULT	10/26/2017	1371 N HIGHLAND AVE NE	LARCENY-FROM VEHICLE
07/30/2017	1190 CUMBERLAND RD NE	LARCENY-FROM VEHICLE	10/27/2017	1796 MEADOWDALE AVE NE	LARCENY-FROM VEHICLE
07/30/2017	939 COURTENAY DR NE	AUTO THEFT	10/27/2017	1735 MERTON RD NE	LARCENY-FROM VEHICLE
08/01/2017	1551 PIEDMONT AVE NE	LARCENY-NON VEHICLE	10/27/2017	2115 PIEDMONT RD NE	LARCENY-FROM VEHICLE
08/04/2017	1845 PIEDMONT AVE NE	LARCENY-FROM VEHICLE	10/28/2017	1845 PIEDMONT AVE N E	LARCENY-FROM VEHICLE
08/04/2017	1289 PASADENA AVE NE	LARCENY-FROM VEHICLE	10/30/2017	1370 N HIGHLAND AVE NE	ROBBERY-PEDESTRIAN
08/11/2017	1865 CHESHIRE BRIDGE RD NE	LARCENY-NON VEHICLE	10/31/2017	1989 CHESHIRE BRIDGE RD NE	BURGLARY-NONRES
08/11/2017	1989 CHESHIRE BRIDGE RD NE	BURGLARY-NONRES	11/01/2017	1796 MEADOWDALE AVE NE	LARCENY-FROM VEHICLE
08/12/2017	1804 MEADOWDALE AVE NE	LARCENY-FROM VEHICLE	11/01/2017	1739 CHESHIRE BRIDGE RD NE	LARCENY-FROM VEHICLE
08/14/2017	1830 CHESHIRE BRIDGE RD NE	LARCENY-NON VEHICLE	11/01/2017	1297 MIDDLESEX AVE NE	AUTO THEFT
08/15/2017	1270 BEECH VALLEY RD NE	LARCENY-FROM VEHICLE	11/02/2017	1724 JOHNSON RD NE	BURGLARY-RESIDENCE
08/17/2017	1722 WILDWOOD RD NE	LARCENY-FROM VEHICLE	11/03/2017	885 COURTENAY DR NE	LARCENY-FROM VEHICLE
08/17/2017	1402 N HIGHLAND AVE NE	LARCENY-FROM VEHICLE	11/04/2017	1328 AVALON PL NE	LARCENY-FROM VEHICLE
08/19/2017	1445 MONROE DR NE	AUTO THEFT	11/05/2017	1845 PIEDMONT AVE NE	LARCENY-NON VEHICLE
08/20/2017	867 KINGS CT NE	LARCENY-FROM VEHICLE	11/06/2017	1605 E SUSSEX RD NE	AUTO THEFT
08/20/2017	1888 CHESHIRE BRIDGE RD NE	LARCENY-FROM VEHICLE	11/07/2017	1260 ZIMMER DR NE	LARCENY-FROM VEHICLE
08/22/2017	1880 WINDEMERE DR NE	LARCENY-FROM VEHICLE	11/07/2017	1879 CHESHIRE BRIDGE RD NE	LARCENY-FROM VEHICLE
08/22/2017	1163 UNIVERSITY DR NE	LARCENY-FROM VEHICLE	11/10/2017	1111 MCLYNN AVE NE	LARCENY-FROM VEHICLE
08/24/2017	1797 PIEDMONT AVE NE	LARCENY-FROM VEHICLE	11/10/2017	1410 MONROE DR NE	BURGLARY-RESIDENCE
08/24/2017	1144 ZIMMER DR NE	LARCENY-FROM VEHICLE	11/10/2017	1370 WESSYNGTON RD NE	AUTO THEFT
08/26/2017	2135 LIDDELL DR NE	AUTO THEFT	11/11/2017	1824 CHESHIRE BRIDGE RD NE	LARCENY-FROM VEHICLE
08/27/2017	2077 MANCHESTER ST NE	LARCENY-FROM VEHICLE	11/12/2017	1394 WAYNE AVE NW L	LARCENY-FROM VEHICLE
08/28/2017	836 COURTENAY DR NE	LARCENY-FROM VEHICLE	11/13/2017	1845 PIEDMONT AVE NE	ROBBERY-PEDESTRIAN
08/30/2017	1865 CHESHIRE BRIDGE RD NE	LARCENY-NON VEHICLE	11/15/2016	1789 CHESHIRE BRIDGE RD NE	LARCENY-FROM VEHICLE
09/01/2017	1720 MERTON RD NE	LARCENY-FROM VEHICLE	11/17/2017	1384 NORTHVIEW AVE NE	LARCENY-FROM VEHICLE
09/01/2017	1782 CHESHIRE BRIDGE RD	LARCENY-FROM VEHICLE	11/19/2017	1845 PIEDMONT AVE NE	LARCENY-FROM VEHICLE
09/01/2017	2050 LIDDELL DR NE @FUTOS	AUTO THEFT	11/21/2017	1462 LANIER PL NE	LARCENY-FROM VEHICLE
09/03/2017	1845 PIEDMONT AVE NE	LARCENY-NON VEHICLE	11/21/2017	1024 MCLYNN AVE NE	AUTO THEFT
09/03/2017	1776 CHESHIRE BRIDGE RD NE	LARCENY-NON VEHICLE	11/24/2017	2115 PIEDMONT RD @SQUIRE INN	LARCENY-FROM VEHICLE
09/06/2017	1989 CHESHIRE BRIDGE RD NE	AUTO THEFT	11/24/2017	1811 PIEDMONT AVE NE	LARCENY-FROM VEHICLE
09/07/2017	1750 W SUSSEX RD NE	LARCENY-FROM VEHICLE	11/25/2017	1931 CHESHIRE BRIDGE RD NE	LARCENY-FROM VEHICLE
09/08/2017	707 CUMBERLAND RD NE	BURGLARY-RESIDENCE	11/26/2017	1845 PIEDMONT AVE NE	BURGLARY-NONRES
09/08/2017	632 YORKSHIRE RD NE	BURGLARY-RESIDENCE	11/27/2017	1818 HOMESTEAD AVE NE	LARCENY-FROM VEHICLE
09/08/2017	1845 PIEDMONT AVE NE	AUTO THEFT	11/29/2017	1202 MCLYNN AVE NE	LARCENY-FROM VEHICLE
09/10/2017	1361 PASADENA AVE. NE	LARCENY-FROM VEHICLE	11/29/2017	1811 PIEDMONT AVE NE	LARCENY-FROM VEHICLE
09/10/2017	1640 HOMESTEAD AVE NE	LARCENY-FROM VEHICLE	11/30/2017	1551 PIEDMONT AVE NE	LARCENY-FROM VEHICLE
09/11/2017	1845 PIEDMONT AVE NE	LARCENY-NON VEHICLE	12/02/2017	2115 PIEDMONT RD @SQUIRE INN	LARCENY-FROM VEHICLE
09/11/2017	1774 HOMESTEAD AVE. NE	LARCENY-FROM VEHICLE	12/04/2017	1229 PASADENA AVE NE	LARCENY-NON VEHICLE
09/12/2017	1394 MONROE DR NE	LARCENY-NON VEHICLE	12/04/2017	1341 N HIGHLAND AVE NE	LARCENY-NON VEHICLE
09/12/2017	1865 CHESHIRE BRIDGE RD NE	LARCENY-NON VEHICLE	12/05/2017	1845 PIEDMONT AVE NE	AGG ASSAULT
09/12/2017	1927 CHESHIRE BRIDGE RD NE	LARCENY-FROM VEHICLE	12/07/2017	1842 CHESHIRE BRIDGE RD NE	LARCENY-FROM VEHICLE