



The Buckhead Council of Neighborhoods

Board Meeting

June 9, 2011

Peachtree Presbyterian Church, Room 2315

6:30 – 8:30 PM

Meeting Minutes

Attendees

	Full Name	Neighborhood/Organization	Email Address
1	Gordon Certain	North Buckhead	gcertain@comcast.net
2	Hannah Chung	Zone 2 Community Prosecutor	Hannah.Chung@FultonCountyGA.gov
3	Leslie Churchill	Margaret Mitchell	lschurchill@bellsouth.net
4	Kathy Collura	Peachtree Heights East	KathyCollura@bellsouth.net
5	Diane Cox	Brookwood	brookwoodcivic@gmail.com
6	Glenn Delk	Historic Brookhaven	glennelk@mindspring.com
7	Jeremy Faughtenberry	Loring Heights	jFaughtenberry@gmail.com
8	Jim Floyd	Garden Hills	jim.floyd@harrnorman.com
9	Tom Gordon	Ardmore Park	tgordon@mindspring.com
10	Denis Hoffman	Paces Battle	unknown
11	Don Hemrick	Paces Battle	dohemrick@aol.com
12	Andrea Jones	Attorney for Paces Battle	unknown
13	Jim King	Chastain Park	jimking@mindspring.com
14	Helsey Knapp, Jr.	Paces	hknapp@foltzmartin.com
15	Walda Lavroff	North Buckhead	waldalavroff@comcast.net
16	Ronnie Martin	West Paces Northside	ronnie@demillo.com
17	Tim Matthews	GDOT	tmatthews@dot.ga.gov
18	Louis Mayeux	North Buckhead/Patch	Louis.Mayeux@patch.com
19	George Mirgorod	Pine Hills	gmirgorod@comcast.net
20	Katherine Montgomery	Collier Hills	katherine.montgomery@ibb.gatech.edu
21	Sally Morgens	Tuxedo Park	smorgens@aol.com
22	Jennifer Moyers	Mt. Paran-Northside	jennifermoyers@beacham.com
23	Cathy Muzzy	Peachtree Park	muzzy.cathy3@gmail.com
24	Ann O'Connell	Mt. Paran-Northside	annoconnell1@bellsouth.net
25	Kirk Oppenlander	Chastain Park	oppie@mindspring.com
26	Bryant Poole	GDOT	bpoole@dot.ga.gov
27	Elizabeth Pritchard	Peachtree Battle Alliance	elizpritchard@bellsouth.net
28	Buff Quillian	Peachtree Heights West	buffquillianphw@gmail.com
29	Loulie Reese	Memorial Park	Loulie_tarbutton_reese@yahoo.com
30	Mercy Sandberg-Wright	Tuxedo Park	mercywright@msn.com
31	Alex Smith	Wildwood	asmithconsulting@earthlink.net
32	Tom Tidwell	West Paces Northside	tom@tidwell-law.com
33	Destin Townsend	Lindbergh	destin.Townsend@gmail.com
34	Frank Toye	Chastain Park	ftoye@bellsouth.net
35	Debra Wathen	Paces	6wathens@bellsouth.net
36	Melissa Weinman	Buckhead Reporter	melissaweinman@reporternewspapers.net

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Representation by Neighborhood

	Neighborhood	Representatives
1	Ardmore Park	Tom Gordon
2	Brookwood	Diane Cox
3	Chastain Park	Jim King, Kirk Oppenlander, Frank Toye
4	Collier Hills	Katherine Montgomery
5	Garden Hills	Jim Floyd
6	Historic Brookhaven	Glenn Delk
7	Lindbergh	Destin Townsend
8	Loring Heights	Jeremy Faughtenberry
9	Margaret Mitchell	Leslie Churchill
10	Memorial Park	Loulie Reese
11	Mt. Paran-Northside	Ann O'Connell, Jennifer Moyers
12	North Buckhead	Gordon Certain, Walda Lavroff
13	Paces	Debra Wathen, Helsey Knapp, Jr.
14	Paces Battle	Don Hemrick, Denis Hoffman, Andrea Jones
15	Peachtree Battle Alliance	Elizabeth Pritchard
16	Peachtree Heights East	Kathy Collura
17	Peachtree Heights West	Buff Quillian
18	Peachtree Park	Cathy Muzzy
19	Pine Hills	George Mirgorod
20	Tuxedo Park	Sally Morgens, Mercy Sandberg-Wright
21	West Paces Northside	Ronnie Martin, Tom Tidwell
22	Wildwood	Alex Smith

BCN 2010/11 Officers (Executive Committee)

Office	Officer	Neighborhood	E-mail
Chairman	Jim King	Chastain Park	jimking@mindspring.com
Vice-chairman	Elizabeth Prichard	Peachtree Battle Alliance	elizpritchard@bellsouth.net
Secretary	Gordon Certain	North Buckhead	gcertain@comcast.net
Treasurer	Barbara Kennedy	Collier Hills	bar2010@aol.com
Communications	Bob Schneider	Garden Hills	bschneider@gardenhills.net
Member at Large	George Mirgorod	Pine Hills	gmirgorod@comcast.net

BCN Standing Committees

Committee	Chair	E-mail
Executive Committee	Jim King	jimking@mindspring.com
Communications Committee	Bob Schneider	bschneider@gardenhills.net

BCN Liaisons

Topic	Liaison	E-mail
Education	Leslie Churchill	lschurchill@bellsouth.net
Parks	Gordon Certain	gcertain@comcast.net
Property Taxes	George Mirgorod	gmirgorod@comcast.net
Public Safety	Kim Kahwach	KAJensen@bellsouth.net
Redistricting	Jim King	jimking@mindspring.com
Transportation, Development and Infrastructure	Elizabeth Prichard	elizpritchard@bellsouth.net
Watershed Department	Kristy Gillmann	phca_kristy@hotmail.com

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I. Welcome

Jim King called the meeting to order at 6:40 PM.

II. Introductions

The attendees introduced themselves. A quorum was present.

III. Approval of April Minutes

Minutes for the May meeting were approved.

IV. Admit Any New Member Neighborhoods

No new neighborhoods asked for admission to BCN. Twenty-five neighborhoods had paid 2011 dues as of this meeting. An attendee from the Lindbergh neighborhood attended, the first time that neighborhood has been represented at a BCN meeting.

V. Committee and Liaison Updates

- **Executive Committee** – No report.
- **Communications Committee** – No report.
- **Education** – Leslie reported that the BOE had a list of their top five candidates for APS Superintendent. The list has not been publically released. The top three candidates will be announced on June 13. It is anticipated than an interim superintendent will be appointed.

The results of the CRCT cheating investigation will be coming out in the next few weeks.

Reuben McDaniel and Brenda Muhammad will be taking leadership of BOE, though it is not clear who will be chair and who will be vice chair.

Community input is being solicited about school capacity issues in each of APS' eight clusters, leading to a BOE vote next April. Buckhead issues include that E. Rivers is overcrowded, Brandon is critically overcrowded, there will be a middle school proposal and possibly something for Sarah Smith. Funding, possibly with a PSLOST or a millage rate increase, will be an issue.

The percentage of Buckhead elementary students choosing to attend Sutton rather than private schools is increasing significantly. Brandon is growing, with larger enrollments in the lower grades. It is likely that the new high school may have high enrollment.

- **Parks** – Gordon reported that the Buckhead Greenspace Action Plan final report was presented on the preceding night. A key feature of the plan is a hiking/bicycle trail along GA 400 rights-of-way from I-85 almost to the toll plaza. The trail would connect to various greenspaces along the way. There are many opportunities along the route including a possible eight-acre park at Mountain Way in North Buckhead. A presentation will be available on-line and Gordon will notify BCN of its availability. The overall plan is very encouraging and has the support of the development and business communities and neighborhoods.

One of the themes of the Greenspace Plan is integrating parks and greenspace with public art and Buckhead's history. Gordon talked about his efforts with Nancy Jones of Blue Heron Nature Preserve to search through a long-time surveyor's map and site plan archives to find documents which record Buckhead history. He displayed a 1927 blueprint showing a water-powered mill site on Roswell Road at Lakemoore Drive. Roswell Road was called Roosevelt Boulevard at the time. (See <http://www.bhnp.org>.)

- **Property Taxes** – No report.

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- **Public Safety** – Hannah Chung (Zone 2 Community Prosecutor) reported that 11 cars were broken into and one stolen on Pharr Court. Another neighbor reported that 70 cars were broken into. Another reported 6. She said, especially at this time of year, do not leave anything of value visible in a car – hide the adapter cord that might suggest the presence of a hidden device. She also reiterated that if you see anything suspicious, call 911. She said the vast majority of cases they handle in the DA’s office result from an alert from the public.

She reported that “office creeper” Randall Young posed as a visitor, janitor or delivery person, and gained access to offices during lunch and took credit cards from purses. He hit the IBM building on Northside Parkway as well as a number of buildings in Sandy Springs and farther north. He was charged with about 30 counts of burglary or financial transaction theft. He had a long history of charges for similar thefts and just one marijuana charge, but the judge agreed with defense council to give Young residential drug treatment. However, Young must stay in jail a long time until there is an opening in the treatment facility.

Hannah said she is available to speak at neighborhood meetings – call her at 404-816-3408 or e-mail her (better) at Hannah.Chung@FultonCountyGA.gov.

- **Redistricting** – Jim King said there will be a redistricting meeting on June 30 – this is the only meeting for Metro Atlanta. He said that BCN may write a letter (to be coordinated with the board) to take to the meeting arguing that, at least for the purposes of the state Senate, that the “community of interest” of Buckhead be represented by one person to whom we can go to for our needs.
- **Transportation, Development and Infrastructure** – No report other than tonight’s main subject.
- **Watershed Department** – Water rates will go up 12%.

VI. Speakers - Project ID 720125 (SR 3/US Hwy 41 – Fulton/Cobb)

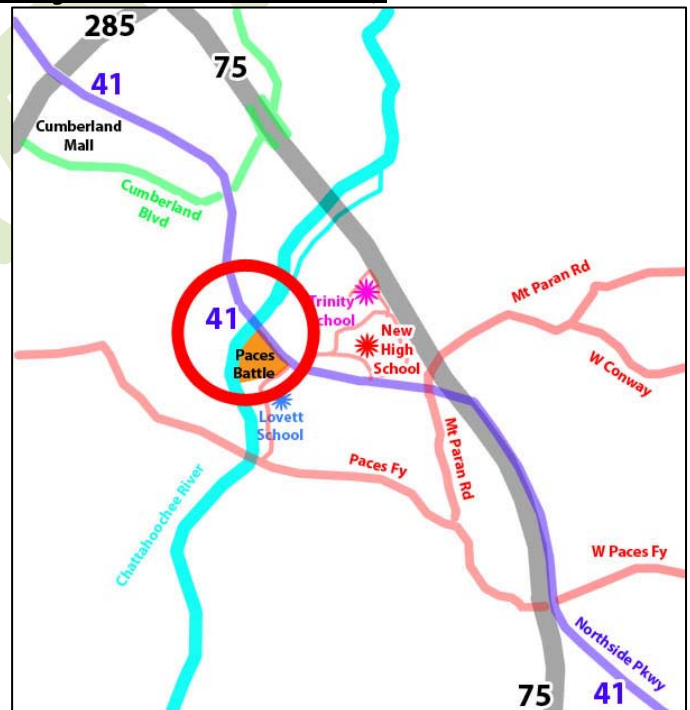
- **Bryant Poole**, Metro District Engineer - GA DOT
- **Tim Matthews**, Project Manager - GA DOT
- **Don Hemrick**, neighbor - Paces Battle Association

Handout: Paces Ferry Flyer at www.nbca.org/bcn/minutes/SR3_US41_Docs.pdf.

Jim explained that he, Debra Wathen and State Representative Elly Dobbs (who couldn’t attend tonight) had all met on site in the Paces Battle neighborhood with Don Hemrick previous to tonight’s meeting.

Jim said his concern was that this project involved widening US 41, a main artery into Buckhead, connecting Cobb and Fulton Counties. Many Buckhead streets fed by US41 were reported by meeting participants to be extremely congested already. Also, the entrance of the new Buckhead high school site is on US41 immediately outside the southern end of the widening project.

As background in the following discussion, Northgate Drive forms the southeastern boundary of the Paces Battle neighborhood. It is shown inside the red circle in the map above but is not labeled. US41 is the Paces Battle’s northeastern boundary and the river is the



Handout showing US41 area –G Certain.

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remaining boundary. Paces Mill, also mentioned in the discussions, is the first major intersection on US41 north of the bridge in Cobb County. (It is not shown on the map but is much closer to the river than it is to Cumberland Boulevard.)

By agreement, **Tim Matthews**, GA DOT Project Manager, spoke first. He said there were two GA DOT projects for this part of US41. The first is from Mount Paran Road (in Atlanta) up to Paces Mill in Cobb and is called project 720125. Another project starts at Paces Mill and goes all the way north to Akers Mill and is called project 721152.

He said the first project, 720125, has been around since the mid '80s and has been stalled for various reasons. He said that that project was split into two phases in 2009 because the bridge over the Chattahoochee was deteriorating and had a deficiency rating of under 50% and is in need of repair. Phase 1 extends from Northgate Drive to Paces Mill. The bridge is part of Phase 1, which will have contracts "let" this year and construction beginning early next year. He said "the entire corridor is slated to go from a 4-lane facility to a 6-lane facility to accommodate the projected congestion on that roadway".

Phase 2 extends from Mount Paran to Northgate Drive and "is a long-range project, not slated to move forward any time soon." The other project, 721152, from Paces Mill north to Akers Mill, has just gotten right-of-way acquisition funding authorized with contracts to be "let" in February 2013.

He said the immediate and only need right now is to replace the bridge. However, the bridge is being built to accommodate six lanes.

Jim King asked what kind of forecasting data is available that justifies the widening. Tim said that the engineers for the project, Moreland Altobelli, were hired by Cobb County and did a series of traffic analysis studies for the corridor that led to the proposal to increase the road width from four to six lanes. Bryant Poole clarified that Cobb County and the Cumberland CID provided some funds to help accelerate the project – but that the need has always been there, identified since the '80s. Tim said the corridor's annual daily traffic (ADT) is 36,100 vehicles in 2012 and is projected to be 47,450 in 2032.

Sally Morgens asked, "When you bring the 47,450 cars over the bridge onto Northside Parkway, where is it intended that they go? Are they going Downtown? My observation now is that they go down Northside Parkway and go on two-lane residential streets. Do you think that letting that many cars get over the bridge faster is going to solve the traffic problems, really, or is it just going to make it back up more? ... Did they investigate the end place [destination] of these cars and where they would go when they got off the bridge?" Tim said, "Absolutely. That's done in the environmental and concept phases of every project. ... For all projects in GDOT we have to have a *logical termini* [project limits]. We can't just end them at a random space and hope traffic works itself out. ... Those items are studied and a logical termini, beginning and ending point, are determined based on the studies done on a project."

Jim asked, "I have a simple question. What benefit does Fulton County, the City of Atlanta, or Buckhead receive from this project?" Tim: "Congestion relief on US41." Jim, "We don't have a problem with congestion on 41. We do have a problem with Cobb County folks coming over the bridge and cutting through our neighborhoods. Now, the bridge needs to be repaired, that's one thing; but we don't need three lanes to go to Cumberland Mall, as somebody argued the other day. We probably use one, maybe two."

Glenn Delk asked, citing the Paces Battle neighborhood letter (handout), "they say the project is funded 80% federal money and 20% state money, and you're telling us that Cobb County is not putting a dime in this project?" Tim said, "Cobb County has supported the project from a preliminary engineering standpoint." Glenn: "They're going to be reimbursed out of this state and federal money?" Tim: "No. Glenn: "How much do they have in the project?" Tim: "I don't have the figure they spent in PE and don't know what they put in for preliminary engineering (PE)." Glenn: "So they put up PE cost so they can get the rest of the taxpayers to pay so they can drive down..."

Jim: "The money is one thing, Glenn. This is not personal Tim or Bryant, but anyone who lives in this area knows that folks already speed coming south on that road. Anybody knows that

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there are a limited number of choices that when you come down that road and you can go left on Mt. Paran, or over Paces or go down where Sally was talking about down to the West Paces Ferry, which is already crowded or you can take two minutes off and get onto the Interstate on 75. Now, Bryant, when was that Cumberland exit put in there? It's got to be in the last ten years?" Bryant Poole: "I don't have the exact date but you are plus or minus ..." Jim: "So in the last ten years, they created a brand new exit, on and off, for Cobb County folks coming west to east to get to work. Now, the other thing is, they come down there and they go on Mt. Paran and they cut through West Conway down through all the streets where Sally lives and I live, just to get to Buckhead, where jobs are. They get off the Interstate and they congest our streets. Your plan creates more congestion for us, not less, for Buckhead. You can argue it creates less congestion for Cobb County but you are creating more congestion and it looks like, this piece of paper [last page of Paces Battle Handout] here is dated March but it looks like you have four million in, you've got twelve million still to spend, but four million – a lot of that is right-of-way, so actually you have an asset, but if I read this correctly, but "what in the world" comes to mind. There is limited number of ways across the river... I lived this same experience in Sandy Springs twenty plus years ago with Johnson Ferry. When the DOT tried to put a road through the neighborhood I was living in Johnny Isakson and other neighbors came up with a compromise to divert everything to 400. It wasn't great but the neighbors agreed to it. But they basically got screwed because they wouldn't pay them out in a timely manner. But it did save the interior neighborhood. This is a recipe for disaster. You are just plowing cars into neighborhoods." Sally Morgens: "What eventually happens when these cars go across Mt. Paran and West Paces Ferry, they end up in my neighborhood. It is a small.. it's a big neighborhood but it has got two-lane roads. And if you look at West Paces Ferry in the morning even now you go to the light at Habersham and West Paces Ferry at 8:30 or so in the morning during the school year and it will be backed up already out as far as Riverside. So how are you going to add more cars to something that's already totally backed up?"

Tim: "There's a couple of things to point out. One being the traffic numbers I mentioned earlier. Those numbers are generated from existing traffic on a four-lane facility through that corridor. So, in other words, if nothing changes, the traffic is going to go from the number I mentioned to the new number at the end of that period. The numbers are going to go up whether we feel the project is ..." Jim: "You know the corollary to that is? If you widen that road to six lanes, that 47,000 is going to become 57,000. And that is not acceptable." Tim: "If I may, the other point I was trying to make is the portion we are doing from Paces Mill to Northgate Drive is going to be built to the six-lane "typical", but it will be striped out for a four lane roadway until the build out comes through later on, just to replace the bridge, because that is the immediate need." Jim: "This is the same thing that happened in Sandy Springs. Cobb County built eight lanes up to the bridge on Johnson Ferry, stopped on the north side of the bridge while we only had four lanes south of the bridge. And they tried to force their way to widen the rest to accommodate them. What's different here? ... This is not equitable."

Glenn: "Who makes the decision the project will go forward?" Tim replied that the approval process has already taken place as far as moving the bridge replacement project forward. The funding has been authorized up to but not including construction. "The adjacent project to which you are alluding leads traffic into your neighborhoods, is a stand-alone project, and it goes from Akers Mill to Paces Mill. FHWA (Federal Highway Administration) never would have approved that project ... if the traffic didn't stand on its own from that point to Paces Mill."

Glenn: "Who makes that decision?" Bryant: "ARC" ... "This isn't anything that has been hidden from anyone. There is information in what's called a Transportation Improvement Plan ... that everyone has to vote on ... in ARC. There's a process that everybody knows about. ... We have done the process just like any other project." Debra Wathen said she had spoken with Yolanda Adrean's office this week and that they were totally unaware that this project was going forward. Jim commented that this project was being approved at a higher level and local folks were not being briefed.

Others commented that what's the difference if traffic comes on I-75 or US41? – if they want to go to Buckhead, they are going to get off and use Mt. Paran or West Paces either way and having extra capacity on 41 shouldn't have much additional impact on our surface roads.

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Tim, when asked, was not sure whether the traffic studies for the US41 widening specifically considered the impact on Mt. Paran and West Paces Ferry. Gordon Certain pointed out that the project was envisioned in 1981 and asked when the traffic study was done. Tim said all of the studies have been redone since 1981 and are compliant with current guidelines and criteria.

Additional questions came up about whether the new bridge was designed to support light rail if a proposed Cobb to Downtown system were ever built. Nobody knows the answer yet but if GDOT stopped to figure out if a redesign was needed for light rail, the bridge replacement would be delayed by years. Bryant said that the light rail had been proposed as a possible part of the Transportation Investment Act 2010. He encouraged us to become familiar with the proposed Transportation Investment Act 2010 projects.

Tim said that the bridge is being widened on the northeast side and will be built half at a time. So, to support ongoing traffic flow on existing lanes, the northeast side will be added before the existing bridge is removed and replaced. Right of way additions will be on the northeast side. Changes are planned on the existing southwest side only bring its rights-of-way up to modern standards – however, these are the changes that impact Paces Battle residents, not the new bridge itself. A new boat ramp is planned by the National Park Service for the southern side of the river on the southwest side of the bridge.

Don Hemrick [donhemrick@aol.com 404-281-3828 (C)], a neighbor in Paces Battle, spoke next. He said that they had a meeting planned with the GA DOT Deputy Commissioner on June 13 and that Tim will also attend. He said his neighborhood's concern with the project was "losing the buffer zone" along US41. He said his neighborhood of 49 homes had hired an engineering firm to develop alternatives which they would present to GA DOT on the 13th.

Don said the project's environmental study was done in 1997 and was updated in 2002 – we are now almost ten years later. He said the location of the new Buckhead APS high school was not known or considered when engineering was done for the project's Phase 1 – he had concern about that added school traffic.

Don said trees in the buffer along the southwest edge of 41 are up to 80 feet tall and include pines and hardwoods. The trees would be eliminated as part of expanded rights-of-way which Don said was mainly for Georgia Power transmission lines and the addition of a sidewalk. [Tim later added that the right-of-way was also being widened for "shoulder improvements".] There will be a 15 to 17 foot wide multi-use bike/pedestrian trail on the northeast side of the bridge. In addition to tree removal, the topography will be changed in the buffer with the removal of soil bank. The current buffer is 94 feet and to private property is 67 feet. With the current plan, the buffer will decrease to 31 feet and one existing patio will be within three feet of the right-of-way.

He pointed out that there is no residential property to be impacted on the northeast side of US41 (across the road from Paces Battle, Townsend, and Riverwood Apartments). The Paces Battle engineers came up with three alternatives:

- **Alternative 1:** Change the logical terminus of the project from Northgate to the Atlanta side of the new bridge for southbound improvements. It makes no sense to him to push the end to Northgate Drive. They feel the changes between the bridge and Northgate could be tied into Phase 2 of the project, far in the future. This delay would help everybody since it allow changes needed at the Mt. Paran intersection to be incorporated in the project.
- **Alternative 2:** Realign US41 on the Atlanta side of the bridge. Move the work in Phase 1 between the bridge and Northgate more to the east away from Paces Battle. This change would help Paces Battle only.
- **Alternative 3:** Keep the existing scope of work from the bridge to Northgate but build a sound barrier with significant landscaping along the border with Paces Battle neighborhood. This change would help Paces Battle only.

Don said Paces Battle prefers Alternative 1. They think that GA DOT should then take time to restudy Phase 2 and get a common sense solution that includes the new high school and other

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changes in the area. He said that might include shifting the road eastward as proposed in their Alternative 2.

Tim said they needed to study the engineering feasibility of Alternative 1 before they could comment on it. He added that they had seen Alternative 1 earlier but not 2 and 3. He commented that if the five foot sidewalk were eliminated from the southwest side of the bridge to Northgate, the right-of-way dimensions would remain unchanged for safety reasons.

Jim King asked the board if there was any discomfort with supporting Alternative 1. Jennifer Moyers said she didn't think we need six lanes. Jim responded by saying that there was already \$4 million sunk in design of the new bridge and if they had to start over later, it would cost some more money, whereas, GA DOT says the bridge needs to be replaced and if the it were constructed now, it wouldn't need more design funding. In any case, the bridge can be built with six lanes but it doesn't have to be used as a six-lane bridge. Jennifer clarified that she wasn't against the new bridge, she just didn't understand the need for a six-lane road.

Motions:

Jim King made the motion that BCN support Alternative 1 by Paces Battle and ask the GA DOT to look at it in regard to potential light rail and what impact that would have on the bridge as it is designed now. There was no second.

Jim made a new motion **that BCN support Alternative 1 by Paces Battle with Phase 1 stopping at the end of the bridge.** This motion was seconded. During the discussion, Kirk Oppenlander advocated that money saved in truncating Phase 1 be reallocated to redesign of the bridge for light rail, bikeways potentially tying into the Silver Comet, etc. Jim suggested that could be part of a second motion. **The motion passed unanimously.**

Jim explored a second motion that GA DOT consider that, if there are any cost savings from implementing Alternative 1, those savings be used for studies redefining Phase 2 to include other projects in this corridor such as light rail and the new high school. Bryant Poole expressed concern about such changes, saying they might cause significant project delays by complicating the environmental process, etc. He indicated he already had funds for addressing the new school. Jim asked how quickly we needed to deal with light rail. Bryant said that decision would be made in July 2012 and that the bridge construction would have already started in early 2012. So, Jim asked Bryant if rather than doing another motion, if we could just ask them to ask their structural engineers if the bridge design was consistent with a light rail use. Bryant said yes. Jim also requested that GA DOT to tell us what cost savings would result from Alternative 1.

VIII. Announcements

None.

IX. Next Meeting – July 14, 2011.

X. Adjourn - The meeting adjourned at about 8:50 PM.

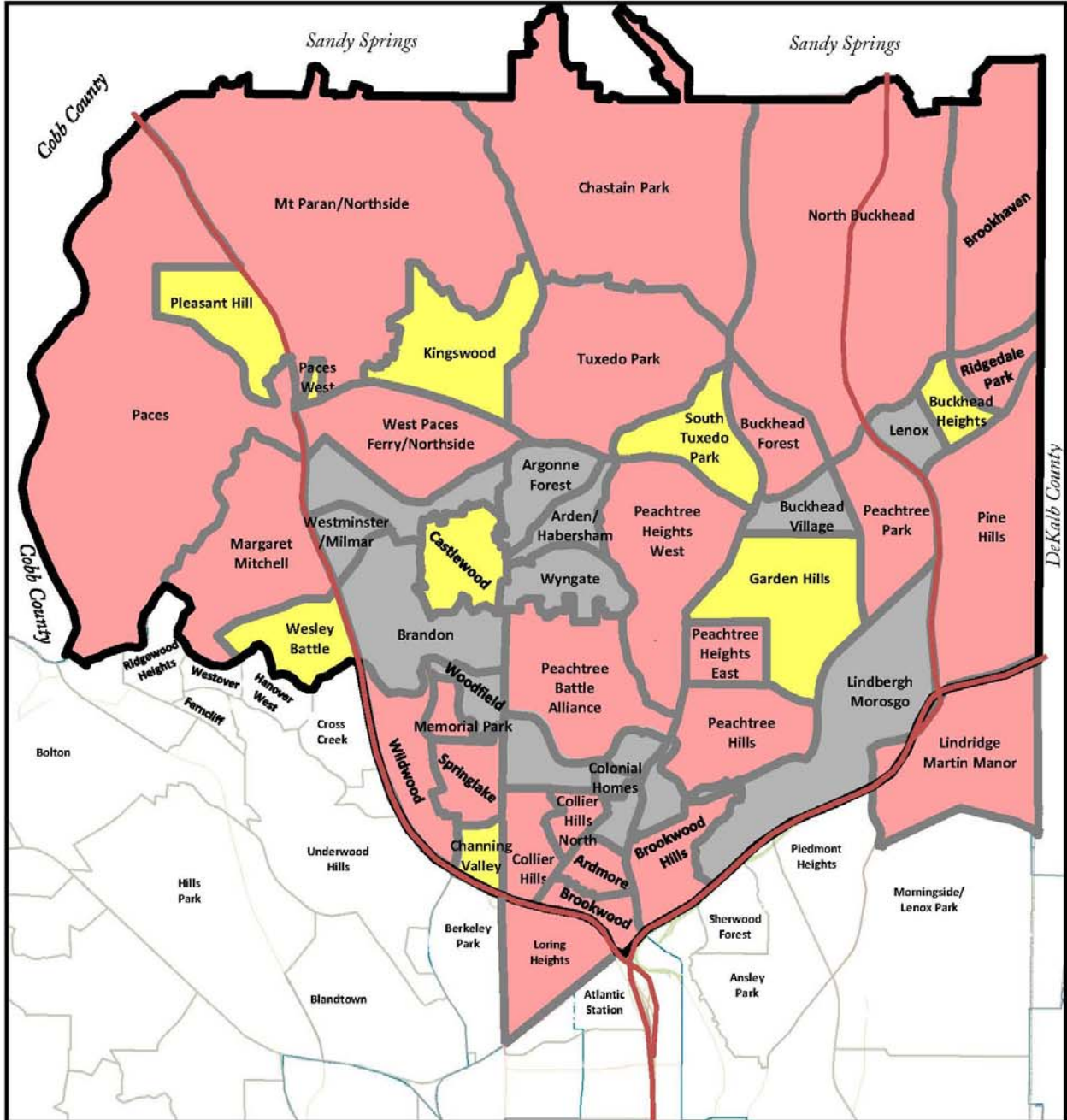
***Note:** The opinions expressed by the speakers and individual neighborhood representatives in these minutes do not necessarily represent those of BCN or its member neighborhoods.*

Prepared by Gordon Certain
BCN Secretary

July 11, 2011, Modified July 13 to correct typos and updated BCN membership (pages 9 & 10).

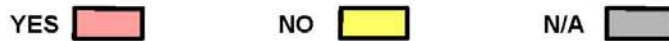
Buckhead Council of Neighborhoods

Paid Membership as of 7/13/11



LEGEND

Paid Membership as of 7/13/11



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BCN Organizational Status as of 07/13/11																
		BCN Dues			Representation at BCN Board Meetings											
	Neighborhood	2009	2010	2011	2008	2009	2010	2011								
					3 meetings	12 meetings	11 meetings	Feb	Mar	Apr	May	Jun	Aug	Sep	Oct	Nov
1	Arden															
2	Ardmore Park	✓	✓	✓	100%	67%	91%	✓	✓	✓	✓	✓				
3	Argonne Forest						9%									
4	Brookwood		✓	✓		17%	45%	✓	✓	✓	✓	✓				
5	Brookwood Hills			✓		8%		✓								
6	Buckhead Forest	✓	✓	✓	100%	75%	100%		✓							
7	Buckhead Heights					8%										
8	Castlewood	✓	✓			17%										
9	Channing Valley															
10	Chastain Park	✓	✓	✓	100%	100%	100%	✓	✓	✓	✓	✓				
11	Collier Hills	✓	✓	✓		67%	82%	✓	✓		✓	✓				
12	Collier Hills North			✓		8%	9%		✓	✓						
13	Garden Hills	✓	✓			75%	91%		✓		✓	✓				
14	Grant Estates	✓	✓		100%	83%	82%									
15	Historic Brookhaven	✓	✓	✓	33%	58%	91%			✓	✓	✓				
16	Kingswood	✓			33%	8%	9%									
17	Lindbergh											✓				
18	Lindridge Martin Manor	✓	✓	✓	33%	25%	55%	✓								
19	Loring Heights			✓						✓	✓	✓				
20	Margaret Mitchell	✓	✓	✓		33%	64%	✓	✓	✓	✓	✓				
21	Memorial Park	✓	✓	✓	67%	58%	91%	✓	✓	✓	✓	✓				
22	Mt. Paran-Northside	✓	✓	✓	100%	75%	55%	✓	✓	✓		✓				
23	North Buckhead	✓	✓	✓	100%	100%	100%	✓	✓	✓	✓	✓				
24	Paces	✓	✓	✓	67%	58%	55%	✓	✓	✓		✓				
25	Paces West	✓	✓			17%										
26	PeachtreeBattle Alliance	✓	✓	✓	100%	83%	64%	✓		✓		✓				
27	Peachtree Heights East	✓	✓	✓	67%	50%		✓	✓			✓				
28	Peachtree Heights West	✓	✓	✓	33%	25%	73%	✓	✓			✓				
29	Peachtree Hills	✓	✓	✓	100%	75%	45%	✓	✓							
30	Peachtree Park	✓	✓	✓	67%	83%	55%		✓			✓				
31	Pine Hills		✓	✓	33%	8%	91%	✓	✓	✓	✓	✓				
32	Pleasant Hill															
33	Ridgedale Park	✓	✓	✓	100%	58%	73%		✓							
34	Springlake		✓	✓			55%	✓								
35	Tuxedo Park	✓	✓	✓	67%	75%	73%	✓				✓				
36	Wesley Bohler	✓	✓			17%	9%									
37	West Paces Northside	✓	✓	✓	67%	67%	64%	✓		✓	✓	✓				
38	Whitewater Creek	✓	✓	N/A	100%	75%	45%	Note: Now reported with Mt. Paran Northside								
39	Wildwood			✓	33%		27%		✓	✓	✓	✓				
Neighborhood Totals		26	28	26	Avg: 16	Avg: 16	Avg: 18	20	19	16	13	20				