



# APPENDIX C

## COMMUNITY MEETING MATERIALS





## **Meeting Agenda**

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Interactive Exercise – Where do you live/work, Vision

Introductions and Welcome

Presentation

Purpose, Process, Importance of Placemaking

Previous Plans and Studies and Goals

Existing Conditions: observed conditions, opportunities and constraints

Interactive Discussion: Goals and Issues to Address

## **Meeting Summary**

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The first community meeting for the Avondale Estates Downtown Master Plan 2014 was held on Thursday September 19<sup>th</sup>, from 6:30 to 8:00 p.m. at Avondale Estates City Hall (21 North Avondale Road). Close to 100 individuals gathered at the kick-off meeting, which began with several interactive exercises, with constituents identifying where they live and work in the city and providing their vision for the downtown's future.

Mayor Rieker invited the public to participate in exploring what direction the downtown should take, both in the short term and over the next ten years, through a series of community meetings. He also invited interested citizens to join the ad hoc committee, a volunteer advisory committee that will help with outreach and fact checking. Joel Reed from Pond then talked about the Livable Centers Initiative program from the Atlanta Regional Commission (ARC), which helped to fund this project (along with the City) and provides funds for transportation improvements. This update to the original 2004 LCI could identify transportation projects that would potentially be eligible for funding by the ARC.

The consultant team described the Placemaking approach, which uses a framework for development focused on use, scale, and design. The group then discussed existing conditions, including an overview of previous plans and studies. Reed discussed some of the goals that had been identified by previous studies, then the community contributed their desired goals for the study. Richard Fangmann (Pond) presented results from the initial assessment of transportation conditions. The study will identify needed improvements to create a good multi-modal transportation network. The meeting attendees then shared their concerns and goals specifically related to mobility.

Joel Reed wrapped up the meeting by announcing the next meeting dates and times and inviting the community to take the survey, available on the project website.

## **Discussion Items**

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Study Goals

- Safer crossings to residential neighborhood
- Connect to the PATH
- Wider sidewalks, so they become places to be social
- Canopy street trees
- Connect to both MARTA stations: Avondale and Kensington
- Complete Streets – mobility for all users
- Green infrastructure and low-impact development
- More recreational opportunities, like indoor tennis or outdoor gathering spaces
- Intergenerational activities
- Inclusive and diverse



- Balance traffic calming and increased traffic
- Improve connectivity throughout city (multi-modal) to move cars from 278
- Office and industrial uses
- Parking (especially in front of Good Karma)
- Lots of green for visual appeal
- Create a sense of place that fits Avondale
- Reconsider the 278 bypass – if most of the traffic is through traffic, the bypass will help
- More resident-serving businesses that don't close early – places you need on a regular basis
- Low maintenance infrastructure using native vegetation
- Density is not an issue in Avondale Estates
- Sustainable
- More live/work options and more places to work
- Find out why development did not happen from 2004-2007 and really market this plan
- Encourage businesses to build outdoor spaces with codes and ordinances
- Housing options – include end-of-life options like assisted living and nursing homes
- Use public/private partnerships to fund infrastructure
- Tudor Village serves as a gateway but it is run down – maintain it better
- Are we planning for growth? What improvements are for new projected growth and what is for existing residents?
- We need the critical mass to support businesses with housing on Laredo Drive.
- People are going to Decatur – let's have them stay here for restaurants and shopping.
- Pet friendly – dog park, dog stations
- Hotel near MARTA would serve music crowd, Decatur, colleges
- Make sure parking is sufficient for businesses
- Explore a pedestrian bridge over 278
- Parking should be hidden – no huge parking lots
- Create a large greenspace in the Fenner Dunlop property

#### Mobility Issues

- Crossing 278 is a huge challenge – you're taking your life into your hands – it's a barrier to walking
- Bike boulevards – make it more attractive and inviting to ride your bike on side streets with wide paths
- Explore roundabouts and road diets (look at Ponce as an example)
- Could 278 and Franklin become a one-way pair?
- Narrow 278 with a road diet
- Functioning pedestrian crossing buttons are needed; there is no walking man signal at N. Clarendon at 278
- Allow golf carts across 278
- Create options for people to drive and park downtown, then walk once they get there.

*This summary constitutes the author's understanding of the items discussed and conclusions reached. If there are any errors or omissions, please notify this author in writing.*





Community Meeting 1  
September 19, 2013

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September 19, 2013

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# Community Meeting 1

September 19, 2013

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LAND USE



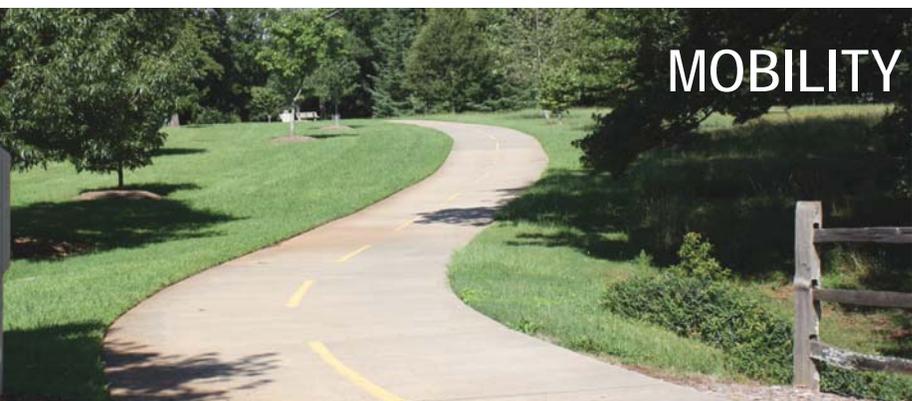
COMMUNITY IDENTITY



PUBLIC SPACE



ECONOMIC DEVELOPMENT



MOBILITY



**AVONDALE ESTATES**

Downtown Master Plan 2014

## COMMUNITY MEETING 1 Project Kick-Off and Visioning

Thursday September 19, 2013

6:30 - 8:00 pm | City Hall

### MEETING AGENDA

Mapping and Visioning Exercise

Presentation:

Downtown Master Plan Overview & Process

What is Placemaking?

Previous Studies and Goals

Existing Conditions

Group Discussion

Next Steps

## STUDY BASICS

### WHO is involved

Client: City of Avondale Estates

Community: Citizens and Businesses, Property Owners

Project Management: Avondale Estates + Atlanta Regional Commission

### WHAT is the plan

The Avondale Estates Downtown Master Plan is an update to the previous 2004 Downtown Master Plan; it will craft a vision for revitalizing and redeveloping Avondale Estates' historic core and business district, focused on building and development type, appropriate infill development, and employment opportunities within a network of streets, greenways, and sidewalks at a pedestrian scale.

George Willis, City founder, gave the City of Avondale Estates an amazing, thoughtful beginning. Now, all of us, have the opportunity to build off the unique attributes created by Willis' award winning team and plan for the future of our community that will meet the needs of all citizens while respecting the City's history. The City completed a master plan for downtown in 2004, but due to changing market conditions, annexations, and the age of the plan, it is time for an update.

### WHERE is the plan

The Avondale Estates Downtown Master Plan covers the entire area north of E. College Ave/N. Avondale Rd. and south of the railroad tracks, including the businesses on the south side of the road but excluding the neighborhood east of Ashton Place. Please see the adjacent map indicating the study area boundary.

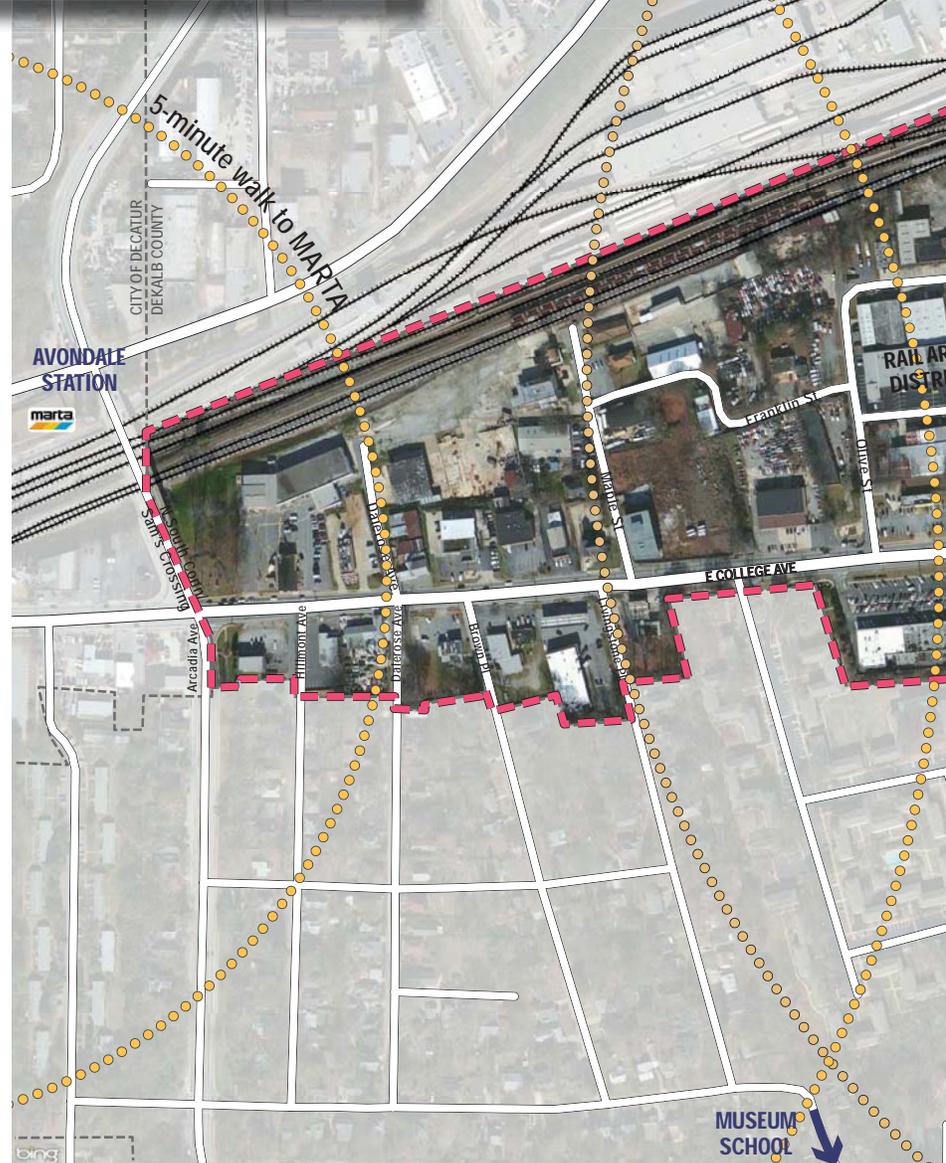
### WHY is the plan

The City was awarded funds from the Atlanta Regional Commission (ARC) under their Livable Centers Initiative (LCI) to perform the update and carry out the master planning process. The plan will help the City gain access to funding sources for implementation of the plan concepts that will improve livability and sustainability.

### HOW will it happen

- Analyze Existing Conditions
- Identify Assets and Challenges
- Develop a Vision
- Conduct a Market Study
- Create a Concept Plan
- Determine Action Items

## THE APPROACH



## STUDY AREA BOUNDARY MAP

SEPTEMBER 19, 2013 | DRAFT

Study Area Boundary

1/4- and 1/2-mile walk radius

City Hall

Post Office

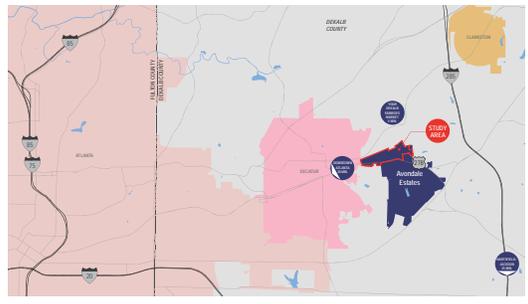
Police / Fire

School

MARTA Station: Avondale



**REGIONAL CONTEXT**



Map prepared under contract by Pond & Company for the City of Avondale Estates.  
 Data Sources: Atlanta Regional Commission, Bing, City of Avondale Estates





## UPCOMING MEETINGS

Community Meeting #2: Design Charrette  
Wednesday October 23rd, 6 - 9 pm, City Hall  
*please RSVP on the website!*

Community Meeting #3: Draft Plan Presentation  
Thursday November 14, 6 - 8 pm, City Hall

Visit us on the web for more details: <http://downtownmasterplan2014.wordpress.com>

## CONTACT US

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## Meeting Agenda

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Introductions and Welcome

Presentation

- Process: Where we are and where we're going
- Summary: Vision, goals, SWOT analysis, and survey
- Present: Market Context
- Discuss: Architectural Elements
- Mobility and Connectivity Issues & opportunities
- Preliminary Districts and Charrette Lead-In

Group Design

Present Group Designs

## Meeting Summary

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The second community meeting for the Avondale Estates Downtown Master Plan 2014 was held on Wednesday October 23<sup>rd</sup> from 6:00 to 9:00 pm at Avondale Estates City Hall (21 North Avondale Road). Close to 100 individuals gathered at the design charrette, which began with a presentation of the study area existing conditions, a hands-on design workshop in small groups, and a final presentation of each group's results.

Mayor Rieker invited the public to imagine what downtown Avondale Estates might look like in ten years, in terms of land uses, mobility, open space, and architectural elements. Joel Reed from Pond then talked about the Livable Centers Initiative program from the Atlanta Regional Commission (ARC), which helped to fund this project (along with the City) and provides funds for transportation improvements. The Pond team presented a summary of the existing conditions that have been previously identified by objective analysis and by community input at meetings and through the survey. Marketek presented a summary of the current market conditions and projected demand for residential, commercial, and office space over the next ten years. Pond's Director of Transportation, Richard Fangmann summarized the existing conditions of transportation related elements and encouraged the community to think of where and what future enhancements would look like. Historical Concepts described existing architectural styles and building types. Joel wrapped up the presentation by describing the five preliminary "districts" that had been identified within the study area and explained how the design workshop would take place.

The meeting broke into groups of about 10-12 people, each led by a facilitator from the project management team. The groups spent over an hour sketching concepts for transportation improvements, building mass and scale, open space, and urban design within the study area.

Joel Reed wrapped up the meeting by displaying a photo of each group's sketch and asking a representative from each table to explain their team's five biggest concepts. Community members from each table presented their top 5 big ideas back to the group. The meeting ended with Pond thanking the community and reminding them of the next meeting on Community Meeting 3: Thursday November 14<sup>th</sup>, 6:00 – 8:00 pm to review draft plans and to help prioritize projects.

## Design Group Results: Big Ideas

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Table 1

- Roundabout at North Clarendon and 278
- Road diet with bike lanes



- Green space on 278
- Add street frontage for commercial
- Connectivity: complete the grid in the Mill District

Table 2

- Road diet on 278 with bike lanes, pedestrian space on the north side
- Green streets, especially Laredo, and add medians in the small streets in Ingleside
- Laredo: northern entrance with a roundabout at North Clarendon
- Parry Street / Washington Street becomes a key connection, very pedestrian-friendly
- Town green: two blocks between Franklin, Parry, Oak and Center with development around

Table 3

- Roundabout, road diet, bike lanes
- Improve crossings from the neighborhoods
- Connect Washington to Parry and Laredo
- Street or bike path south of the MARTA rail through city
- Increase density at the north, mixed use with wrapped decks on the Fenner Dunlop site
- Western Gateway – more density, mixed use
- Ingleside – small pocket parks, keep low density, add townhomes, live/work, or studios

Table 4

- Slow people down and get them to stay.
- Street section on 278: bike lanes, road diet, no roundabout, reroute trucks to Ponce
- Distinct signalized crosswalks
- Old streetcar route – use as a bike route through neighborhoods
- Signature green downtown with a secondary space in the western gateway

Table 5

- Mill District: multi-family with housing fronting Laredo, townhouses, higher density should be on the west near MARTA
- Road diet on 278 with sidewalks and bike paths (also on Clarendon and Laredo)
- Combine green spaces and make an offset T intersection at North Clarendon and 278
- MARTA property should be parking or green space
- Additional multi-level parking in the Mill District

Table 6

- Traffic calming on 278, using wide sidewalks, lighting, and bike lanes
- PATH spur along MARTA tracks through town
- Amphitheater on Fenner Dunlop property surrounded by mixed use development
- Tree-lined streets throughout
- Open space in the Western Gateway surrounded by 3-4 story development
- Activate Ingleside as a bohemian arts district with sculpture and pocket parks

Table 7

- Branding – improve signs
- Enhance greenspace with 200x200' pocket parks
- Green, mixed use development on Fenner Dunlop
- Trail and/or road at MARTA tracks
- MARTA property: dog park



- Roundabout sounds good, but can we connect the two oval parks?
- Road diet – reconstruct the historic marker
- Signalize crosswalks and add more
- Parallel parking on North Avondale, remove angled parking
- Address the billboard law

Table 8

- Change the focus from 278 to Franklin. Connect it through the city, make it pedestrian only, 2-3 story mixed use
- Greenspace on the vacant bankrupt block
- Western Gateway: change the road name from E. College to N. Avondale, high density office, commercial, healthcare
- MARTA property: clean it up and add greenspace
- No new Tudor Village – make the streetscape consistent, but not the architecture

**Next Steps**

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Community Meeting 3: Thursday November 14<sup>th</sup>, 6:00 – 8:00 pm

*This summary constitutes the author's understanding of the items discussed and conclusions reached. If there are any errors or omissions, please notify this author in writing.*





Community Meeting 2  
October 23, 2013

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Community Meeting 2  
October 23, 2013

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George Kourney	citizen / Big owner	
Brad Jones	citizen	Samantha.c.harrell@gmail.com
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Community Meeting 2  
October 23, 2013

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## LAND USE



## COMMUNITY IDENTITY



## PUBLIC SPACE



## ECONOMIC DEVELOPMENT



## MOBILITY



## AVONDALE ESTATES

Downtown Master Plan 2014

## COMMUNITY MEETING 2 Design Charrette

Wednesday October 23, 2013

6:00 - 9:00 pm | City Hall

### MEETING AGENDA

Opening Presentation 6:00 - 7:00

Process: Where We Are, Where We're Going  
Summary: Vision, Goals, SWOT Analysis, Survey  
Market Context  
Architectural Elements  
Mobility & Connectivity Issues & Opportunities

Group Exercise: Design Workshop 7:00 - 8:30

Present Group Designs 8:30 - 9:00

# PRELIMINARY DISTRICTS

Preliminary districts are based on zoning, community input from previous studies and Community Meeting 1, and existing conditions analysis. They are open for input and modifications and are just a starting point for the Design Charrette Discussion..

## Tudor Village

Tudor Village is characterized by a mix of civic, cultural, retail and office offerings with some limited residential uses on the upper floors of commercial buildings. This district is highlighted by distinct architectural features, unified streetscapes, and preserved historical assets. Plazas and active, wide sidewalks will create additional opportunities for socializing and gathering. Heights will range from 1-3 stories.

## Mill District

The Mill District property will be redeveloped as a vibrant commercial and residential center. Mixed-use development incorporating office, multi-family residential of 3-5 stories, and neighborhood-serving retail is appropriate in this area, along with open space and connections to Tudor Village and the PATH trail. Shared parking decks, small blocks in a grid, and walkable, safe and pedestrian-friendly streets are key features of the transportation network here.

## Ingleside

Ingleside emerges as an arts and cultural destination, a transitional area where light industrial, limited residential, small office, retail, and cultural uses create a totally unique environment. Improved pedestrian and bicycle infrastructure make it easy to explore Ingleside. Appropriate management of light industrial uses will create additional opportunities for infill residential, small business incubator offices, and adaptive reuse of these unique spaces.

## Western Gateway

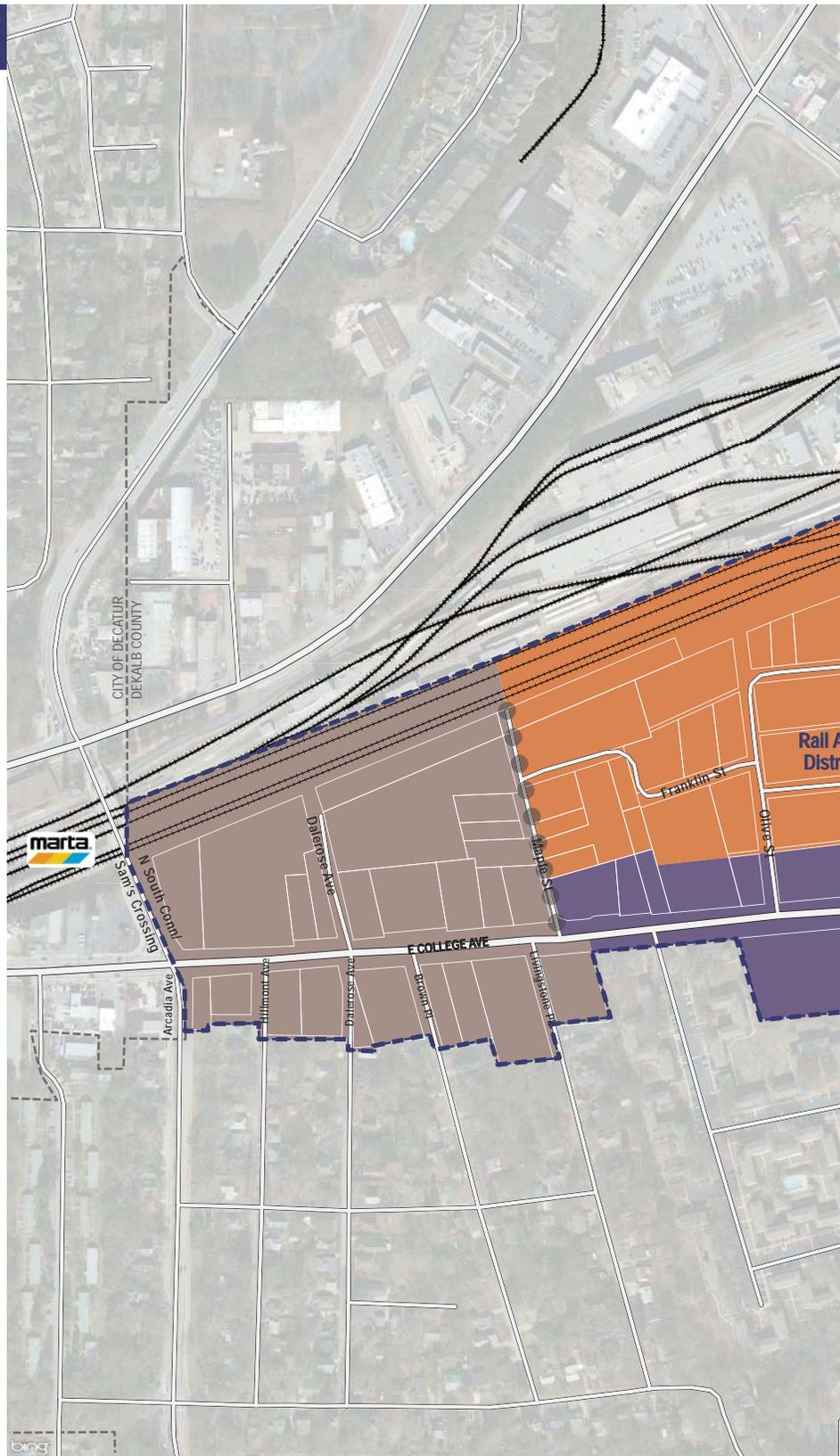
The Western Gateway serves as Avondale Estates's access point to the Avondale MARTA station, and future development here takes advantage of this proximity. Three- to four-story development (but one or two stories along 278) accommodates uses that include hotel, senior living, multi-family, and retail.

## Northern Gateway

The Northern Gateway District is a green gateway into the City, with generally low-scale (1-3 stories) development and abundant open space. Some vacant properties are developed to complement the Fenner Dunlop and Tudor Village architectural themes and uses. Additional greenspace and improved access to the PATH create opportunities for recreation.

## Northside Avondale

Northside Avondale is a commercial corridor providing space for retail uses whose scale, character, or parking demands are incompatible with the Tudor Village Area. In the future, the corridor will be more pedestrian-oriented, with wider sidewalks and neighborhood-serving commercial uses at 1-2 stories.



## PRELIMINARY DISTRICTS

OCTOBER 23, 2013 | DRAFT

Study Area Boundary

City Limits

City Hall

Post Office

Police / Fire

School

Tudor Village

Mill District

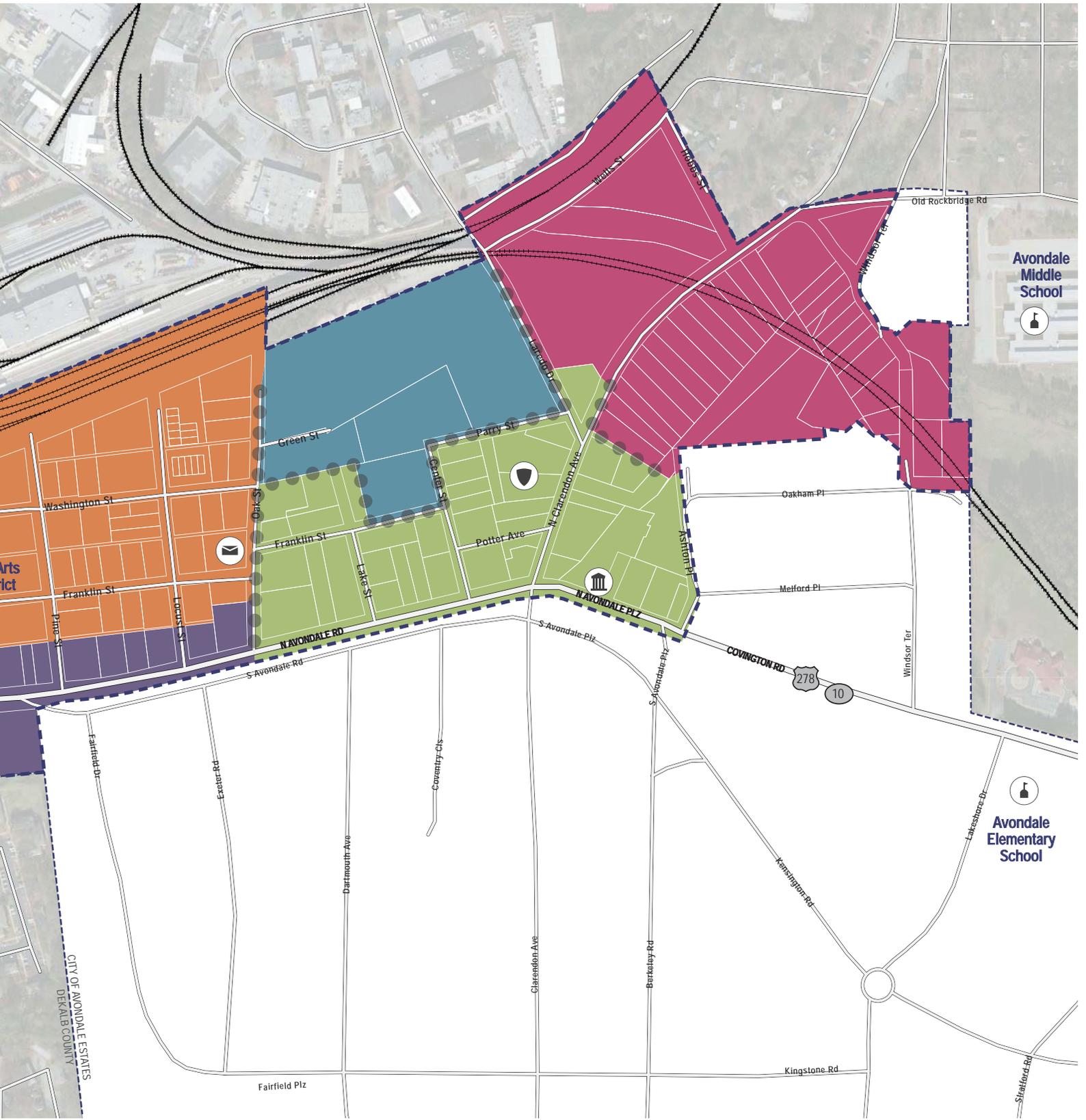
Ingleside

Western Gateway

Northern Gateway

Northside Avondale

Transitional



## CORRIDORS

Areas

North Clarendon Avenue and SR 278 will function as multi-use corridors that accommodate all users throughout the study area. Uses along the corridors should be integrated with the districts they serve, rather than towards a limited function along the corridor. Buildings on corner lots should face both the corridor and the adjacent side street, where possible, to draw pedestrians north into the districts and create an active street environment.



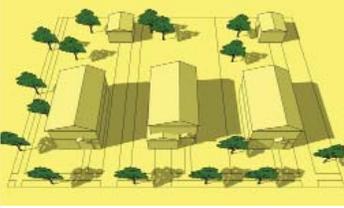
Map prepared under contract by Pond & Company for the City of Avondale Estates.

Data Sources: Atlanta Regional Commission, Bing, City of Avondale Estates, MARTA, GDOT

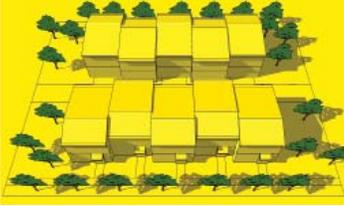
# LAND USE

RESIDENTIAL

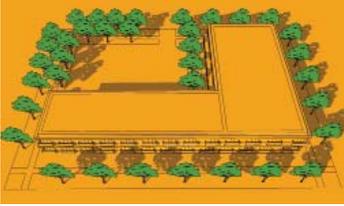
SINGLE FAMILY HOME, DETACHED



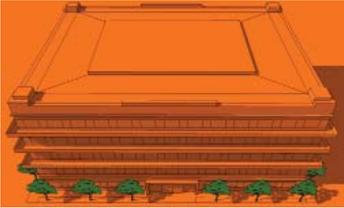
TOWNHOME, ATTACHED



LOW-RISE RESIDENTIAL, 1-3 FLOORS

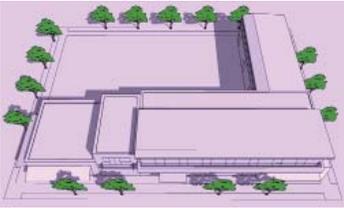


MID-RISE RESIDENTIAL, 4+ FLOORS

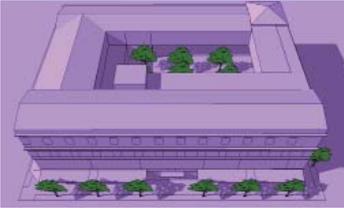


MIXED USE

LOW-RISE MIXED USE: 1-2 FLOORS



MID-RISE MIXED USE: 3-5 FLOORS



LOW-RISE RETAIL/OFFICE, 1-2 FLOORS

RETAIL / OFFICE



COMMUNITY FACILITY

CIVIC



MODERN LIGHT INDUSTRIAL, 1-2 FLOORS

INDUSTRIAL



ACTIVE PARK

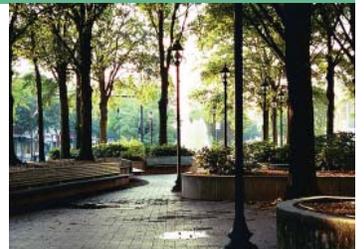
PARKS AND CONSERVATION



PASSIVE PARK



PLAZA



# COMMUNITY IDENTITY & MOBILITY

## WAYFINDING SIGN



## GATEWAY



## PUBLIC ART



## BIKE FACILITIES



## PARKING



## PEDESTRIAN FACILITIES



MULTI-USE TRAIL OR GREENWAY



ROUNDBABOUT



US 278: EXISTING CONDITIONS AND PRELIMINARY POTENTIAL OPTIONS

US 278 is the primary east-west connection in Avondale Estates, providing access west to Atlanta and southeast to I-285, I-20, and other areas in DeKalb County and beyond. Currently, it consists of four travel lanes (two east-bound and two west-bound), a center turn lane, an incomplete and inconsistent 5' sidewalk on the north side, and a tall abelia hedge on the south side buffering

S. Avondale Road. Preliminary concepts for improving pedestrian safety and user experience on 278 include reducing the number of lanes in each direction from 2 to 1, adding bicycle lanes or a cycle track, adding a wider sidewalk, adding parallel parking, and/or adding a right turn lane. See below for detailed drawings of these preliminary concepts.

POTENTIAL OPTIONS FOR 278

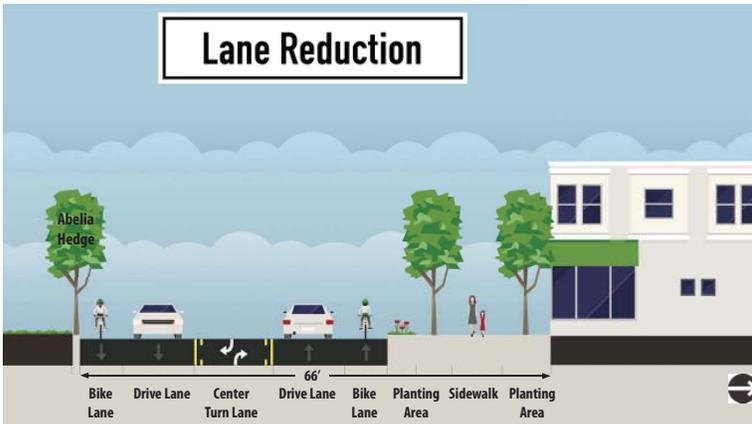
On-Street Parking



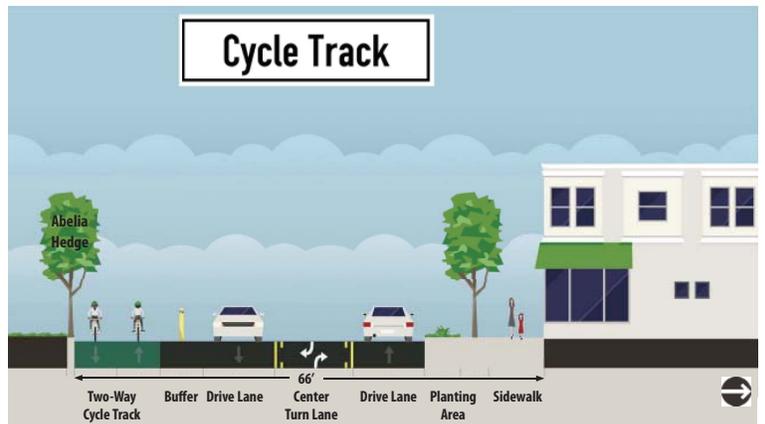
Right Turn Lane



Lane Reduction



Cycle Track



# CHECKLIST

## Framework Plan Elements

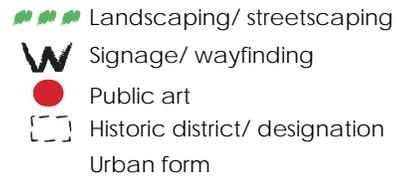
### LAND USE



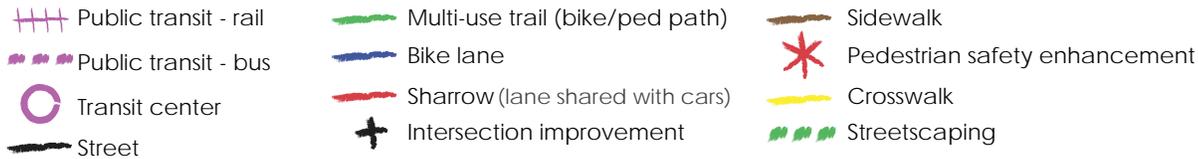
### PUBLIC SPACES



### COMMUNITY IDENTITY



### MOBILITY



## Design Goals

- Create a sense of place
- Promote mixed-use development
- Provide more housing options
- Create more public gathering spaces
- Protect historic resources
- Address retail vacancies
- Pursue redevelopment of key sites
- Calm traffic on 278
- Improve walkability
- Improve bicycle network
- Explore connections to MARTA
- Build a stable economic environment
- Identify opportunities to add or enhance existing parks, trails, and plazas

## CONTACT US

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<http://downtownmasterplan2014.wordpress.com>

Like us on Facebook @ <https://www.facebook.com/downtownmasterplan>

**Next Meeting:** Community Meeting #3: Draft Plan Presentation, Thursday November 14th, 6-8 pm, at City Hall.



## Meeting Agenda

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Introductions and Welcome

Presentation

- Process: Where we are and where we're going

- Framework plan

- Development and redevelopment

- Parks, greenspace, and gateways

- Mobility, streetscapes, and parking

Present Group Designs

- Evaluate land use and transportation plans

- Prioritize projects

## Meeting Summary

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The third community meeting for the Avondale Estates Downtown Master Plan 2014 was held on Thursday November 14<sup>th</sup> from 6:00 to 8:00 pm at Avondale Estates City Hall (21 North Avondale Road). Over 80 individuals attended the meeting, which included a presentation of the draft concepts and an opportunity for citizens to prioritize their preferred projects. Mayor Rieker opened the meeting and reminded the group about the Downtown Master Plan's study purpose. Joel Reed and the rest of the consultant team presented the draft concepts for development, open space, and transportation throughout the study area.

After the presentation, Joel Reed invited participants to visit two stations to learn more about each of the proposed projects and identify their favorite projects. The Draft Development Plan showed information about development and redevelopment concepts, including land use, scale, architectural style, and building form. This station also included a description of proposed greenspace locations in the city. The Draft Transportation Plan station included a map of recommended transportation projects in the city, which include bicycle and pedestrian facilities, streetscapes, traffic calming measures, and intersection improvements.

## Next Steps

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Board of Mayor and Commissioners Adoption Hearing: January 2014

*This summary constitutes the author's understanding of the items discussed and conclusions reached. If there are any errors or omissions, please notify this author in writing.*



## Interactive Exercise Results

### Transportation Projects

Project	Votes
Intersection improvement at N Clarendon Ave and N Avondale Rd Option B: offset T intersection	22
Intersection improvement at N Clarendon Ave and N Avondale Rd • Option C: roundabout	20
Intersection improvement at Laredo Dr and N Clarendon Ave • Option B: roundabout (including Parry St)	17
North Avondale Rd Road Diet (Section A) • Remove one travel lane in each direction • 6' bike lane in each direction • 8' landscape zone on north side of street from N Clarendon Rd to Sams Crossing • 13' sidewalk on north side of street from N Clarendon Rd to Sams Crossing • 8' landscape zone on south side of street from S Avondale Rd to Sams Crossing • 13' sidewalk on south side of street from S Avondale Rd to Sams Crossing	14
Intersection improvement at N Clarendon Ave and N Avondale Rd • Option D: consider other alternatives	10
N Clarendon Ave from N Avondale Rd to Laredo Dr (Section D): • 11' travel lanes in each direction • 6' landscape zone on both sides with street trees • 8' sidewalk on both sides	7
Intersection improvement at N Clarendon Ave and N Avondale Rd • Option A: intersection improvements, prohibit left turn from northbound Clarendon Ave to N Avondale Rd	6
Trail on west side of N Clarendon Ave from Laredo Dr to PATH crossing	4
All New Mill District Streets (Section C): • 11' travel lanes in each direction • 8' parallel parking on both sides • 7' landscape zone on both sides with street trees • 8' sidewalk on both sides	4
Trail from N Clarendon Ave through park to Ashton Pl	3
Parry Street (Section B): • 11' travel lanes in each direction • 18' back-in angled parking on both sides • 8' landscape zone on both sides with street trees • 8' sidewalk on both sides	3
All Rail Arts District Streets (Section F): • 10' travel lanes in each direction • 8' parallel parking on east side • 2' landscape buffer on one side • 5' sidewalk on both sides	3
Rectangular rapid flashing beacon at Ashton Place and US 278	3
Pedestrian safety enhancement at N Avondale Rd and Hillyer Ave	3
Sharrows on N Clarendon Ave from N Avondale Rd to Laredo Dr	2



Gateway on North Clarendon Ave on MARTA bridge: • Signature landscaping • Relocate existing PATH crossing closer to bridge • Add new trail crossing south of tracks • Speed table between trail crossings	2
Intersection improvement at Laredo Dr and N Clarendon Ave • Option A: add crosswalk	2
Trail in City Hall driveway from N Avondale Plaza to parking lot	1
New Western Gateway Street (Section C): • 11' travel lanes in each direction • 8' parallel parking on both sides • 7' landscape zone on both sides with street trees • 8' sidewalk on both sides	1
Oak Street and Maple Street (Section E): • 10' travel lanes in each direction • 8' parallel parking on east side • 6' landscape zone on both sides with street trees • 5' sidewalk on both sides	1
Gateway on E College Ave at Sams Crossing / Arcadia Ave • Signature landscaping and signage, including kiosk/bike trail map • Convert painted island on the north side of 278 into concrete • Reconstruct curb to tighten radius and remove channelized right turn	1
Add angled parking and plaza between North Clarendon Ave and Center St, Potter Ave and Parry St	1
Sharrow on Kensington Rd from North Avondale Rd to Clarendon Ave	0
Close parking area at North Avondale Rd and Ashton Pl, convert to plaza	0
Hillyer Avenue (Section C): • 11' travel lanes in each direction • 8' parallel parking on both sides • 7' landscape zone on both sides with street trees • 8' sidewalk on both sides	0
Laredo Dr from city limits to N Clarendon Ave (Section D): • 11' travel lanes in each direction • 6' landscape zone on both sides with street trees • 8' sidewalk on both sides	0
8' sidewalk and streetscape on N Avondale Plaza from N Clarendon Ave to Ashton Pl	0
Rename E College Ave to N Avondale Rd	0
Add angled parking to Potter Ave	0
Enhance parking lot behind City Hall to add parking; connect to North Clarendon Ave and add angled parking	0
Public-private partnership parking deck in Mill District redevelopment	0
Pedestrian safety enhancement at N Avondale Rd and Oak St	0
Pedestrian safety enhancement at N Avondale Rd and Pine St	0
Pedestrian safety enhancement at N Avondale Rd and Maple St	0



## Development Projects

Project	Votes
Town green	15
Redevelopment on North Avondale Road	10
Amend zoning and comprehensive plan to align with master plan recommendations • Allow additional residential units in Central Business District • Increase the setback along streets perpendicular to North Avondale Road to "open" the Rail Arts District	10
Street network development: perform study and explore policies for city to participate in the creation of the new street grid network with redevelopment sites.	10
Dog park	9
Public space: deed back required open space to the City as public open space	8
Attract retail shopping and dining businesses through a targeted marketing program.	8
Redevelopment of Western Gateway	7
Linear park between Franklin Street and Tudor Village	6
Mill District (former Fenner Dunlop site)	6
Plaza behind Tudor Village	6
Events, such as concerts, food truck nights, food/beverage festivals	5
Amphitheater site	4
Pursue a low-impact development ordinance to encourage practices such as natural landscaping and rainwater harvesting.	4
Implement public art program	2
Skate park	1
Façade grants to improve appearance of existing structures	1
Passive park on MARTA/PATH site	0
Improve parking behind City Hall	0
Institutional building (i.e. senior housing) on Oak Street	0
Adaptive reuse of post office into classrooms, studios, or gallery space	0
Infill residential development in Rail Arts District	0
Update Architectural Review Board guidelines	0
Branding and marketing strategies	0
Small business outreach and education	0

### Other comments:

- Make sure that bulb-outs on Franklin Street and other streets in the Rail Arts District do not extend into travel lane so cyclists do not need to move into traffic to avoid them
- Keeping the parking in front of Tudor Village is important to the retailers there, so the recommended alternative should be able to keep it
- Consider adding parallel parking in certain areas on North Avondale Road
- The state requires that alternatives are considered for any transportation project that affects a National Historic Register property, which the roundabout would do
- Consider eliminating the 2' landscape zone on Franklin Street and widening the sidewalks to 6'
- There is concern that the landscape zone on North Avondale Road will block businesses from view
- Add a crosswalk on the east side of the North Avondale Rd/North Clarendon Ave intersection.

# AVONDALE ESTATES

Downtown Master Plan 2014





# Community Meeting 3

November 14, 2013

NAME	ORGANIZATION/TITLE	E-MAIL (OR PHONE NUMBER)
Art Kesser	ArtKesser Financial Service Group	art@artfsg.com
Jo Connolly		connelldesign@bellsouth.net
Lisa Shortell		glpmshortell@comcast.net
Rick Cooley	RICKSIANDS	RSIANDS@GMAIL
Martha McDermott		
Jessica Conroy	DDA	
Jim CAMP		
Cara G Anderson		
Carol Stewart		c.j.stewart49@gmail.com
Lee Nelson		vee@vnelson.com
Mike Ryan		mikeryan@vnelson.com
CHELE A. SNOW	RESIDENT	cheleanderson@yahoo.com
KEVIN SNOW	RESIDENT	
Clayd Myers	resident/architect	LAM@LAMarchitects.com
Winnie & Norman Hulme	residents	winnie.hulme@att.net
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John Throssell	resident	john.t@windspring.com
Kirstin Cortopassi	resident	kcorto@yahoo.com
FRANK BOARD	resident	frankruba@gmail.com
Porter Watkins	resident	porterwatkins3@comcast.net
Ruth McCann	resident	404-545-2470 -reeltyruth @bellsouth.net
Susan Kibler	} western gateway brown place neighbors	
Ann Reazer		

M



Community Meeting 3  
November 14, 2013

NAME	ORGANIZATION/TITLE	E-MAIL (OR PHONE NUMBER)
Terry Gager	Avondale Ests BOMC	
Mickey Elliott	Property Owner	Mickey1961@bellsouth.net
Ann Diismore	" "	
Ed Rieken	BOMC	
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Tara Hyde	p. owner	Levine.Tara@gmail.com
John Pomberg	prop owner	japomberg@gmail.com
Diane Pomberg	prop owner	dphandworks@gmail.com
Laura Haass	property owner	LKhaass@bellsouth.net
MaryAnn Anziano	property owner	maryannanziano@gmail.com
Cindy Livingston	prop owner	bettycindy@hotmail.com
Kay Connelly	RESIDENT	lapple001@gmail.com
Debbie Greenhatch	—	connelly.kay@gmail.com
RANDY CHAVERS	HOMES IN ATLANTA REALTY	debbie@151locust.com
Kelly Chavers	Homes in Atlanta Realty	randy@randychavers.com
BOB WEISS		kelly@homesinatlantarealty.com
SUSIE DEITERS	prop owner	susandeiters1797@comcast.net
Kimia Ajmand	Developer	Karjmand@earthlink.net
Sharon Saliba		bobweissatl@comcast.net
Lindsay Fortlines	BOMC - Commissioner	
FISHER PATY	prop owner	fpaty@oakrep.com
EILEEN HICKY	resident	eileenorey@bellsouth.net
Steve Sanchez	Property owner	ssanchez@hgor.com
	HGOR	



Community Meeting 3  
November 14, 2013

NAME	ORGANIZATION/TITLE	E-MAIL (OR PHONE NUMBER)
DON & LINDA COATSWORTH		donandlinda2@comcast.net
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Julie Corkran	resident	corkran.julie@gmail.com
KAYANNA PACE	RESIDENT	Kapace@bellsouth.net
JOE ANZIANO	owner	JOEANZIANO@Gmail.com
Stacy Reynolds	resident	stacyr404@gmail.com
Randy Beebe	resident	beeberandy@gmail.com
HARRY VANN	Resident	hvann@aol.com
Michael Knox	Resident	Mknox13@yahoo.com
DEBRA L. W	Resident	
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Marghe Means	Little Tree Studios	Marguerite@deljwantsrap.com
David Sacks	Resident / local business	dauid@davidSacks-rla.com
Bob Wess	Resident	bobwessatl@comcast.net
PATRICK CRAWFORD	ARTIST LITTLE TREE	PARACLETE@ME.COM
Melissa O'Shields	resident	404-288-4482
Dee Merriam -	u	dee.merriam@gmail.com



## LAND USE



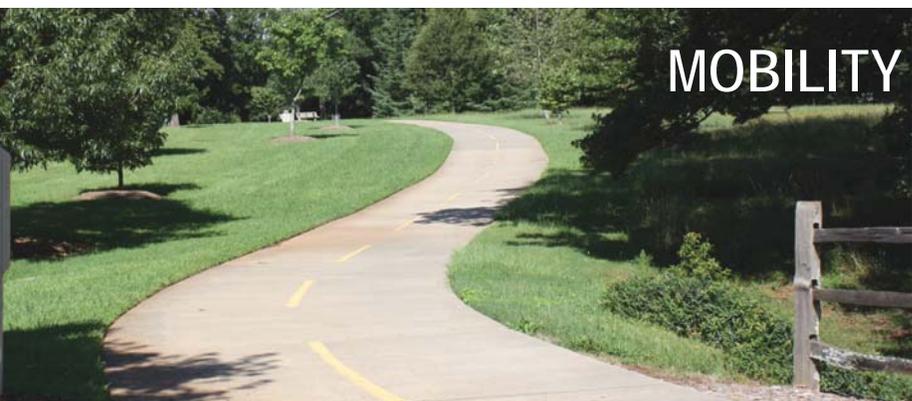
## COMMUNITY IDENTITY



## PUBLIC SPACE



## ECONOMIC DEVELOPMENT



## MOBILITY



# AVONDALE ESTATES

Downtown Master Plan 2014

## COMMUNITY MEETING 3

### Presentation of Draft Plan

Thursday November 14, 2013

6:00 - 8:00 pm | City Hall

### MEETING AGENDA

Opening Presentation 6:00 - 7:00

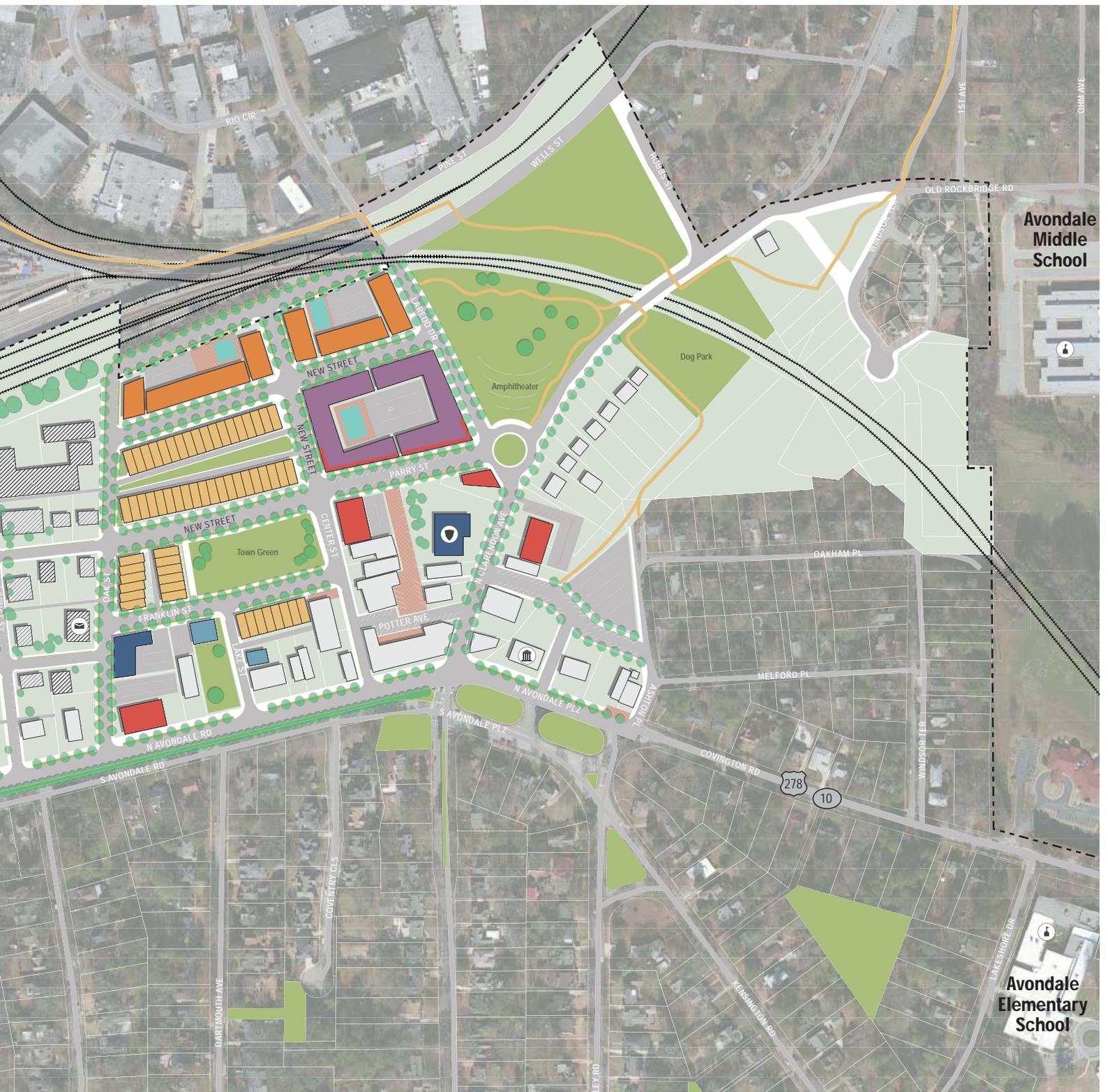
Process: Where We Are, Where We're Going  
Framework Plan  
Development and Redevelopment  
Parks Greenspace, and Gateways  
Mobility, Streetscapes, and Parking

Interactive Exercise 7:00 - 8:00

Evaluate Land Use & Transportation Plans  
Prioritize Projects

# DRAFT DEVELOPMENT CONCEPT PLAN





**Avondale Middle School**

**Avondale Elementary School**

### DRAFT DEVELOPMENT CONCEPT PLAN

NOVEMBER 14 2013 | DRAFT

- |  |                            |   |  |
|--|----------------------------|---|--|
|   | New Single-Family Detached |  | City Hall                              |
|   | New Multifamily            |  | Fire / Police                          |
|   | New Mixed Use              |  | School                                 |
|   | New Townhome               |  | Post Office                            |
|   | New Live-Work              |  | Arts & Industry Land Uses may include: |
|   | New Retail                 |   | Modern Industrial                      |
|   | New Office                 |   | Live/Work                              |
|   | New Institutional          |   | Retail                                 |
|   | New Modern Industrial      |   | Office                                 |
|   | New Structured Parking     |   | Residential                            |
|  | Park                       |   |  |
|  | Trail                      |   |  |

# DRAFT DEVELOPMENT CONCEPT PLAN

## Rail Arts District

adaptive reuse  
cultural center  
non-traditional  
1-2 stories



## Mill District

quality mixed use  
residential center  
walkable network  
3-5 stories



## Western Gateway

housing choice  
access to MARTA  
retail opportunity  
3-4 stories



## Northside Avondale

retail corridor  
pedestrian-friendly  
revitalize, rebuild  
1-2 stories



## Tudor Village

heart of the city  
revitalized  
gathering spaces  
1-3 stories



## Northern Gateway

green gateway  
parks and trails  
low scale  
1-3 stories



## Town Green

- Large 2-acre town green creates a space for the entire community to gather
- Activated by adjacent retail, office, and residential



## Village Plaza

- Enlivens the space behind Tudor Village, enhancing new and improved retail
- Restaurant outdoor space
- Intimate space with a mix of hardscape and planting



## Amphitheater

- Informal gathering and performance space
- Capacity for 2,000
- Alternative: passive greenspace



## Dog Park

- Can be located in sunken, underused property south of MARTA rail
- Improved fencing and lighting



## Skate Park

- Capitalizes on underutilized space under MARTA rail



## Passive Park

- Wild and natural garden along PATH trail alerts riders that they are in Avondale Estates
- Meadow remains and allows for unstructured play



## Trolley Line Trail

- Multi-use trail on old trolley line
- Combined with improved pedestrian crossing at Ashton Place, provides a safe way to access PATH trail



## North Gateway

- Unique, full, colorful and leafy landscaping over bridge
- Brick speed table
- Connects two trail crossings



## West Gateway

- Large gateway sign
- Restructured curb and landscaping on both sides of the street contribute to the sense of entering a distinct space



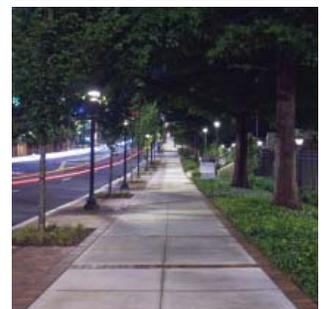
## Linear Green

- Opens up the Mill District to passersby on North Avondale Road
- Connects to large town green for additional event space



## Streetscape

- On most new streets, 7' planting zone allows for large trees
- Streetscapes throughout the study area will become one of the key identifying features of Avondale Estates

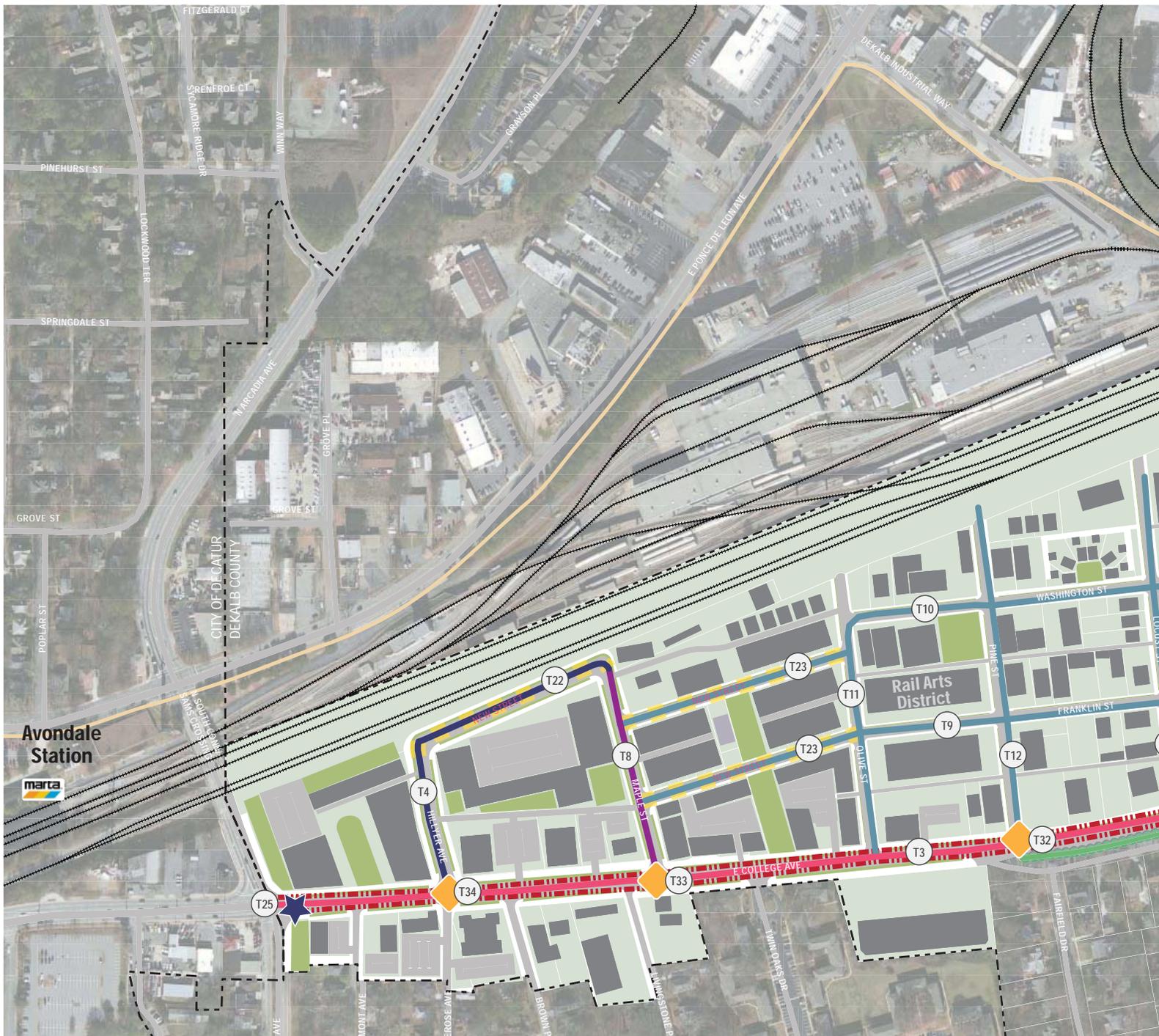


## Other Parks

- Redevelopment sites offer opportunities for green
- A variety of spaces for office workers, shoppers, and neighbors to gather outdoors



# DRAFT TRANSPORTATION PLAN



## DRAFT TRANSPORTATION PLAN

NOVEMBER 14 2013 | DRAFT

- Section A: Road Diet (reduce to 1 lane each direction), bike lanes, street trees, wide sidewalk
- Section B: Back-in angled parking on both sides, street trees, wide sidewalk
- Section C: Parallel parking on both sides, street trees, wide sidewalk
- Section D: Street trees, wide sidewalk
- Section E: Parallel parking one side, street trees, sidewalk
- Section F: Parallel parking one side, sidewalk
- New Street
- Intersection Improvement (see alternatives)
- Pedestrian Crossing Improvement
- Gateway
- New Trail
- Existing Trail
- Bike Lane
- Sharrow
- Enhanced street with angled parking
- Public parking area



Avondale Middle School

Avondale Elementary School

278

10

# DRAFT TRANSPORTATION PLAN

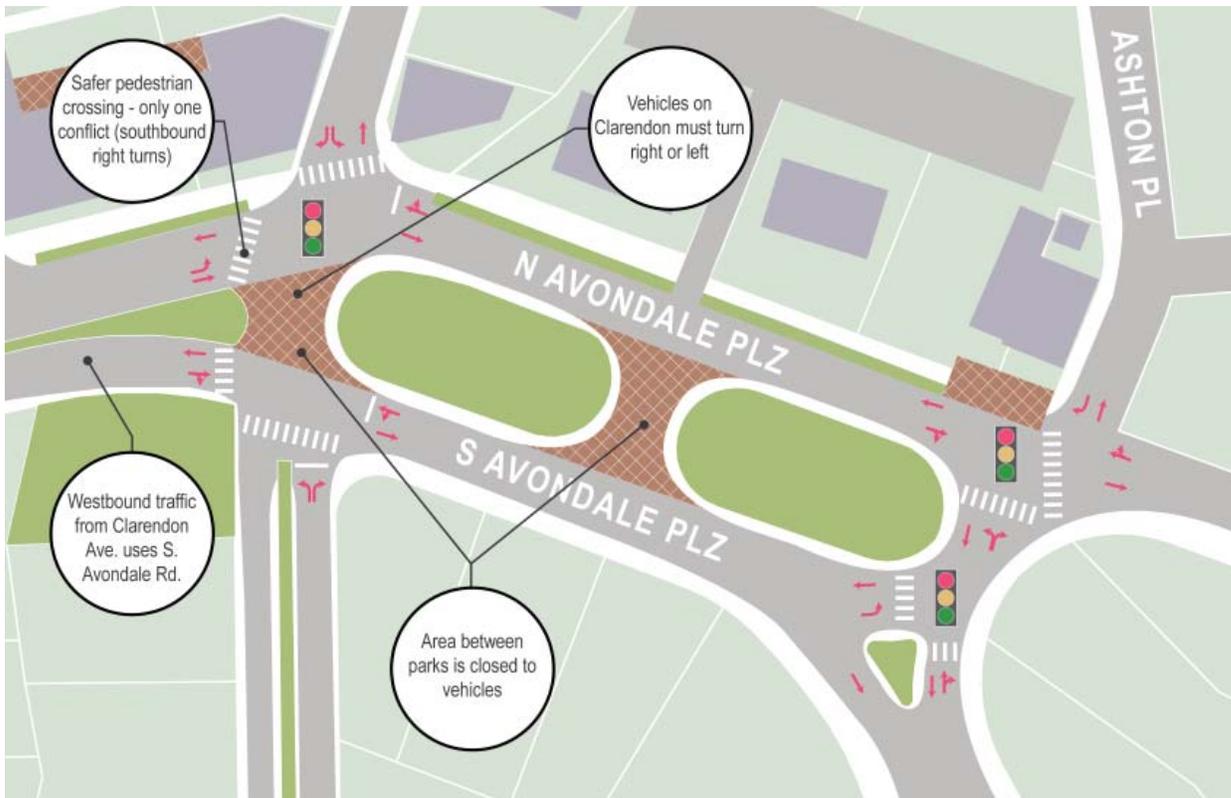
The draft transportation project list includes two potential intersection improvement projects that allow for several options. Detailed information about these alternatives at each intersection is shown below.

## Intersection Improvement Alternatives for N Avondale Rd at N Clarendon Ave

### Option A: Intersection Improvements



### Option B: Offset Ts



Ultimately, a feasibility study may be required to determine the most appropriate option for each of these two intersections. However, community input will help determine which options are evaluated and how these potential projects move forward.

### Option C: Roundabout



## Intersection Improvement Alternatives for N Clarendon Ave at Laredo Drive

### Option A: No Change



### Option B: Roundabout



# TRANSPORTATION PROJECT LIST

Sidewalk/Streetscape Continued	
	Center Street (Section F): • 10' travel lanes in each direction • 8' parallel parking on east side • 2' landscape buffer on one side • 5' sidewalk on both sides
T-14	Lake Street (Section F): • 10' travel lanes in each direction • 8' parallel parking on east side • 2' landscape buffer on one side • 5' sidewalk on both sides
T-15	North Avondale Rd Road Diet (Section A) • Remove one travel lane in each direction • 6' bike lane in each direction • 8' landscape zone on north side of street from N Clarendon Rd to Sams Crossing • 13' sidewalk on north side of street from N Clarendon Rd to Sams Crossing • 8' landscape zone on south side of street from S Avondale Rd to Sams Crossing • 13' sidewalk on south side of street from S Avondale Rd to Sams Crossing
T-16	Hillyer Avenue (Section C): • 11' travel lanes in each direction • 8' parallel parking on both sides • 7' landscape zone on both sides with street trees • 8' sidewalk on both sides
T-17	N Clarendon Ave from N Avondale Rd to Laredo Dr (Section D2): • 11' travel lanes in each direction • 6' landscape zone on both sides with street trees • 8' sidewalk on both sides
T-18	Laredo Dr from city limits to N Clarendon Ave (Section D1): • 11' travel lanes in each direction • 6' landscape zone on both sides with street trees • 6' bike lane in each direction • 8' sidewalk on both sides
T-19	Oak Street (Section E): • 10' travel lanes in each direction • 8' parallel parking on east side • 6' landscape zone on both sides with street trees • 5' sidewalk on both sides
T-20	Maple Street (Section F): • 10' travel lanes in each direction • 8' parallel parking on east side • 2' landscape buffer on one side • 5' sidewalk on both sides
T-21	Washington Street west of Oak Street (Section F): • 10' travel lanes in each direction • 8' parallel parking on east side • 2' landscape buffer on one side • 5' sidewalk on both sides
T-22	Olive Street (Section F): • 10' travel lanes in each direction • 8' parallel parking on east side • 2' landscape buffer on one side • 5' sidewalk on both sides
T-23	Pine Street (Section F): • 10' travel lanes in each direction • 8' parallel parking on east side • 2' landscape buffer on one side • 5' sidewalk on both sides
T-24	Locust Street (Section F): • 10' travel lanes in each direction • 8' parallel parking on east side • 2' landscape buffer on one side • 5' sidewalk on both sides
T-25	Parry Street (Section B): • 11' travel lanes in each direction • 18' back-in angled parking on both sides • 8' landscape zone on both sides with street trees • 8' sidewalk on both sides
T-26	All New Mill District Streets (Section C): • 11' travel lanes in each direction • 8' parallel parking on both sides • 7' landscape zone on both sides with street trees • 8' sidewalk on both sides
T-27	New Western Gateway Street (Section C): • 11' travel lanes in each direction • 8' parallel parking on both sides • 7' landscape zone on both sides with street trees • 8' sidewalk on both sides
T-28	New Streets Connecting Olive Street and Maple Street (Section F): • 10' travel lanes in each direction • 8' parallel parking on east side • 2' landscape buffer on one side • 5' sidewalk on both sides
T-29	Gateway on North Clarendon Ave on MARTA bridge: • Signature landscaping • Relocate existing PATH crossing closer to bridge • Add new trail crossing south of tracks • Speed table between trail crossings
T-30	Gateway on E College Ave at Sams Crossing / Arcadia Ave • Signature landscaping and signage, including kiosk/bike trail map • Convert painted island on the north side of 278 into concrete • Reconstruct curb to tighten radius and remove channelized right turn
T-31	Wayfinding signage program (not on map)
T-32	Rename E College Ave to N Avondale Rd (not on map)
T-33	Intersection Improvement at Laredo Dr and N Clarendon Ave • Option A: add crosswalk • Option B: roundabout (including Parry St)
T-34	Intersection Improvement at N Clarendon Ave and N Avondale Rd • Option A: intersection improvements, prohibit left turn from northbound Clarendon Ave to N Avondale Rd • Option B: offset T intersection • Option C: roundabout
T-35	Rectangular rapid flashing beacon at Ashton Place and N Avondale Rd/US 278
T-36	Pedestrian safety enhancement at Oak St and N Avondale Rd
T-37	Pedestrian safety enhancement at Pine St and N Avondale Rd
T-38	Pedestrian safety enhancement at Maple St and E College Ave
T-39	Pedestrian safety enhancement at Hillyer Ave and E College Ave
T-40	Close parking area at North Avondale Rd and Ashton Pl, convert to plaza

Trails	
T-1	Trail from N Clarendon Ave through park to Ashton Pl (trolley line)
T-2	Trail on west side of N Clarendon Ave from Laredo Dr to PATH crossing
T-3	Trail in City Hall driveway from N Avondale Plaza to parking lot
T-4	Sharrow on Kensington Rd from North Avondale Rd to Clarendon Ave
T-5	Sharrow on N Clarendon Avenue from Laredo Dr to PATH trail crossing
T-6	For bike lanes, see "Sidewalk/Streetscape" projects
T-7	North Avondale Rd Road Diet (Section A) • Remove one travel lane in each direction • 6' bike lane in each direction • 8' landscape zone on north side of street from N Clarendon Rd to Sams Crossing • 13' sidewalk on north side of street from N Clarendon Rd to Sams Crossing • 8' landscape zone on south side of street from S Avondale Rd to Sams Crossing • 13' sidewalk on south side of street from S Avondale Rd to Sams Crossing
T-8	Hillyer Avenue (Section C): • 11' travel lanes in each direction • 8' parallel parking on both sides • 7' landscape zone on both sides with street trees • 8' sidewalk on both sides
T-9	N Clarendon Ave from N Avondale Rd to Laredo Dr (Section D2): • 11' travel lanes in each direction • 6' landscape zone on both sides with street trees • 8' sidewalk on both sides
T-10	Laredo Dr from city limits to N Clarendon Ave (Section D1): • 11' travel lanes in each direction • 6' landscape zone on both sides with street trees • 6' bike lane in each direction • 8' sidewalk on both sides
T-11	Oak Street (Section E): • 10' travel lanes in each direction • 8' parallel parking on east side • 6' landscape zone on both sides with street trees • 5' sidewalk on both sides
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T-18	All New Mill District Streets (Section C): • 11' travel lanes in each direction • 8' parallel parking on both sides • 7' landscape zone on both sides with street trees • 8' sidewalk on both sides
T-19	New Western Gateway Street (Section C): • 11' travel lanes in each direction • 8' parallel parking on both sides • 7' landscape zone on both sides with street trees • 8' sidewalk on both sides
T-20	New Streets Connecting Olive Street and Maple Street (Section F): • 10' travel lanes in each direction • 8' parallel parking on east side • 2' landscape buffer on one side • 5' sidewalk on both sides
T-21	Gateway on North Clarendon Ave on MARTA bridge: • Signature landscaping • Relocate existing PATH crossing closer to bridge • Add new trail crossing south of tracks • Speed table between trail crossings
T-22	Gateway on E College Ave at Sams Crossing / Arcadia Ave • Signature landscaping and signage, including kiosk/bike trail map • Convert painted island on the north side of 278 into concrete • Reconstruct curb to tighten radius and remove channelized right turn
T-23	Wayfinding signage program (not on map)
T-24	Rename E College Ave to N Avondale Rd (not on map)
T-25	Intersection Improvement at Laredo Dr and N Clarendon Ave • Option A: add crosswalk • Option B: roundabout (including Parry St)
T-26	Intersection Improvement at N Clarendon Ave and N Avondale Rd • Option A: intersection improvements, prohibit left turn from northbound Clarendon Ave to N Avondale Rd • Option B: offset T intersection • Option C: roundabout
T-27	Rectangular rapid flashing beacon at Ashton Place and N Avondale Rd/US 278
T-28	Pedestrian safety enhancement at Oak St and N Avondale Rd
T-29	Pedestrian safety enhancement at Pine St and N Avondale Rd
T-30	Pedestrian safety enhancement at Maple St and E College Ave
T-31	Pedestrian safety enhancement at Hillyer Ave and E College Ave
T-32	Close parking area at North Avondale Rd and Ashton Pl, convert to plaza

# DEVELOPMENT PROJECT LIST

## Open Space

Amphitheater site  
Skate park  
Dog park  
Passive park on MARTA/PATH site  
Linear park between Franklin Street and Tudor Village  
Town green  
Public space: deed back required open space to the City as public open space

## Development

Mill District (former Fenner Dunlop site)  
Improve parking behind City Hall  
Plaza behind Tudor Village  
Redevelopment on North Avondale Road  
Institutional building (i.e. senior housing) on Oak Street  
Adaptive reuse of post office into classrooms, studios, or gallery space  
Redevelopment of Western Gateway  
Infill residential development in Rail Arts District

## Urban Design

Update Architectural Review Board guidelines  
Implement public art program  
Amend zoning and comprehensive plan to align with master plan recommendations  
Allow additional residential units in Central Business District  
Increase the setback along streets perpendicular to North Avondale Road to "open" the Rail Arts District.

## Economic Development & Programs

Façade grants to improve appearance of existing structures  
Branding and marketing strategies  
Events, such as concerts, food truck nights, food/beverage festivals  
Attract retail shopping and dining businesses through a targeted marketing program.  
Small business outreach and education

## Infrastructure

Street network development: perform study and explore policies for city to participate in the creation of the new street grid network with redevelopment sites.  
Pursue a low-impact development ordinance to encourage practices such as natural landscaping and rainwater harvesting.

# MORE INFORMATION

## STUDY BASICS

### WHO is involved

Client: City of Avondale Estates

Community: Citizens and Businesses, Property Owners

Project Management: Avondale Estates + Atlanta Regional Commission

### WHAT is the plan

The Avondale Estates Downtown Master Plan is an update to the previous 2004 Downtown Master Plan; it will craft a vision for revitalizing and redeveloping Avondale Estates' historic core and business district, focused on building and development type, appropriate infill development, and employment opportunities within a network of streets, greenways, and sidewalks at a pedestrian scale.

George Willis, City founder, gave the City of Avondale Estates an amazing, thoughtful beginning. Now, all of us, have the opportunity to build off the unique attributes created by Willis' award winning team and plan for the future of our community that will meet the needs of all citizens while respecting the City's history. The City completed a master plan for downtown in 2004, but due to changing market conditions, annexations, and the age of the plan, it is time for an update.

### WHERE is the plan

The Avondale Estates Downtown Master Plan Plan covers the entire area north of E. College Ave/N. Avondale Rd. and south of the railroad tracks, including the businesses on the south side of the road but excluding the neighborhood east of Ashton Place. Please see the adjacent map indicating the study area boundary.

### WHY is the plan

The City was awarded funds from the Atlanta Regional Commission (ARC) under their Livable Centers Initiative (LCI) to perform the update and carry out the master planning process. The plan will help the City gain access to funding sources for implementation of the plan concepts that will improve livability and sustainability.

### HOW will it happen

- Analyze Existing Conditions
- Identify Assets and Challenges
- Develop a Vision
- Conduct a Market Study
- Create a Concept Plan
- Determine Action Items

## THE APPROACH



## CONTACT US

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Like us on Facebook @ <https://www.facebook.com/downtownmasterplan>

**Next Steps: City Council Adoption, January 2014 - please check project website for updates.**