Community Meeting 2
October 23, 2013

## Meeting Agenda

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

The second community meeting for the Avondale Estates Downtown Master Plan 2014 was held on Wednesday October 23rd 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 14th, 6:00 – 8:00 pm to review draft plans and to help prioritize projects.

## Design Group Results: Big Ideas

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 s urrounded 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

Community Meeting 3: Thursday November 14th, 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.*