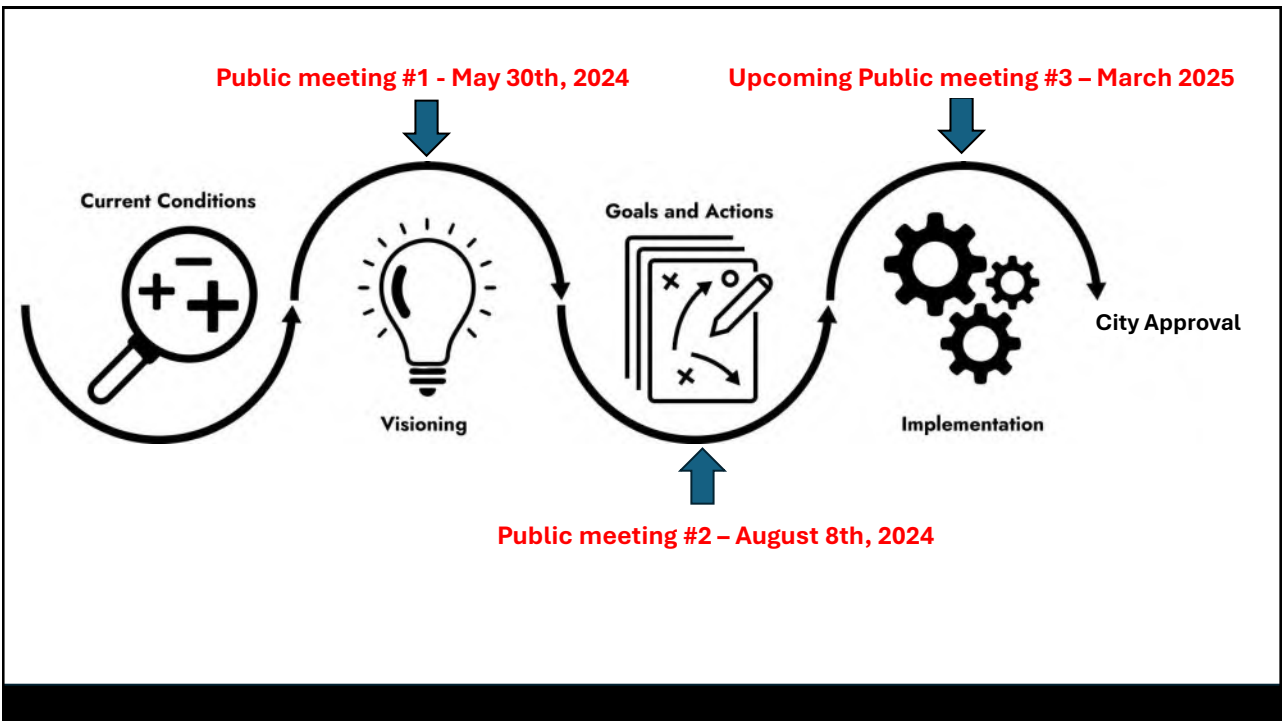


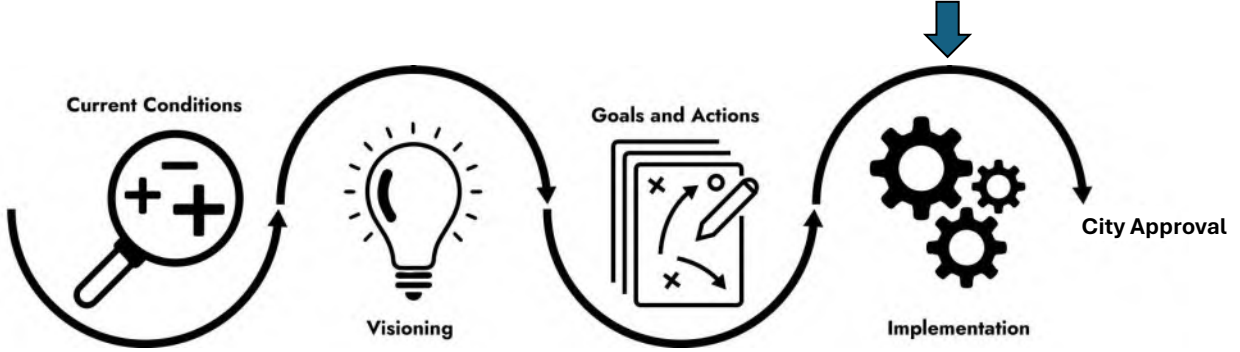
North Avondale Masterplan

Review of Renderings 2.6.25

Steering Committee Review



Today - Review of Refined Renderings - 2025



The design team in partnership with NANA and the City at multiple public and steering committee meetings since May 30th has workshopped and refined the goals and actions for the neighborhood plan.

Parks and Public Spaces

Transportation

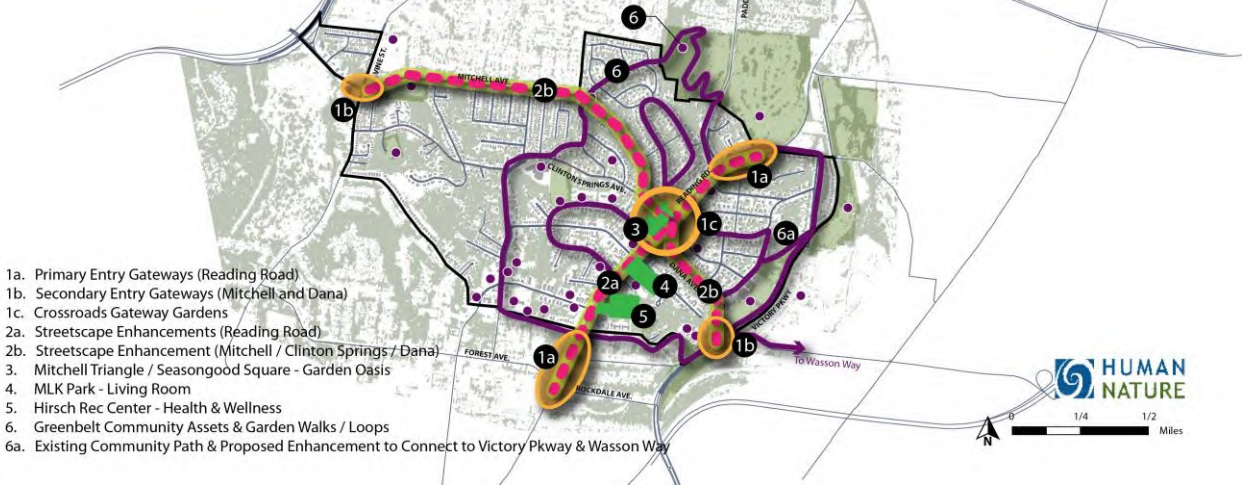
Housing

Community

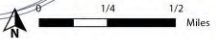
Business District

Parks and Public Space

GREENSPACE OPPORTUNITIES DIAGRAM



- 1a. Primary Entry Gateways (Reading Road)
- 1b. Secondary Entry Gateways (Mitchell and Dana)
- 1c. Crossroads Gateway Gardens
- 2a. Streetscape Enhancements (Reading Road)
- 2b. Streetscape Enhancement (Mitchell / Clinton Springs / Dana)
- 3. Mitchell Triangle / Seasongood Square - Garden Oasis
- 4. MLK Park - Living Room
- 5. Hirsch Rec Center - Health & Wellness
- 6. Greenbelt Community Assets & Garden Walks / Loops
- 6a. Existing Community Path & Proposed Enhancement to Connect to Victory Pkway & Wasson Way



SEASONGOOD SQUARE "THE NEIGHBORHOOD DISCOVERY GARDENS"

- Legend
- A** Neighborhood Crossroads Intersection Enhancements
 - B** Intersection Corner Gardens with Site Walls, Signage, and Seasonal Planter or Sculpture
 - C** Pavilion / Bandstand Options
 - D** Corner Gardens
 - E** Discovery / Sensory Gardens & Living Rooms
 - F** Enhance Existing Paths with Bench Seating & Lighting
 - G** Renovate Existing Building Into Family-Friendly Restrooms
 - H** Playground / Sprayground with Seatwalls
 - I** Evergreen Buffer
 - J** Fence
 - K** Picnic Terrace / Landing for Temporary Stage









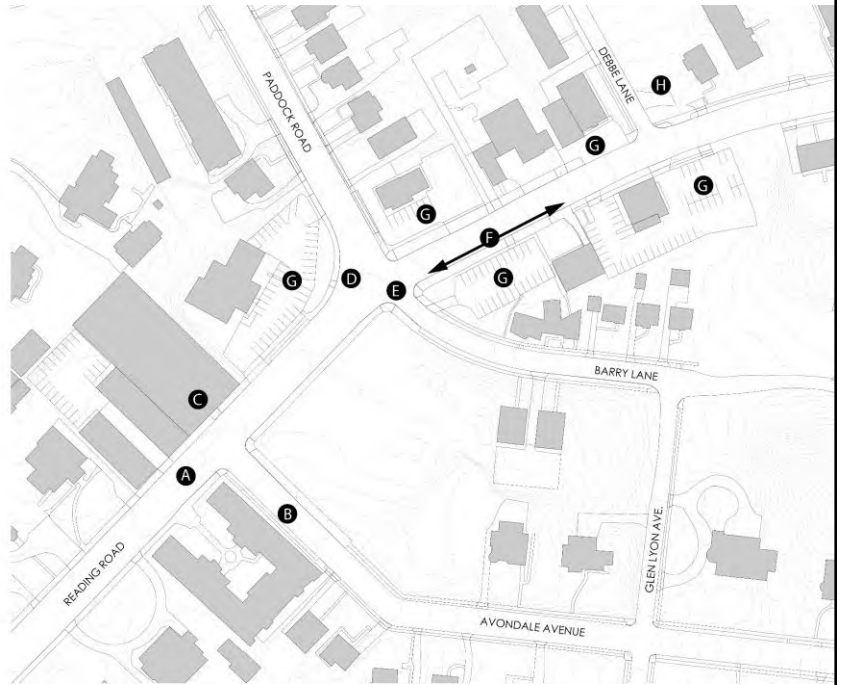
Business District

Commercial Area

EXISTING CONDITIONS

Legend

- A** Reading Road
 - Fast-moving traffic
 - Uncomfortable Walk
 - Bus / Future BRT
 - Sidewalks close to street (narrow Collector Strip)
- B** Insufficient parking
- C** Building vacancy
- D** Wide Turning Radius at Paddock encourages faster turning speed
- E** No Left Turn from Barry Lane to Reading Road
- F** Steep cross-grade at development sites
- G** Surface Parking Lots along sidewalk / street
- H** Vacant lot with trash dumpsters and parking





PHASE 1 - RIGHT OF WAY IMPROVEMENTS

GOALS: Make this section of Reading Road and Paddock Road more pedestrian-friendly to increase livability and business viability and improve the sequence of arrival into North Avondale from the north.

- A** Reading Road Re-alignment
On-Street parking northbound
Northbound BRT Lane inboard of parking
Streetscape throughout
- B** Avondale Avenue renovation:
Widen right-of-way
Angle parking (Rear-In) (47 Spaces)
Street trees in collector strips
- C** Bump-outs on Reading Road to maintain permanent on-street parking
- D** Decrease turning radius at Paddock / Reading intersection to slow traffic and aid pedestrians
- E** Zebra-Stripe crosswalks at signalized intersections
- F** Close Barry Avenue access to Reading Road
Barry "T" Turn-around
Driveway access to parking





PHASE 2 – SOUTHBOUND APPROACH



PHASE 2 - SOUTHBOUND APPROACH

GOALS: Redevelop existing building sites by moving front yard parking to more discreet locations, activating street frontages, and improving the appearance of buildings. Develop new building at Reading & Barry.

- A** Develop parking lot at end of Barry "T"
- B** Develop parking lot next to Dohn site
- C** Develop parking lot at Reading & Debbe lot
- D** Redevelop Dohn site
 - Remove front parking
 - Activate frontage with umbrella tables and chairs
 - Building improvements
 - Landscape improvements
- E** Encourage frontage improvements to buildings on Northwest side of Reading
 - Remove front parking
 - Activate frontage with umbrella tables and chairs
 - Building improvements
 - Landscape improvements
- F** Develop Reading & Barry site
 - Small building (2 to 3 stories)
 - Activate frontage with umbrella tables and chairs

Project Quantities:
 Total commercial area (4 buildings): 16,000 sf
 Total new off-street parking spaces: 48 (3/1000)



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**ALTERNATIVE 1:
PHASE 3 - MIXED-USE MULTI-FAMILY**

GOALS: To create small 1st floor commercial spaces for new, local businesses which will provide amenities for the neighborhood. Create enough housing units to inject vitality into the area and provide support patronage for businesses.

- A** Reading Road development "wing"
 - 3 story building with parking in basement
 - 1st floor customer facing uses at corners (Avondale Ave. and Barry Ln.) with storefronts and awnings
 - Storefront-type frontage at remainder of 1st floor (residential amenity spaces, future commercial)
 - Multi-family upper stories
- B** Avondale Avenue development "wing"
 - Residential scale architectural design
 - Option 1: Townhouses (ground-to-sky)
 - Option 2: Flat units
- C** Driveway to underground parking from Barry Lane
- D** Activate Reading & Avondale corner with umbrella tables and chairs, landscape, and signage
- E** Activate Reading and Barry / Paddock corner with umbrella tables and chairs, landscape, signage and lighting

Project Quantities Reading "wing":
 Multi-family flats: 18 dwellings
 Commercial space: 4000 to 5800 sf

Project Quantities Avondale "wing"
 Option 1 (townhouse hybrid): 9 dwellings
 Option 2 (multi-family flats): 30 dwellings

Parking: 29 to 60 total project





**ALTERNATIVE 2:
PHASE 3 - MIXED-USE SINGLE-FAMILY**

GOALS: To create small 1st floor commercial buildings on Reading which will provide amenities for the neighborhood. To Create a modest number of high-value single family houses.

- A** Reading Rd. Commercial Buildings
 - 2 to 3 story buildings at key intersections along Reading Road
 - 1st floor customer facing use with storefronts and awnings
 - Activate outdoor corners with umbrella tables, chairs, lighting, and landscape
 - Multi-family upper stories (2 to 4 units)
- B** Single-family Development
 - 10 units (possibly more with duplexes)
 - 2 to 3 story houses facing Avondale Ave. and Barry Lane
 - Front porches and walkway access to public sidewalks at Avondale Ave. and Barry Lane
- C** Driveway to parking lot from Avondale Avenue
- D** Rear parking lot

Project Quantities:

Single family development:	10 dwellings
Multi-family above commercial:	4 to 8 dwellings
Commercial Buildings:	4000 to 5800 sf
Parking:	26 spaces







READING ROAD APPROACH FROM NORTH WITH BUILDING "C" OUTLINED

PHASE 4 - MIXED-USE DEVELOPMENTS

GOALS: As future market forces allow, create development projects which provide street-level vitality as well as space for residential, office, or other uses. Create a pleasing gateway.

- A** NW Reading Rd. & Paddock Road Development
 - 3 story building with high visibility from southbound traffic on Reading Rd. and Paddock Rd.
 - 1st floor customer facing uses at corner with storefronts, signage, and awnings
 - Flexible 1st floor uses at remainder of building; storefront or glass frontage
 - Flexible uses on upper stories based on market demand
- B** NE Reading Rd. & Paddock Road Development
 - 1 to 2 story building
 - 1st floor customer facing use with storefronts and awnings
 - Flexible uses on upper stories based on market demand
- C** Activate outdoor corners with umbrella tables, chairs, awnings, and lighting
- D** Rear parking with heavy screening at parking lots (landscape and fencing)

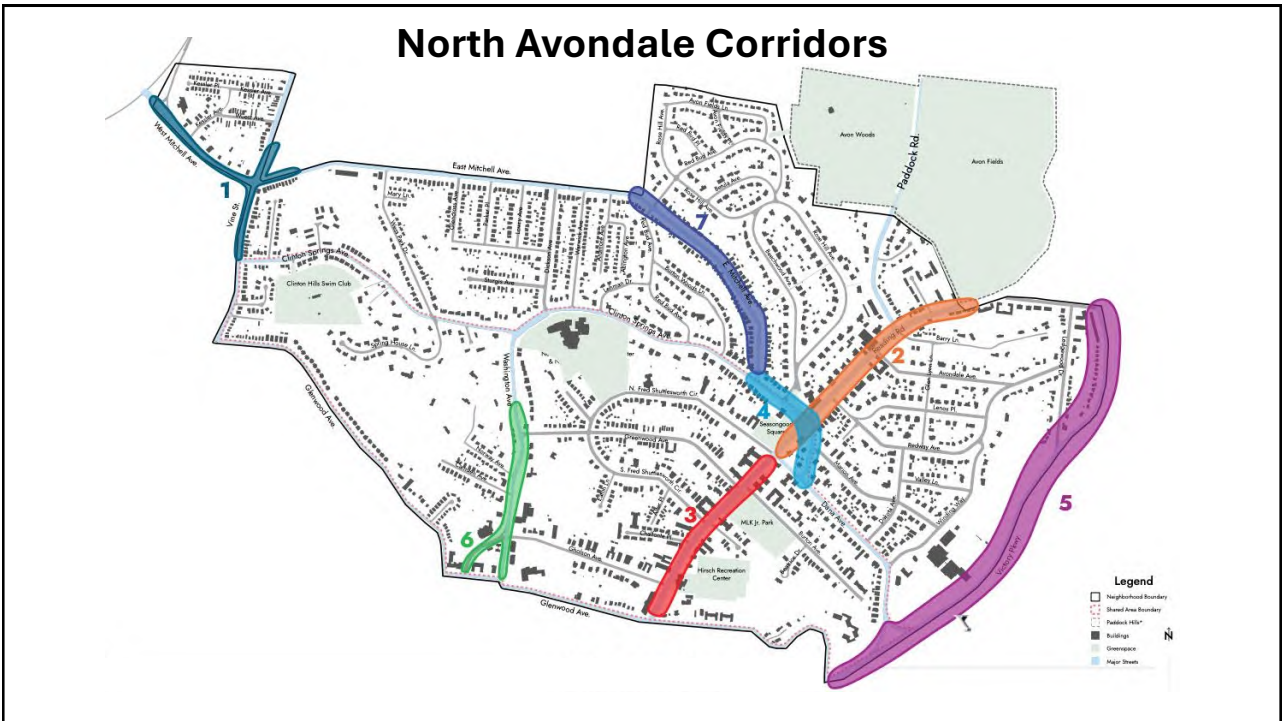
Project Quantities:

NW Reading & Paddock:	30,000 sf
	50 parking spaces
NE Reading & Paddock:	6500 sf
	13 parking spaces



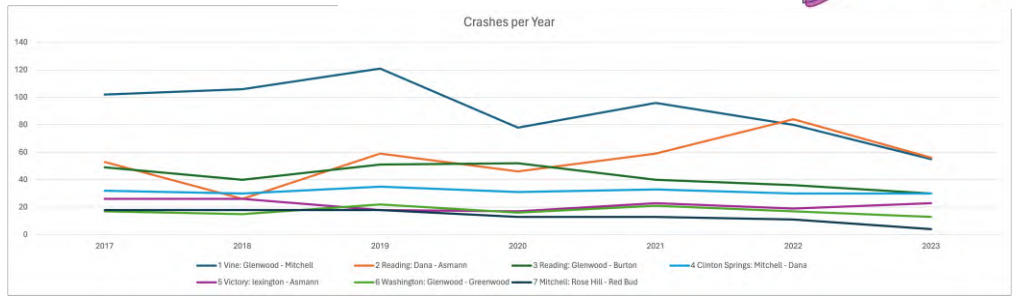


Transportation

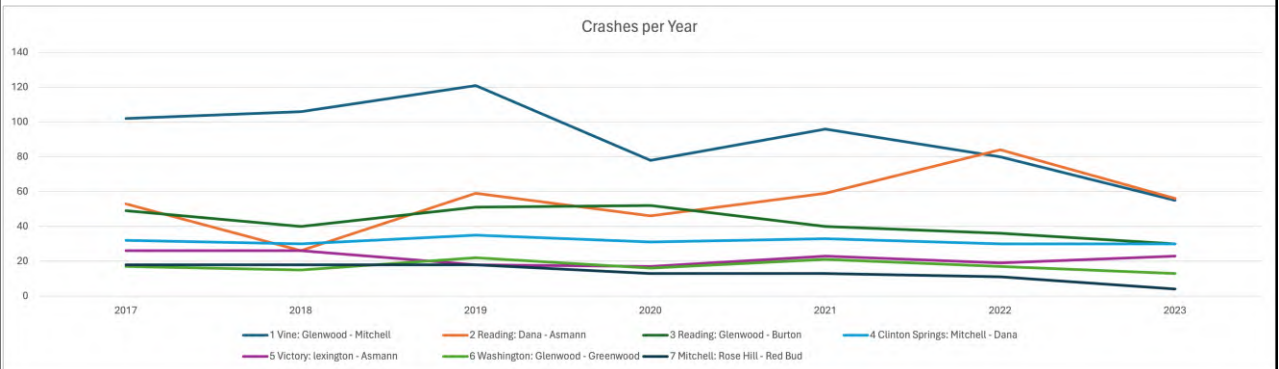


North Avondale Corridors

- Crash history 2017-2023
 - Almost 2000 total crashes
- High vehicle speeds
 - Reading Road speed cushions installed

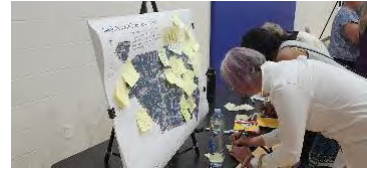


Crashes



Community Feedback

- Slower streets
 - Gholson Avenue
 - Mitchell Avenue
 - Reading Road
 - Dana Avenue
 - Washington Avenue
- Improved crossings at intersections
 - Mitchell Avenue and Clinton Springs Avenue
 - Washington Avenue and Gholson Avenue
- Safety



Traffic Calming Treatment Types

Speed Humps & Cushions

- Raised sections of roadway that cause drivers to reduce speeds.
- Speed humps are implemented on neighborhood streets whilst speed cushions can be implemented on main roads.
- Cushions are placed in the center of a lane and have gaps in between them.
- Gaps allow for emergency vehicles to traverse speed cushions quicker than speed humps.



Raised Crosswalks

- Raised crosswalks are sections of roadway raised to curb height and feature a flat top.
- Increase pedestrian visibility and reduce speeds of vehicles driving over the crosswalk.
- Usually are implemented at intersections or mid-block crossings



Crossing Width Treatments

- Curb extensions can reduce crossing distances.
- Shortens the time pedestrians are exposed to oncoming traffic.
- Islands can be placed in medians can create a pedestrian refuge at longer crossings.

Traffic Calming Treatment Types

Hardened Centerlines

- Hardened centerlines reduce chances for high-speed turning movements.
- Drivers are forced to slow down to make a turn.
- Reduces risk for conflicts with pedestrians.
- Should be implemented in areas where pedestrians crossing are prevalent, and vehicles cross the yellow lines frequently.



Signage & Markings

- Extra signs and markings can be used to help alert drivers of various conditions that may take place along a corridor.
- Pedestrian / bicycle / school crossing signs are very common additions.
- Stop signs are options to change intersection control.
- Pavement markings can help enforce the speed limit, designate a shared use lane.

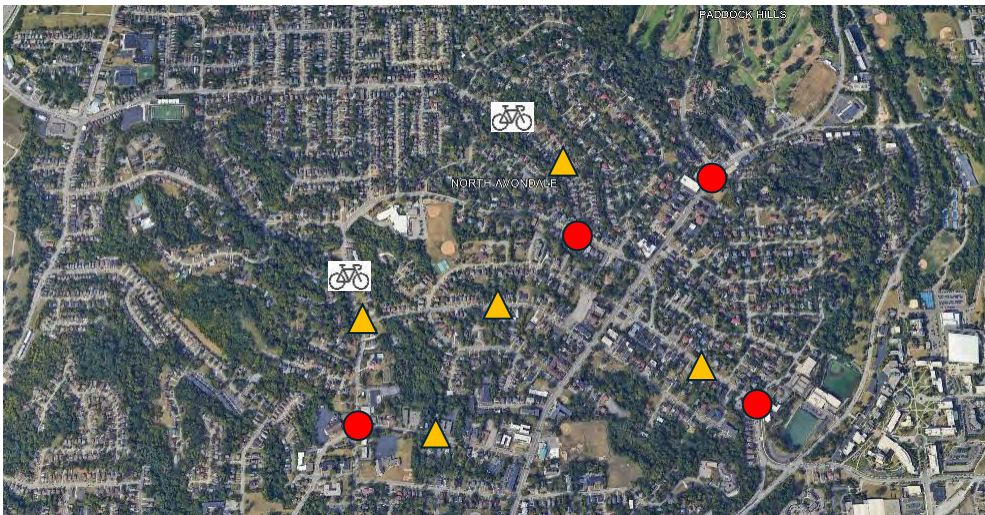


Circular Intersections

- Alternate intersection design to reduce vehicle speeds and crash risks.
- Forces all drivers to slow down to navigate the island in the middle of the intersection.
- Crossing distances are usually shorter at circular intersections



Locations for Improvement



- ▲ Speed Cushions & Signs
- Intersection Treatments
- 🚲 Bicycle Facilities

Dana Avenue & Winding Way

- Large intersection with turning movements
- Long crossing for pedestrians



Dana Avenue & Winding Way

- Reduce intersection size
- Extend curbs to reduce crossing distances
- Extend curbs to reduce turning speeds



Washington Avenue & Gholson Avenue & Harvey Avenue

- High-speed turning movement
- Disconnected pedestrian crossings



Washington Avenue & Gholson Avenue & Harvey Avenue

- Eliminate “slip lane”
- Add crosswalks



Mitchell Avenue & Clinton Springs Avenue

- Non-compliance with Stop Sign
- Difficult pedestrian crossing
- Large intersection footprint



Mitchell Avenue & Clinton Springs Avenue

- Extend curbs to reduce crossing distance
- Adjust Stop Bar location
- Add hardened centerlines



Improvements: Long Term

- Washington Avenue
 - Bicycle boulevard: connecting North Avondale to Avondale and the Zoo
- Reading Road
 - Metro's Bus Rapid Transit (BRT) corridor: improve pedestrian crossings along and across Reading Road
- Mitchell Avenue
 - Complete the protected bicycle lane from Red Bud Avenue to Clinton Springs Avenue
 - Reallocate pavement to reduce vehicle speeds and improve pedestrian crossings