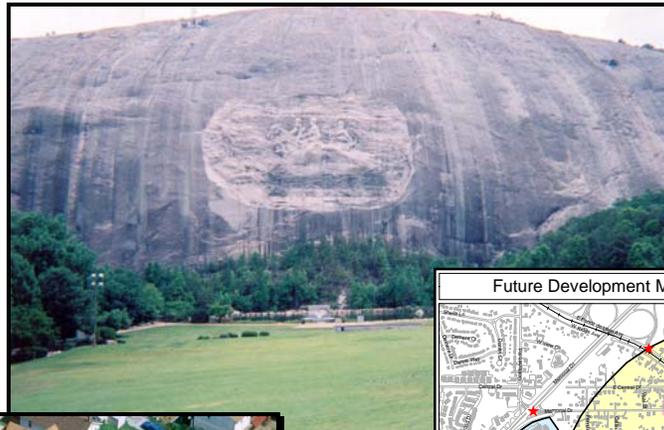
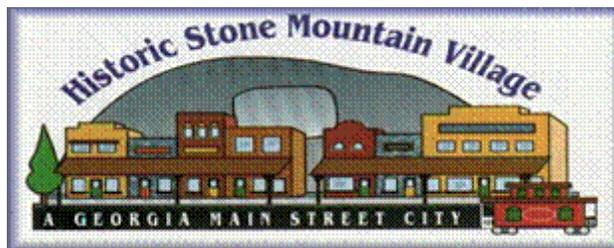
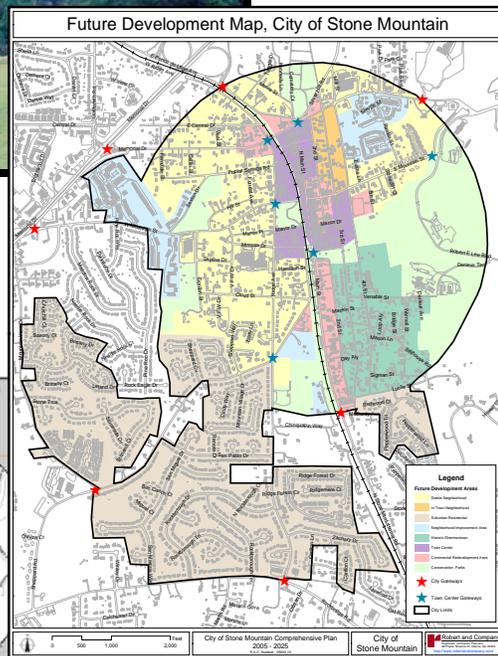
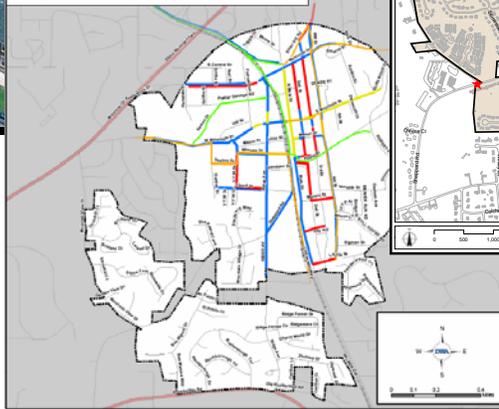


Stone Mountain Community Agenda



Bicycle and Pedestrian Facilities



Revised Draft May 9, 2006

Community Agenda (Revised Draft 5.9.2006)

1.0 Community Vision

- Vision Statement
- Future Development
- 2025 Future Land Use Plan (optional)
- Recap of State Quality Objectives

2.0 Character Areas

- Introduction
- Town Center
- Commercial Redevelopment Area
- Stable Neighborhoods
- In-town Neighborhoods
- Suburban Residential
- Neighborhood Improvement Area
- Historic Shermantown
- Conservation and Park Areas
- Gateways

3.0 Community Issues and Opportunities

4.0 Implementation Program

- Supporting Policies
- Application of Supporting Policies/Implementation Measures by Character Area
- Short Term Work Program

1.0 Community Vision

Stone Mountain will be a vibrant community for living, working, and recreation.

Specific aspects of this vision include:

- ❑ A commitment to protecting and promoting historic character and traditional small town scale.
- ❑ An increased mix of retail, housing, and professional uses to promote a live/work/ play environment.
- ❑ A thriving retail market for the local area with a mix of goods and services to serve the everyday needs of community residents.
- ❑ Reduced traffic congestion.
- ❑ Additional community facilities that enhance and promote community identity.
- ❑ Increased passive and active greenspaces.
- ❑ Better connectivity of pedestrian and bike routes between areas of the city and different land uses within the community.
- ❑ A greater variety of housing options and a balance between rental and owner-occupied housing units.

Future Development

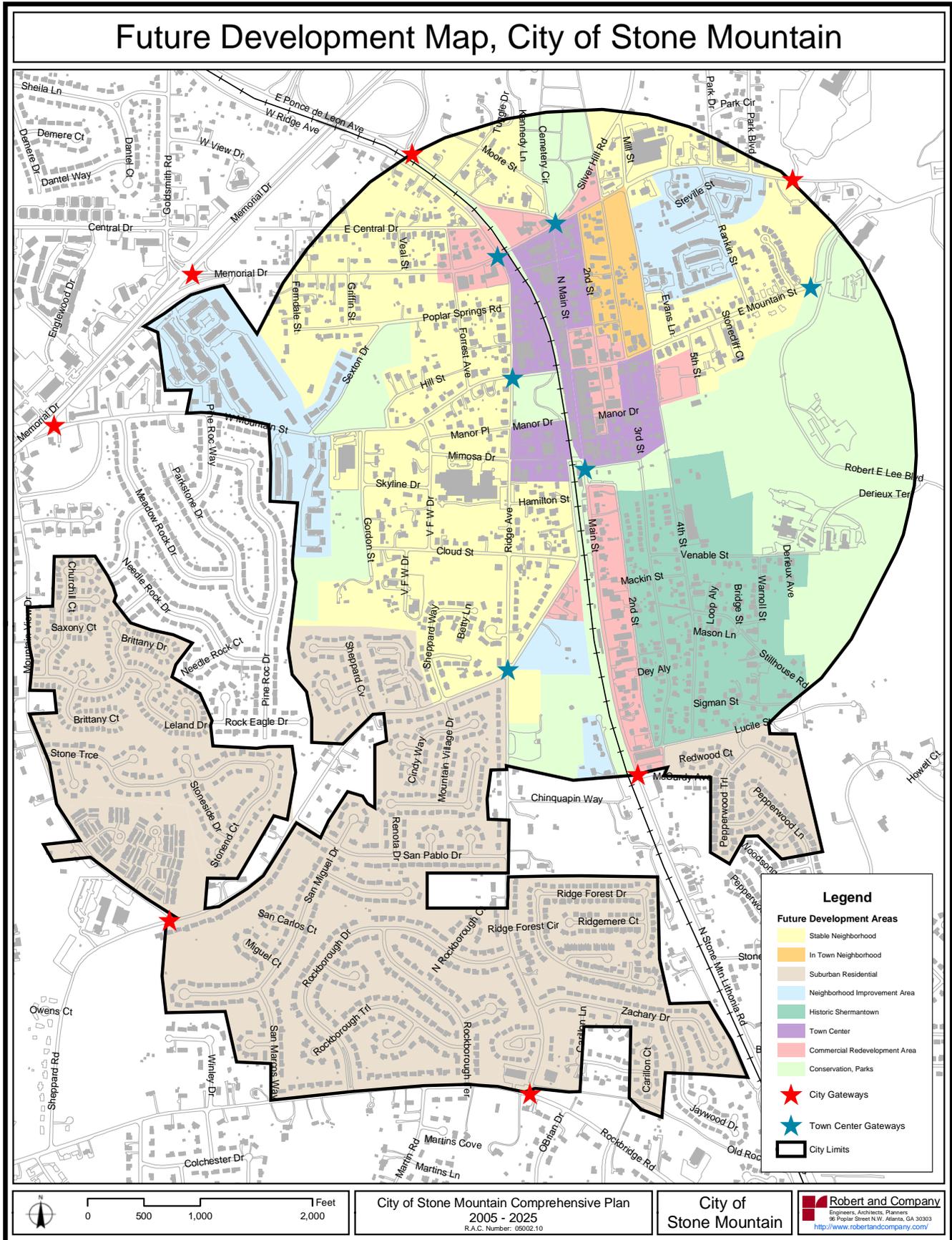
The future development map is the end result of the city's consideration of the character area map developed included on Page 11 of the Community Assessment. The character areas designated on the future development map are reinterpretations of the locally devised character areas (based on existing neighborhood characteristics) shown on the character area map in the Community Assessment. The character area map was refined during the community participation process to coordinate with a number of the character areas recommended in the State Planning Recommendations promoted by the Department of Community Affairs. During the community participation process, citizens and other stakeholders were given the opportunity to show and tell planners the type of development desired or considered appropriate for each of the character areas. This input was discussed with the city's Citizen Advisory Panel and further refined into the future development map provided here.

The future development map (FDM) delineates the boundaries of the city's major character areas. It is a visual representation of the city's future development policy. Interpretation of the map is provided in the Defining Narrative and should be contemplated in a manner that takes the city's zoning, the Quality Community Objectives and other local policies into consideration.

The Defining Narrative included in this document provides a written and graphic description of the types, forms, styles and patterns of development, which the city will encourage in each area delineated on the FDM. The Defining Narrative also includes a description of the specific land uses, based on land use categories used on the Existing Land Use Map included in the Community Assessment on Page 7. It is understood that the city plans to significantly revise and update its current (1988) zoning ordinance in the near future. Due to this pending code revision, zoning categories appropriate for each development area are not listed in the future development narrative. It is recommended that this narrative be revised to include the appropriate designations after the city adopts a new zoning ordinance.

The Quality Community Objectives to be pursued in each character area are listed, as are implementation measures, which will be necessary to achieve the desired development pattern.

Future Development Map



2025 Future Land Use Plan

The Future Land Use Plan recommends only a few changes to the existing land uses.

Residential Land Uses

The large areas of existing single family land uses are expected to remain. Some new areas of infill should be accommodated on Silver Hill Road at the city limits and on Cloud Street and through redevelopment in the triangle formed by Sheppard on the north and west and the Railroad on the east. 56% of the acreage.

The existing multi-family residential land use areas are expected to decrease as three new categories are created, including Condominium, Townhome/Duplex to provide opportunities for some lower-density residential attached categories and Mixed Use to accommodate commercial, office and housing in a "new urbanist" mix. This recommendation requires that the City establish appropriate review policies to insure that the design meets the criteria for "quality of life" design, construction, and buffers.

Commercial Land Uses

The majority of the existing commercial activities in Stone Mountain will continue to be centered in the historic Main Street core from the cemetery to Poole Street, the Memorial Drive Corridor, and South Main Street from Poole Street to Lucile Street. Traditional ground level storefronts will continue to characterize Main Street and should expand along South Main Street to provide local commercial shopping opportunities in a more urban environment. The strip commercial centers along Memorial Drive will retain an auto-access character, but are expected to redevelop as surrounding residential densities throughout the corridor increase.

Mixed Uses are expected to remake the Second, Third and Fourth Street corridors using the existing street grid pattern and small lots as a starting point to provide a mix of small shops, offices, and residences in a urban setting immediately adjacent to the largest public park in the region (Stone Mountain Memorial Park), located immediately to the east).

Office/Professional

The small areas of office and professional land uses do not include the significant use of commercial buildings in Stone Mountain for office and professional uses. Office and professional land uses are expected to emerge in the triangle formed by Silver Hill Road, East Memorial Drive, and Mill Street across from the cemetery. This area is limited in size and the office land use will provide a buffer for the residential areas to the north. Many of the existing office facilities will remain but may be identified as part of the mixed use category instead of office.

Parks and Open Space

The four municipal parks within the boundaries of the city (Leila Mason Park in Historic Shermantown, Randolph Medlock Park to the south of Ridge Avenue, the (expanded) VFW fields behind the Post Office, and McCurdy Park on West Mountain Street) will remain across from the Post Office.

Institutional Land Uses

Institutional land uses account for 6% of the total land within the city. This land includes the elementary and middle schools, City Hall, the public library located behind City Hall, a fire station and a number of churches and other houses of worship. Additionally, the Stone Mountain City Cemetery located along the northern boundary of the city is considered an institutional use.

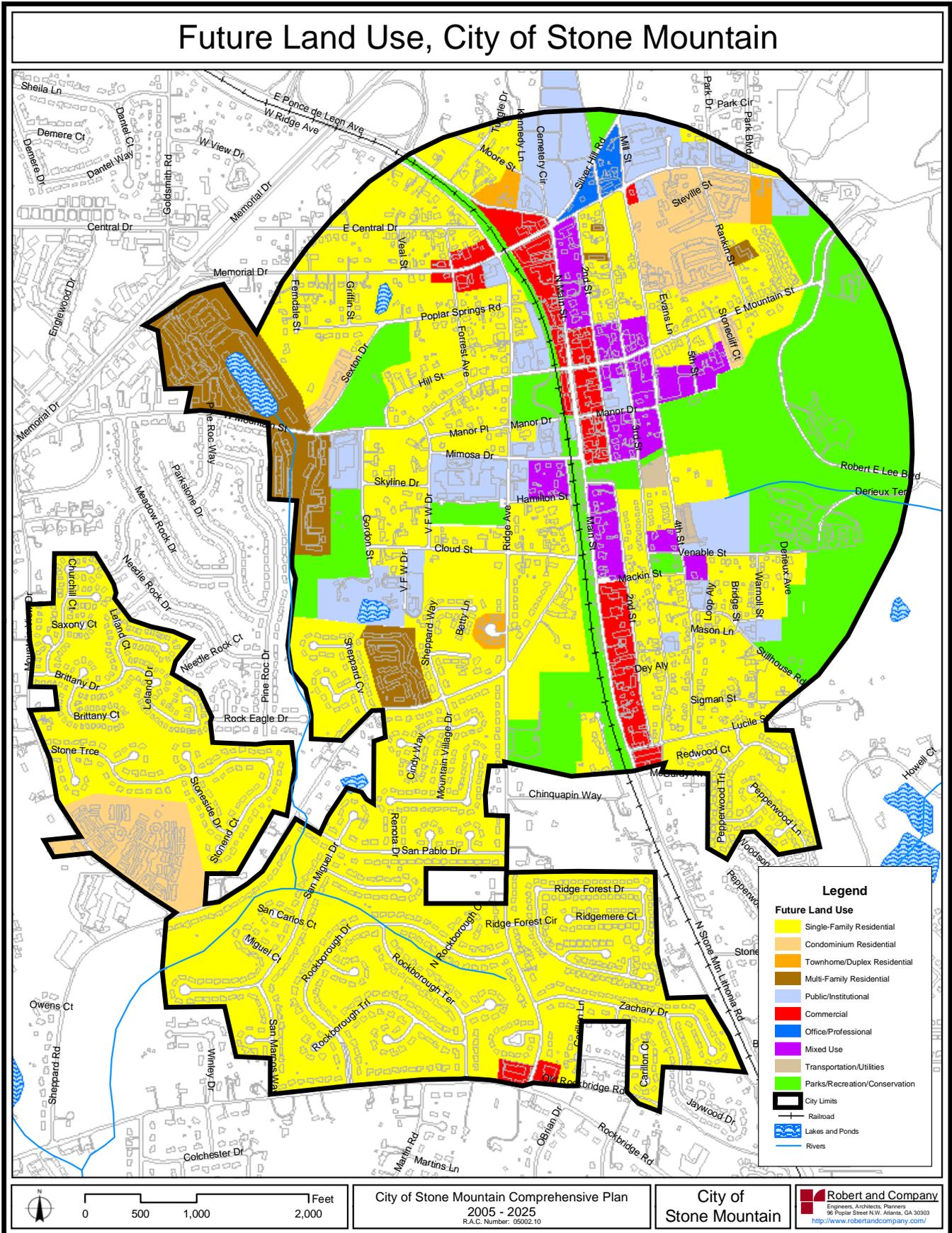
Vacant Land

Future development within the City is expected to consume the 1.4% of the city’s total land area that is currently undeveloped. It is assumed that there will be no vacant land in the future plan although we expect some properties may be in transition or include vacant buildings that are in transition from one use or user to another.

Existing (2005) and Future (2025) Land Use

City of Stone Mountain Land Use 2005-2025				
Land Use	Year2005 Acres	Year2005 Percent	Year2025 Acres	Year2025 Percent
Single-Family Residential	547.6	55.2%	534.8	53.9%
Condominium Residential <i>(Future only)</i>	0	0.0%	46.2	4.7%
Townhome/Duplex Residential <i>(Future only)</i>	0	0.0%	5.5	0.6%
Multi-Family Residential	92.2	9.3%	44.2	4.5%
Mixed Use <i>(Future only)</i>	0	0.0%	29.5	3.0%
Commercial	47	4.7%	29.4	3.0%
Office/Professional	1.6	0.2%	3.8	0.4%
Public/Institutional	64.1	6.5%	62	6.2%
Transportation/Utilities (Excluding Road R.O.W.)	13	1.3%	2.5	0.2%
Transportation/Utilities (Road Right of Way)	74.3	7.5%	72.3	7.3%
Parks/Recreation/Conservation	138.6	14.0%	161.9	16.3%
Vacant/Undeveloped	13.6	1.4%	0	100.0%
TOTAL	992	100.0%	992	100.0%

Future Land Use Plan Map



Recap of State Quality Objectives

The Georgia Department of Community Affairs (DCA) Quality Community Objectives are listed below. These objectives are recommended for adoption as guiding principles by communities that wish to return to a more traditional pattern of community growth and development.

Development Patterns

Traditional Neighborhoods: Traditional neighborhood development patterns should be encouraged, including use of more human scale development, mixing of uses within easy walking distance of one another, and facilitating pedestrian activity.

Infill Development: Communities should maximize the use of existing infrastructure and minimize the conversion of undeveloped land at the urban periphery by encouraging development or redevelopment of sites closer to the downtown or traditional urban core of the community.

Sense of Place: Traditional downtown areas should be maintained as the focal point of the community or, for newer areas where this is not possible, the development of activity centers that serve as community focal points should be encouraged. These community focal points should be attractive, mixed-use, pedestrian-friendly places where people choose to gather for shopping, dining, socializing, and entertainment.

Transportation Alternatives: Alternatives to transportation by automobile, including mass transit, bicycle routes and pedestrian

facilities, should be made available in each community. Greater use of alternate transportation should be encouraged.

Regional Identity: Regions should promote and preserve an “identity,” defined in terms of traditional regional architecture, common economic linkages that bind the region together, or other shared characteristics.

Response: The Stone Mountain Comprehensive Plan is consistent with all of these Development Pattern objectives.

Social and Economic Development

Growth Preparedness: Each community should identify and put in place the prerequisites for the type of growth it seeks to achieve. These may include housing and infrastructure (roads, water, sewer and telecommunications) to support new growth, appropriate training of the workforce, ordinances to direct growth as desired, or leadership capable of responding to growth opportunities.

Appropriate Businesses: The businesses and industries encouraged to develop or expand in a community should be suitable for the community in terms of job skills required, linkages to other economic activities in the region, impact on the resources of the area, and future prospects for expansion and creation of higher-skill job opportunities.

Educational Opportunities: Educational and training opportunities should be readily available in each community – to permit community residents to

improve their job skills, adapt to technological advances, or to pursue entrepreneurial ambitions.

Employment Options: A range of job types should be provided in each community to meet the diverse needs of the local workforce.

Regional Cooperation: Regional cooperation should be encouraged in setting priorities, identifying shared needs, and finding collaborative solutions, particularly where it is critical to success of a venture, such as protection of shared natural resources.

Regional Solutions: Regional solutions to needs that are shared by more than one local jurisdiction are preferable to separate local approaches, particularly where this will result in greater efficiency and less cost to the taxpayer.

Housing Opportunities: Quality housing and a range of housing size, cost, and density should be provided in each community, to make it possible for all who work in the community to also live in the community.

Response: The Stone Mountain Comprehensive Plan is consistent with the Social and Economic Development objectives.

Resource Conservation

Heritage Preservation: The traditional character of the community should be maintained through preserving and revitalizing historic areas of the

community, encouraging new development that is compatible with the traditional features of the community, and protecting other scenic or natural features that are important to defining the community's character.

Open Space Preservation: New development should be designed to minimize the amount of land consumed, and open space should be set aside from development for use as public parks or as greenbelts/wildlife corridors.

Environmental Protection: Air quality and environmentally sensitive areas should be protected from negative impacts of development. Environmentally sensitive areas deserve special protection, particularly when they are important for maintaining traditional character or quality of life of the community or region. Whenever possible, the natural terrain, drainage, and vegetation of an area should be preserved.

Response: The Stone Mountain Comprehensive Plan is consistent with all of these Resource Conservation objectives.

2.0 Character Area Narratives

Town Center

Vision

The town center area is the focal point of the Stone Mountain community. The future of the town center will encompass physical and economic redevelopment and revitalization in a manner that is sensitive to the area's historic context. New development and redevelopment will increase the burgeoning mix of uses, which includes higher-density residential, retail, and office professional activities. The area is, and will continue to be, the hub of civic life in the city including a mix of city offices, greenspaces, and links to regional transportation routes. The area will be pedestrian friendly and linked to other city neighborhoods through sidewalks and bicycle routes.

Uses and Intensities

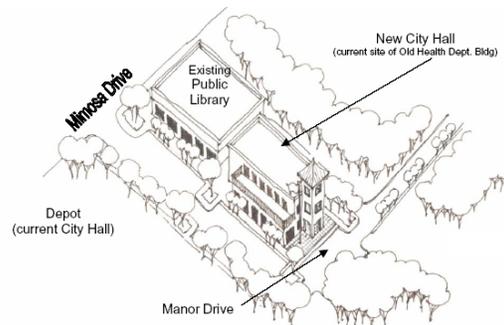
The appropriate land use designation for this area is mixed use as it currently and will continue to include homes, offices, shops, greenspace, institutions and civic offices. Residential development in this area should reinforce the traditional town center through a combination rehabilitation of historic homes and compatible new infill development targeted to a broad market, including the development of lofts located over retail spaces. Housing density up to 12 units per acre is appropriate. Office development is appropriate and will be actively encouraged in this area, especially as a second story use in historic buildings with ground floor retail.



Vibrant retail in town center



Sidewalk "amenity zones" provide areas for walking and sidewalk cafes



Redevelopment Concept for City Hall

Development Patterns and Major Features

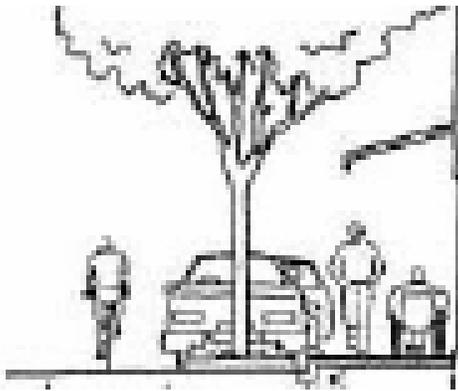
A traditional “downtown” development pattern of large blocks lined with buildings that meet the street. Parking located in civic lots, lots located behind structures or on the street. Sidewalks are wide and include amenity areas for street trees, benches, and plantings. Roadways should have well marked and signalized crossings for pedestrians and cyclists.

building. The new building should be oriented towards the large green lawn located adjacent to the proposed site.

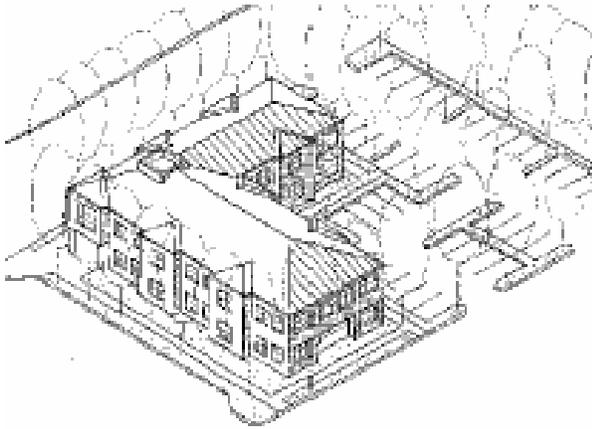
Stone Mountain’s connection to the PATH network is another unique characteristic of the Town Center and should be expanded in the future, including more direct connections to greenspace and trail networks as well as linking parks to one another. All of these efforts, accompanied by the addition of sidewalks and creation of other pedestrian-friendly trail/bike routes will link neighboring communities and major destinations, such as libraries, neighborhood centers, health facilities, commercial clusters, parks, and schools. Public restrooms should also be constructed as part of the Main Street redevelopment.

New construction in this area should be compatible with existing buildings; heights should be limited to 2 to 3 stories for buildings facing Main Street and James B. Rivers Memorial Drive and 1 and ½ to two stories for structures fronting other streets in the area.

A key component to the sense of place within the town center area is Stone Mountain City Hall. Currently the city hall is located in the historic depot building however, the essential functions of the city have outgrown this small space. The site of the Old Health Department building next to the Public Library provides a location for a new



Typical Sidewalk Section



Buildings oriented to street with parking placed in rear

Regulations

The vision for this area will be implemented through the continued implementation of the city's 2003 LCI plan, enforcement of historic district design guidelines and zoning regulations. Specific attention should be given to regulations controlling the design of infill development and site/building redevelopment. At this time the city's zoning codes does not include a district with regulations sufficiently broad enough to support the vision for this area, a new mixed use town center district or overlay should be constructed as part of the city's zoning code update.

Quality Community Objectives Addressed

- ❑ Sense of Place
- ❑ Heritage Preservation
- ❑ Open Space Preservation
- ❑ Growth Preparedness
- ❑ Transportation Alternatives
- ❑ Appropriateness Business
- ❑ Employment Options
- ❑ Housing Opportunities
- ❑ Traditional Neighborhood
- ❑ Infill Development

Commercial Redevelopment Areas

Vision

Stone Mountain has several commercial areas that are declining and need redevelopment to be vital in the future. Comprised primarily of unattractive, vacant, or under-utilized strip shopping centers, these areas are characterized by auto-oriented design that creates a high degree of access for vehicular traffic. Superfluous on-site parking and a lack of preserved open space typify these areas.

The designated commercial redevelopment areas are largely located in heavily traveled portions of the city. In order to increase activity in these areas, commercial redevelopment should focus on upgrades to the building and site aesthetics as well as the surrounding transportation network.

In the future these areas will be hubs for commercial and professional activity. Due to their locations they will be more auto-oriented than the town center commercial areas, yet they will still maintain a high level of pedestrian accessibility.



Commercial strip development providing pedestrian access



Detailed architecture on strip commercial facades



Landscaped medians can help promote auto circulation and enhance aesthetics of commercial corridors

Uses and Intensities

Commercial uses will dominate in these areas. Limited professional (office) and second story residential uses are also appropriate. Buildings should vary in height between one and two stories. Commercial development intensities should range between 10,000 and 25,000 square feet per acre.

Development Patterns and Major Features

These commercial areas should be laid out on a grid street pattern and should be well connected to the major transportation routes they front as well

as the residential areas to which they are adjacent.

In the south Main Street corridor, future commercial development may remain auto-oriented, but there should be greater control on access points and overall aesthetics. Manufactured or “Butler” buildings are not appropriate in this areas.

The Memorial Drive areas should not be centered only on car-accessible services, but rather on creating a more cohesive fabric for pedestrians, non-motorized vehicles, and cars. This should include the connection of the PATH Trail with Stone Mountain’s internal bicycle and pedestrian trails, and coordination with nearby greenspace and the gateway(s) to the City.

Green spaces should be provided in the redeveloped commercial areas. Pedestrian seating, plantings, and trees should be incorporated into the site designs for all redevelopment projects, along with landscaping plans for the entrances, facades and service areas of each building. A minimum of 20% open space should be retained on all developed lots.

Signage is an important facet of attractive commercial development. Signage in these areas should be “monumental” in style and include architectural elements and surface treatments that are attractive and cohesive with the architecture of the surrounding structures.

Regulation

The city’s current zoning ordinance allowances are limiting in the number of categories that apply to commercial development. The ordinances must need to be revised to allow for the vision for these commercial redevelopment areas to be implemented. These new guidelines should allow for accessory uses and pay special attention to lot coverage. Design review should also be employed to ensure development is aesthetically appropriate for the unique character of the City of Stone Mountain.

Quality Community Objectives Addressed

- ❑ Appropriate Business
- ❑ Infill Development
- ❑ Employment Options
- ❑ Sense of Place
- ❑ Transportation Alternatives



“Monument” style signage appropriate for commercial redevelopment areas

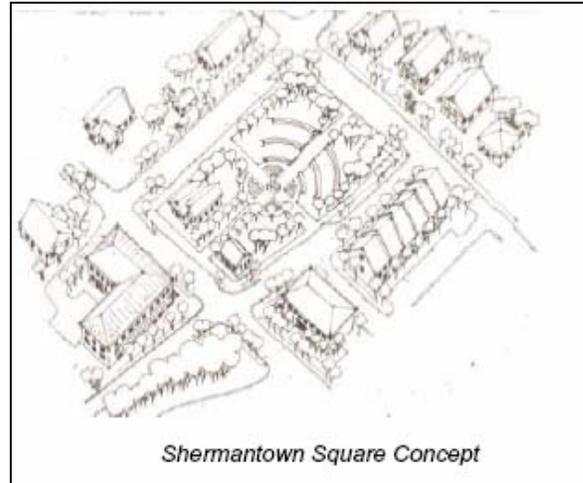
Historic Shermantown

Vision

Shermantown is the center of African-American community and culture in the City of Stone Mountain. The condition of properties varies widely. Dilapidated or declining structures may adversely affect future development. Turning the tide of decline and re-establishing this area as a thriving, more self-sustaining community is the goal of future development and improvement initiatives in this character area. The vision for the future of Shermantown is a vibrant neighborhood where older structures are seamlessly interwoven with context sensitive infill development in safe, pedestrian friendly arrangements. A healthy mix of residences, small commercial establishments and institutions such as churches will characterize the area. A new square will create a community gathering space that pays homage to the historic commercial node of the neighborhood.

Uses and Intensities

The appropriate land uses in the Shermantown character area include: detached single family homes, neighborhood serving retail establishments (2,000 sq. ft or less), small professional offices such as insurance agents, realtors, etc. and parks and open space. Housing density should range from 4 to 8 units per acre and residences are appropriate on the second floors of new commercial structures. In keeping with the scale of the existing neighborhood new multi-story buildings should be predominantly two floors and should not exceed three stories.



Appropriate scale of infill housing for Shermantown



Neighborhood scale commercial development

Development Patterns and Major Features

A traditional neighborhood development pattern dominates the current structure of Shermantown and should guide future infill development and redevelopment projects. Streets are narrow and laid out in a somewhat irregular grid pattern. Houses and lots are small and have narrow setbacks enforcing the tight-knit, intimate feel of the area.



Traditional community school

The irregularity of the street grid in Shermantown offers an opportunity to create a neighborhood square that can serve as an organizing feature for surrounding (re)development. There is approximately one acre of land contained in the block formed by 3rd, 4th, Venable and Mackin Streets. This block includes a few homes, and a small store that is the last remaining structure of what once was the Shermantown commercial district. These buildings could be redeveloped for community uses while the open space is converted into a neighborhood square including a park, amphitheatre and areas for outdoor sales. This would create a focal point in Shermantown around which existing and new development could be organized.



Typical development in Shermantown

Other potential development sites in the area include the corner of 4th and Venable, where the approximately ½ acre vacant lot has potential for commercial or mixed use development. To the north, the former Victoria Simmons Elementary School site is County-owned and includes approximately 1.4 developable acres. This site could provide a home for the Stone Mountain International School.



Vacant lot at 4th and Venable

Another option for this site would be as a location for relocating the MARTA park-and-ride lot (currently located at 4th Street and Manor Drive. If this were to occur the existing MARTA routes could be extended south on 4th Street into the Shermantown community. The Victoria Simmons Elementary School building has been demolished, but a looped driveway remains and this driveway provides adequate space for a bus to park while leaving room for other buses room to maneuver and continue their route.

Associated with these development opportunities and extending throughout Shermantown, streetscape improvements are needed to address drainage issues and improve pedestrian conditions, particularly along the 4th Street corridor.

Due to the narrow size and irregular grid pattern of the streets in this area a number of improvements are needed to improve circulation. Notably, there is no access to Main Street between Poole and Lucile Streets; Mackin Street currently extends from 4th Street and terminates at 2nd Street and providing no connectivity. Extending Mackin Street would improve connectivity between Historic Shermantown neighborhood and Main Street as well as provide direct access for MARTA buses traveling north on Main Street to the recommended MARTA bus stop at the intersection of 4th and Venable streets.

Additionally, due to the high traffic volume on Main Street turning onto Main Street from Lucile Street can be problematic, a study should be done to determine if a traffic light is warranted at this intersection.

Regulations

The vision for the Shermantown character area will be implemented through the continued implementation of the city's 2003 LCI plan. Additionally, when the city revises its zoning code in the future special attention should be given to addressing the proper scale and design of infill development in this district. In addition to LCI implementation and zoning enforcement, revitalization efforts will be augmented by increased city code compliance efforts, which will ensure that existing properties are maintained and do not fall into decline or become dilapidated.

Quality Community Objectives

Addressed:

- ❑ Sense of Place
- ❑ Heritage Preservation
- ❑ Open Space Preservation
- ❑ Housing Opportunities
- ❑ Traditional Neighborhoods
- ❑ Infill Development
- ❑ Educational Opportunities
- ❑ Employment Options
- ❑ Transportation Alternatives

In-town Neighborhoods

Vision

In-town neighborhoods are defined as those immediately surrounding the Town Center. In Stone Mountain, the area bordered on the north by James B. Rivers Memorial Drive, on the south by E. Mountain St., and located between 2nd and 4th Streets can be characterized as an in-town neighborhood. The area is comprised of mix of residential types that provide housing within walking distance of in-town amenities. The high level of access to the businesses along Main and E. Mountain Streets and other in-town services makes this a very desirable location to maintain as a core residential area.



Residences clustered around common open space

Uses and Intensities

Land use in this area will remain predominantly residential in the future. Efforts will be centered on maintaining the current housing stock and guiding any infill development to be architecturally compatible with its surroundings. Housing density up to 10 units per acre is appropriate. Acceptable housing forms include single-family residences, townhouses, and accessory apartments. Given the existing stock, additional (new) multifamily apartment style housing is not appropriate for this area, however the renovation or redevelopment of existing multifamily units is encouraged.



"Corner" uses in residential neighborhoods.

In addition to housing, complimentary commercial land uses with a neighborhood focus are acceptable. These uses include small (1,000sq.ft. +/-) retail and service establishments and institutional uses such as churches.

Development Patterns and Major Features

The in-town neighborhoods in Stone Mountain should follow the principles of traditional neighborhood development (TND). Block pattern development with narrow building setbacks and greenspace incorporated into infill housing development plans. A variety of lots sizes should be allowed to promote a mix of housing types. Parking lots, other than those associated with housing developments, are not appropriate. Parking for non-residential uses should be provided on the street. Sidewalks should be provided throughout this district.

Regulations

The vision for this area will be implemented through a new zoning regulations/districts. As this area falls within the city’s historic district it is anticipated that design guidelines will apply for new construction and alterations of existing properties. Design review will be provided by the city’s historic preservation commission to ensure compatibility with the character and scale of the surroundings.

Quality Community Objectives

Addressed:

- ❑ Sense of Place
- ❑ Housing Opportunities
- ❑ Traditional Neighborhood
- ❑ Infill Development



Higher density appropriate for In-Town Neighborhoods



Infill Housing

Stable Neighborhoods

Vision

These residential areas are based primarily on grid street patterns marked by housing stock that is well maintained and environs which possess a distinct identity through architectural style, street design, and higher rates of homeownership.

In Stone Mountain, the stable neighborhoods are proximate to the Town Center in the northern half of the city. These neighborhoods are typically a mixture of older and newer housing. Some of the stable neighborhoods are located adjacent to neighborhoods in need of improvement, which could impact them over time if action is not taken to protect the stable areas from encroaching decline. Such actions include reinforcing stability by encouraging homeownership and an emphasis on maintaining or upgrading existing properties.

Most of the city's stable neighborhoods fall within Stone Mountain's designated National Historic Register District, which represents the city's unique history and includes numerous significant architectural resources. The city's historic character will continue to be promoted and preserved through the sensitive treatment of renovations and new development in these neighborhoods.

Uses and Intensities

Future land use in the stable neighborhoods may vary slightly as some of the housing stock ages and infill development may occur. For the most part, the future development patterns will mirror the existing patterns since these have proven stable over time.



Narrow setbacks, sidewalks and on street parking on neighborhood streets



Bulb-outs and pedestrian island as traffic calming measures



Moderate density appropriate for stable neighborhoods

Current development consists primarily of single-family dwelling units. Additional detached single-family development is appropriate for this area as well as some single family attached units (duplexes, townhouses). Apartment developments are not appropriate. Housing unit density ranging from 2 to 6 units per acre is appropriate in this character area

The addition on commercial uses into these areas is not appropriate due to the “skinny” street pattern and proximity to other commercial areas of the city. Institutional (schools, churches, etc.) and park uses that support a strong sense of community are appropriate.

Development Patterns and Major Features

The hallmark of this character area is the seamless integration of varied institutional uses including Stone Mountain Middle School, McCurdy Park, the city Post Office and churches into the residential fabric of the neighborhood through sidewalk connectivity and appropriate placement of parking facilities. This integration promotes the city’s “small town” feel.

Regulations

To enhance the character of this area, infrastructure improvements should concentrate on improving connectivity among uses and increasing roadway safety for residents. Increased traffic calming measures, such as speed bumps and intersection signals may be

necessary to reduce the frequency and speed of cut-through traffic.

The majority of this character area is located within the city’s National Register Historic District it is anticipated that the city will adopt design guidelines for this district that will regulate the character of infill development and significant alterations to existing properties.

This area could be designated as a Traditional Neighborhood Development district with related zoning regulations to support the vision set forth when the city undertakes the revision of its zoning code in the near future.

To maintain the stable quality of the neighborhood, strong code enforcement efforts are also recommended.

Quality Community Objectives Addressed

- ❑ Traditional Neighborhood
- ❑ Sense of Place
- ❑ Heritage Preservation
- ❑ Open Space Preservation
- ❑ Infill Development
- ❑ Housing Opportunities

Neighborhood Improvement Areas

Overview

Neighborhood Improvement Areas are those areas of the city, which are either currently underutilized or prone to significant concentrations of deteriorated or vacant structures.

There are two large and one small neighborhood improvement areas designated in Stone Mountain. One large area is located on the city's western edge along W. Mountain Street (Sub-area A) the other is in the city's northeastern quadrant in the Rankin and Steville Street area (Sub-area B). The small improvement area, designated as Sub-area C, is located on the western side of the rail line between Sheppard Street and the city limits.

The general vision for these areas is similar. Each will become a stable, vibrant, thriving area of the community. Specifically, different approaches will be needed to redevelop each Sub-area. The specific visions for each Sub-area are discussed in the following sections.



Attractive Community Buildings

Sub-Area A

Vision

This large multi-family housing area will accommodate mixed-use development including a variety of housing types, retail establishments, open space, and employment options.

Development Patterns & Major Features

A grid-style street network should be employed to promote circulation. Significant streetscaping will be required to ensure the district provides a safe and attractive pedestrian environment. Most of the activities in the district should be pedestrian-oriented rather than auto-oriented. Parking areas should be located behind the principal facades of buildings, not adjacent to the main streets. On street parking is also appropriate within the development.

The redevelopment should incorporate green spaces such as landscaped medians and plazas as well as integrate the adjacent city park (McCurdy Park), located across Sexton Drive. The design of the new development should be cohesive and unique; it should not seek to replicate the historic downtown area of Stone Mountain.



2 story mixed-use building with architectural details

Uses and Intensities

Redevelopment of this site should be achieved through a master plan for the entire site and may be in the form of a planned unit development. A variety of residential uses are required, including detached and attached single-family homes. Office, shops, restaurants, and services should be included. Non-residential uses should range in intensity from 15,000 to 45,000 square feet per acre with a three-story height limit. Uses should be mixed vertically and horizontally throughout the development.

Regulations

The most appropriate development regulations for this area are a mixed-use ordinance developed for non-historic areas of the city or a planned unit development ordinance. The city's current zoning code does not include

either designation so new ordinances will be required.

Quality Community Objectives Addressed

- ❑ Infill Development
- ❑ Housing Opportunities
- ❑ Employment Options
- ❑ Traditional Neighborhoods
- ❑ Transportation Alternatives



Residential development fronting on green space (park)



Mixed-use development fronting a busy roadway



Mixed-use development with on-street parking and landscaped medians

Sub-Area B

Vision

The existing multi-family housing in the neighborhood will be rehabilitated and redeveloped. Existing housing that is stable and viable will be retained and context sensitive infill housing developed where lots are available.

Development Patterns & Major Features

The architecture of new development and design of exterior improvements to existing properties should be high quality and compatible with the adjacent historic district. High landscaping standards should apply to all new developments. Street connectivity should be enhanced when the opportunity is provided by large redevelopment projects. There should also be consideration given to the possibility of improving parking design in such areas with the goal of creating greenspace.

Uses and Intensities: Appropriate uses include attached and detached single-family residences and multi-family housing. Densities should range from 3 to 8 units per acre. Buildings should be limited to three stories.

Regulations

Residential zoning ordinances will regulate the development and redevelopment in this district.

Quality Community Objectives

Addressed

- ❑ Infill Development
- ❑ Housing Opportunities
- ❑ Open Space preservation and provision



Architecturally detailed, multi-family housing



High-quality multi-family units



Landscaped multifamily housing

Sub Area C

Vision

The vision for these parcels of land includes residential development utilizing conservation design principals. The development will be integrated with the surrounding parks and to provide a buffer between residences and the rail line to the east.



Clustered homes oriented around community open space

Development Patterns & Major Features

A conservation subdivision is an alternative to conventional suburban subdivisions that provides for the protection of a sizable portion of the development site as open space. Lots are small and clustered together to allow for the opens pace. However, the gross density of the site is not greater than comparable conventional subdivisions. New development on this site should integrate with the adjacent city park (Medlock Park).



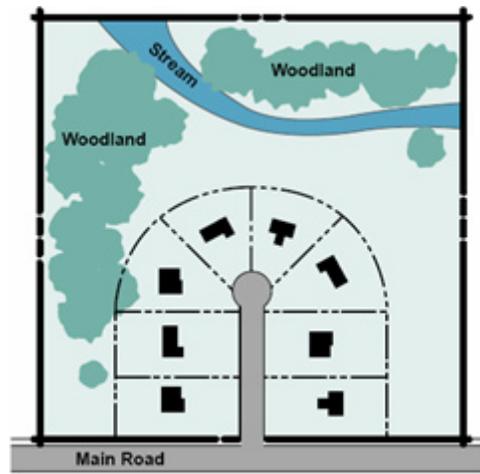
Development centered on community facilities

Uses and Intensities

Single-family residential uses are appropriate for this site; a mixture of detached and attached units (townhouses) may be permitted. Density should be not greater than 4 units per gross acre of the site.

Regulations

The city must adopt a conservation subdivision ordinance, or provide provisions for this type of development with in its other residential zoning districts, to implement this district.



Example of conservation subdivision design

Quality Community Objectives

Addressed

- ❑ Infill Development
- ❑ Housing Opportunities
- ❑ Open Space Preservation

Suburban Residential

Vision

The suburban residential character area encompasses much of the southern portion of the City of Stone Mountain. This area is currently and will continue to be characterized by larger lot ($\frac{1}{3}$ – $\frac{1}{2}$ acre) residential development.

In recent years some of the subdivisions in this area have experienced decline. Low rates of homeownership and lack of proper maintenance on the existing housing stock are factors contributing to the decline.

In the future the area will remain suburban in feel but redevelopment and rehabilitation efforts should seek to better integrate the area with the rest of Stone Mountain. Small-scale, nodal commercial development will support the residential nature of the area as will the integration of parks and pedestrian facilities. Internal and external connectivity will be promoted (versus current cul-de-sac roadway design) to create alternative transportation routes.

Use and Intensities

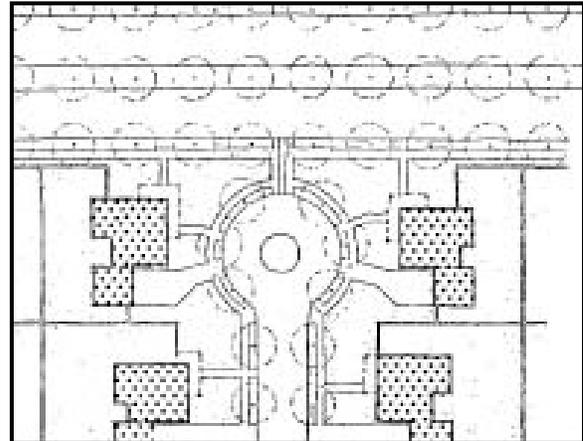
The predominant land use in this character area is detached single-family residences. There are currently some limited areas of multi-family housing (apartments) that may be rehabilitated but should not be expanded in the future. However, some single-family attached housing stock such as town houses would be appropriate. Overall density should stay within a 2 to 4 unit per acre range.

In the future rehabilitation and redevelopment of this area may include the integration of community parks and civic uses as well as small nodes of

neighborhood serving commercial outlets. Auto-oriented businesses are not appropriate in the suburban residential character area. New neighborhood commercial nodes should be integrated into a pedestrian-friendly neighborhood pattern.

Development Patterns and Major Features

These neighborhoods are comprised of typical suburban development from the 1970's through 1990's that is exemplified by the curvilinear street pattern and proliferation of cul-de-sacs and large lot sizes. Houses have large set backs from the street and development is auto oriented and does not promote pedestrian activity.



Typical cul-de-sac subdivision design

Future development in these areas should focus on revitalizing existing housing stock and building new stock comprised of varied types in order to attract new homeowners to the area. The most appropriate development types to attempt to stabilize these neighborhoods would be targeted toward homeowners at varied price points. New single-family detached and

attached houses could stimulate interest in these neighborhoods.

Large -scale redevelopment projects should limit cul-de-sac streets and promote street connectivity when feasible. Additionally, large-scale redevelopment efforts in this area could employ conservation style design, thus creating common open space and recreation amenities in an area of the city currently lacking parks.

Rehabilitation efforts should also include streetscape improvements, such as sidewalks.

Regulations

The rehabilitation/revitalization of these areas will be achieved with traditional land development regulations (zoning) as well as city supported policies and programs. Zoning regulations for small commercial nodes and conservation subdivisions will be required and should be developed when the city revises its zoning code.

Design review will be necessary for large-scale redevelopment projects to ensure infill development is compatible with surroundings. Public assistance and investment should be focused where needed to help stabilize these neighborhoods. Code enforcement efforts should be increased to help reduce the decline of existing housing stock. Additional incentives, such as homestead exemption, should be explored for existing owner-occupants.

Quality Community Objectives Addressed

- ❑ Open Space Preservation
- ❑ Infill Development
- ❑ Housing Opportunities



Streetscape design that promotes pedestrian activity



Example of a neighborhood park

Greenspace: Recreation & Conservation Areas

Vision

The City of Stone Mountain's location adjacent to Stone Mountain Park sets the precedent for open space and recreation amenities within the City. The current development of the city reflects a strong commitment to providing active and passive greenspaces for the benefit of citizens and visitors. The vision for the future of greenspace in the city is the continued enhancement of existing parks and a steady increase in the amount of available active and passive green space.

As indicated in the Community Assessment, there are very limited incidents of environmentally sensitive lands in Stone Mountain. Due to this, there is not a specific vision for their protection. However, natural features, including floodplains, wetlands, and steep slopes are not suitable for development and should be preserved.

Land Uses / Major Features

The appropriate land use classification for the greenspace areas shown on the future development map is parks/recreation. These areas include existing active and passive city owned parks in addition to privately owned greenspace areas. Future parks are envisioned to take a diversity of forms including a linear park along the rail line adjacent to Main Street, pocket parks within new residential developments, and a potential dog park adjacent to Stone Mountain Park.



Design Concept for Redevelopment Centered on New Park adjacent to Stone Mountain Park



Dog Park

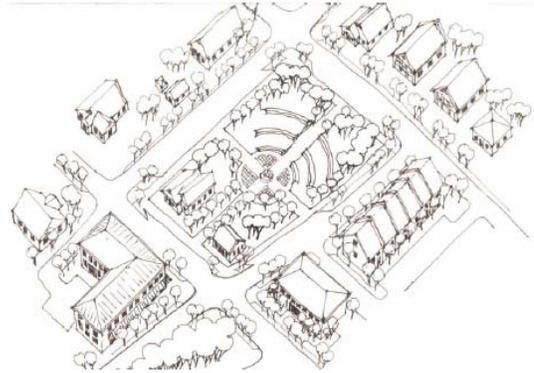
Implementation

Since the city's last comprehensive plan a major regional recreation and transportation amenity has been developed in the city. The PATH bike trail, which connects Stone Mountain Park with Atlanta, weaves through the city following the rail line into the Town Center. As an implementation of the city's vision for greenspace (and commitment to providing auto alternatives) additional bike trails are recommended to connect existing city parks to the PATH trail.

Community members have indicated a significant interest in the proposed expansion of the PATH bike trail and the creation of another trail linking Stone Mountain with the neighboring city of Lithonia.

Opportunities for new parks are located in Shermantown, where an amphitheater is proposed to anchor a redevelopment district, and on the eastern edge of the city adjacent to Stone Mountain Park. A portion of the Park which abuts the current MARTA park-and-ride lot on 4th Street is planned for development into a passive park, possibly including a space dedicated to dogs, which will be a centerpiece for residential and commercial development in the neighborhood.

In addition to the major new parks listed above, it is recommended that new development include greenspaces and/or small pocket parks for residents or development users. The adoption of conservation subdivision regulations or greenspace set aside requirements will be pursued to implement this recommendation.



Design Concept for Community Gathering Space in Shermantown



Linear Park along Rail Line



Natural Treatment of Environmentally Sensitive Greenspace Areas

There are not many natural features in the city on which to focus future greenspace; however, any natural lands with significant features including steep slopes, flood plains, wetlands, and watersheds are not suitable for development of any kind and should be preserved. Current city development regulations are adequate for the preservation of these limited areas.

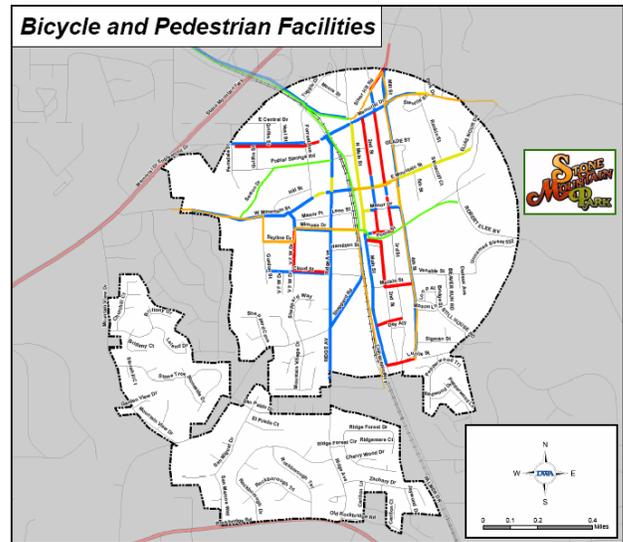
Regulations

Implemented through purchase, grants, donations and conservation subdivision and/or open space set aside requirements to be developed in new zoning regulations. Recreation impact fees are another regulation that may be available to the city to assist in implementation.

Quality Community Objectives

Implemented

- ❑ Open Space Preservation
- ❑ Transportation Alternatives
- ❑ Regional Cooperation
- ❑ Sense of Place



Recommendations for pedestrian and cyclist network in Stone Mountain

Gateways

Vision

Gateways consist of developed or undeveloped land paralleling the route of a major thoroughfare that serves as an important entrance or means of access to the community. In Stone Mountain, the focus of the city has long been and will likely remain the Main Street area. Future efforts to improve Main Street's appearance through new streetscapes, landscaping, and other beautification measures should originate or connect through the gateway areas. Other focused efforts should include utilizing these areas as hubs for directory signage to areas of interest within the city.

There are six areas designated as existing "Town Center" gateways that should be the focus of future aesthetic upgrades:

- South: Main Street at Mimosa Drive
- Southwest: Sheppard Road at Ridge Ave.
- West: West Mountain Street and Ridge Ave.
- Northwest: Memorial Drive at Ridge
- East: East Mountain Street and 4th Street
- North: Five Points intersection & Memorial Drive at Ridge Avenue.

There are seven locations designated as potential "City" gateways that should provide aesthetic upgrades to create recognition that you are entering the City of Stone Mountain:

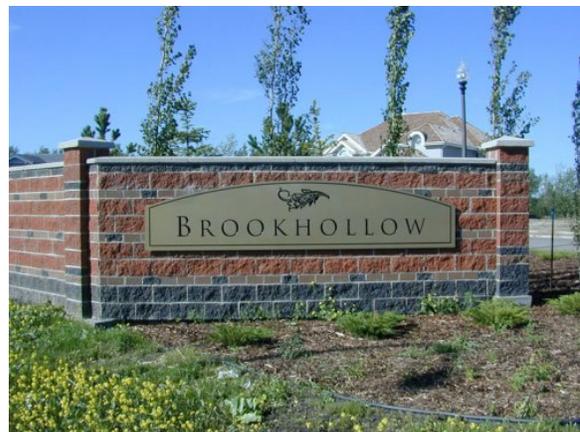
- South: South Main Street at McCurdy Avenue
- Southwest: Sheppard Road Mountain View Drive

- West: West Mountain Street and Memorial Drive
- Northwest: Memorial Drive at Memorial Drive/Stone Mountain Freeway Connector
- North: East Ponce de Leon Avenue at the City Limits
- Northeast: East Memorial Drive and Park Blvd.
- East: East Mountain Street at the Gate to Stone Mountain Memorial Park

The improvement of these gateway areas can provide the city the opportunity to announce and celebrate its historic Main Street. The gateways will provide a positive first impression and facilitate access into the Town Center.



Landscaped median marking entrance to community



Monumental place signage

Major Features

The design of the city’s gateways should include monumental signage made of durable high quality materials which is attractively designed. The design style should support the character of the city through incorporation of elements referencing the city’s unique natural features and railway history.

The gateway signage should be surrounded by special landscaping treatments that create a formal entry into the Town Center and are clearly distinguishable from the surroundings. Special sidewalk and/or pavement treatments can also be implemented to help establish gateways.

Regulations

A design scheme should be developed to ensure a cohesive appearance for gateways developed by the city. In the future, the gateway concept could be expanded to include gateway/ entrance requirements for residential neighborhoods, commercial areas and office centers. A gateway design guide should accompany any regulations as part of the revision of the city’s zoning code.

Quality Community Objectives Implemented

- ❑ Sense of Place
- ❑ Historic Preservation



Special pavement treatments and landscaping demarking a gateway



Sculptural element and median landscaping used to designate gateway



Freestanding Monumental Signage used to designate gateway

3.0 Community Issues and Opportunities

The following list provides an agreed set of critical issues and opportunities to be addressed by the City of Stone Mountain during the 20-Year planning period. Each issue/opportunity will be followed up with corresponding implementation measures in the implementation program

Stone Mountain Comprehensive Plan Update – Specific Issues & Opportunities

Economic Development Statements
There is a lack of retail to serve the local community.
The business association needs to recruit additional members to more effectively promote the downtown retail district.
There is a lack of uniform and consistent business hours for city shops and restaurants.
Absentee landlords in the business district are not involved.
Housing Statements
A number of housing units in the city are in need of repair and pose unsafe conditions – better code enforcement is needed.
The city’s housing market may be too skewed towards rental versus owner-occupied properties.
“High-end” housing is very scarce in the city.
The city appears to have an excessive amount of Section 8 housing vouchers used for rental properties within its borders.
Natural & Cultural Resource Statements
There are a number of historic structures in the city in need of restoration/rehabilitation.
The “shed’s” state of disrepair gives the historic Main Street commercial district a dilapidated appearance.
The city’s existing tree ordinance does not adequately protect existing trees or require substantial replacement for trees lost, this is causing the city to lose too much of its tree cover.
There is opposition to historic preservation in some communities.
Community Facilities & Service Statements
The city needs an identifiable, aesthetically pleasing gateways at its borders.
The uneven or damaged sidewalks in some neighborhoods pose safety issues for residents.
There is the potential for development of additional parks, recreation facilities and community gathering spaces.

<p>City Hall, the Historic Depot, is inadequate space for fulfilling the city's government functions.</p>
<p>There are numerous undeveloped/vacant sites in town that could be used to accommodate facility needs.</p>
Transportation Statements
<p>Traffic from the side streets and regional through traffic congest Main Street during the AM and PM peak periods between Rockbridge Road and Memorial Drive. Regional improvements need to be made to improve traffic operations on Main Street.</p>
<p>There are cut through traffic issues in many city neighborhoods.</p>
<p>The 5-point intersection at Main Street/ East Ponce de Leon Avenue, Silver Hill Road and Memorial Drive needs improvement.</p>
<p>A pedestrian and bicyclist demand exists beyond the city's borders because of Stone Mountain Park, so path/sidewalk connections between city and regional facilities should be made where appropriate.</p>
<p>A large majority of the community, commercial, and recreational facilities are located within ¼ mile of the downtown Stone Mountain. Improving and expanding upon the sidewalk network will greatly enhance pedestrian mobility to these pedestrian generators.</p>
<p>Pedestrian crossing treatments are needed throughout the city.</p>
<p>There is poor roadway drainage near Memorial Drive and Ridge Avenue.</p>
Land Use Statements
<p>Some city neighborhoods are in need of revitalization.</p>
<p>There are a number of vacant properties scattered throughout the city that could be used for infill development</p>
<p>The churches and other non-commercial establishments located in storefronts are inappropriate uses and promote the perception that Main Street is in a state of decline.</p>
<p>There is some local opposition to new development, innovative development and higher density development.</p>
<p>There is a lack of mix of uses in the city, like offices and lofts over Main Street retail.</p>

4.0 Implementation Program

Supporting Policies

The Stone Mountain Comprehensive Plan provides a community vision with recommended future development by character areas, and a recommended future land use map. These recommendations are in sync with State and Regional goals and quality community objectives. The following table provides recommended policies and implementation measures to meet the challenges and opportunities identified in the planning process:

Stone Mountain Comprehensive Plan Goals and Recommended Policies to Implement the Plan

Economic Development Goals	Potential Implementation Policies
Provide retail to serve the local community.	Regulations for Specific Use Development Agreements Local Permit Reqts. for Specific Development Revise Town Center/Village Zoning (Including specifying retail on Main Street)
Recruit additional business association members to more effectively promote the downtown retail district.	Business Improvement District Downtown Redevelopment/Specific Plans Development Agreements
Provide more uniformity and consistency in business hours for city shops and restaurants.	Downtown Redevelopment/Specific Plans Development Agreements (Specifically to capture PM customers for Live-Work-Play & intervening opportunities for auto travelers)
Involve absentee landlords in the business district decision making and promotions.	Business Improvement District Downtown Redevelopment/Specific Plans Development Agreements
Housing Goals	Potential Implementation Policies
Repair housing units in the city that pose unsafe conditions and provide better code enforcement.	Redevelop Declining Areas Effective Development Review
Promote owner-occupied housing.	Infill Development Program Redevelop Declining Areas TND* Site Specific Requirements
Provide more "High-end" housing in the city.	Infill Development Program Redevelop Declining Areas TND* Site Specific Requirements
Promote limits to fair share Section 8 housing vouchers for rental properties.	Mixed Income Housing Redevelop Declining Areas

NOTE: TND* – Traditional Neighborhood Development

Natural & Cultural Resource Goals	Potential Implementation Policies
Support restoration/rehabilitation of historic structures in the city.	Context Sensitive Design Historic Resources Design Standards
Repair or replace buildings that give the historic Main Street commercial district a dilapidated appearance.	Design Guidelines/Standards Downtown Redevelopment/Specific Plans Local Permit Reqts. For Certain Development
Improve or replace the existing tree ordinance to adequately protect existing trees and require appropriate replacement for trees lost.	Tree Protection Design Guidelines/Standards
Educate the community to the value of historic preservation.	Design Guidelines/Standards Historic Resources Design Standards
Community Facilities & Service Goals	Potential Implementation Measures
Identify and create aesthetically pleasing gateways at the City's borders.	Context Sensitive Design
Replace uneven or damaged sidewalks that pose safety issues for residents.	Design for Walkable Communities Transit Oriented Development
Identify and develop additional greenspace, recreation facilities and community gathering spaces.	Design for Walkable Communities Riparian Buffers Context Sensitive Design (to maximize park and open space assets)
Retain City Hall for some public use, but relocate City Hall to a larger space to provide adequate space for fulfilling government functions (Long-term need).	Adaptive Use Business Improvement District Downtown Redevelopment/Specific Plans
Use undeveloped/vacant sites in town to accommodate facility needs.	Infill Development Program Parking Management

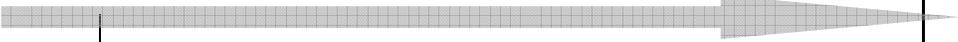
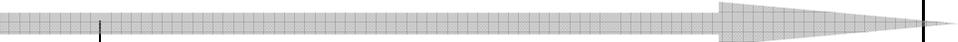
Transportation Goals	Potential Implementation Policies
Support regional improvements to improve traffic operations during the AM and PM peak periods on Main Street.	Transit Oriented Development (MARTA bus stop on/at Main Street; better access to Kensington Station, Decatur, etc.) Flexible Street Design Standards Right-of-Way Improvements Parking Management Development Agreements (Specifically to capture PM customers for Live-Work-Play & intervening opportunities for travelers)
Support local improvements to improve traffic operations on side streets	Flexible Street Design Standards Right-of-Way Improvements
Reduce cut-through traffic through city neighborhoods.	Traffic Calming (specifically includes East Mountain and Memorial Drive plus other connecting streets)
Improve the 5-point intersection at Main Street/ East Ponce de Leon Avenue, Silver Hill Road and Memorial Drive.	Traffic Calming (provides continuous flow at slower speeds) Flexible Street Design Standards
Provide local bicycle path and sidewalk connections to city facilities and regional pedestrian and bicyclist demand corridors that already exist beyond the city's borders.	Design for Walkable Communities Flexible Street Design Standards
Improve and expand sidewalks to enhance pedestrian access to community, commercial and recreation facilities within ¼ mile of downtown.	Design for Walkable Communities (including pedestrian-oriented street signage , sidewalk ramps and crosswalks for the disabled) Flexible Street Design Standards Network Trails and Greenways
Provide pedestrian crossing treatments throughout the city.	Design for Walkable Communities Traffic Calming Network Trails and Greenways
Improve drainage along the roadways near Memorial Drive and Ridge Avenue.	Design for Walkable Communities Right-of-Way Improvements

Land Use Goals	Potential Implementation Measures
Support revitalization of city neighborhoods.	Residential Infill Development Design for Walkable Communities (based on concepts of Live-Work-Play in an Urban setting) Flexible Street Design Standards Traffic Calming
Use vacant properties scattered throughout the city for infill development.	Infill Development Program Redevelop Declining Areas TND* Site Specific Requirements Residential Infill Development
Promote the use of storefronts for commercial uses rather than marginal non-commercial uses or churches to counter the perception that Main Street is in decline.	Infill Development Program Redevelop Declining Areas Regulations for Specific Use Development Agreements Local Permit Reqts. for Specific Development Revise Town Center/Village Zoning
Educate local opposition to accept new development, innovative development and higher density development.	TND* Site Specific Requirements
Promote a mix of uses in the city, including offices and lofts over Main Street retail.	Design for Walkable Communities Redevelop Declining Areas TND* Site Specific Requirements
Intergovernmental Coordination Goals	Potential Implementation Measures
Coordinate Regional Solutions with DeKalb County, other municipalities, the State of Georgia and the Federal government.	Work with the County and the State on regional transportation, water supply and distribution, wastewater and solid waste collection and disposal

NOTE: TND* – Traditional Neighborhood Development

Application of Supporting Policies and Implementation Measures by Character Area

Certain types of implementation measures are inconsistent with the designated character area(s). The City will adopt policies to provide ongoing guidance and direction to local government officials for decision making consistent with the Community Vision and addressing the Issues and Opportunities. The following table provides a comparison of implementation measures that are applicable within specific or multiple character areas.

Character Areas for Future Development								
Implementation Measures	Stable Neighborhoods	Intown Neighborhoods	Suburban Residential	Neighborhood Improvement Areas	Historic Shermantown	Town Center	Commercial Redevelopment Areas	Conservation / Parks
Adaptive Use	ALL CHARACTER AREAS							
Bicycle Facility Specifications								
Context Sensitive Design	ALL CHARACTER AREAS							
Coordinated Development Review Process	ALL CHARACTER AREAS							
Corridor or official map/ Major Streets Map								
Design for Walkable Communities	ALL CHARACTER AREAS							
Design guidelines	ALL CHARACTER AREAS							
Design Review Board								
Design Standards	ALL CHARACTER AREAS							
Development performance Standards	ALL CHARACTER AREAS							
Effective development review	ALL CHARACTER AREAS							
Environmental Impact Review								
Environmental Planning Criteria	ALL CHARACTER AREAS							
Environmental Site Assessment	ALL CHARACTER AREAS							
Flexible Street Design Standards	ALL CHARACTER AREAS							
Form-Based code/zoning								

Implementation Measures	Stable Neighborhoods	Intown Neighborhoods	Suburban Residential	Neighborhood Improvement Areas	Historic Shermantown	Town Center	Commercial Redevelopment Areas	Conservation / Parks
Incentive Zoning	ALL CHARACTER AREAS 							
Land Use Guidance System								
Land Use Intensity Districts and Map								
Landscaping and Buffers								
Landscaping guidelines								
Low Impact Development								
Overlay								
Performance-based Zoning								
Regulations for Specific uses								
Riparian buffer								
Sidewalk & Pedestrian Network Design								
Sign Regulations								
Site Plan Review								
Subdivisions and Land Development Regulations								
Tree Protection								
Access Control Measures			X			X	X	
Accessory housing units	X	X	X	X	X	X		
Alternative Street & Pedestrian System Standards	X	X	X	X	X	X	X	
Alternatives to or Reuse of Big Boxes							X	
Appropriate School Siting	X	X	X	X	X	X		
Business Improvement Districts						X	X	
Compact Development		X	X			X	X	
Conservation Subdivision			X	X	X			

Implementation Measures	Stable Neighborhoods	Intown Neighborhoods	Suburban Residential	Neighborhood Improvement Areas	Historic Shermantown	Town Center	Commercial Redevelopment Areas	Conservation / Parks
Creating a network of trails & greenways	X	X	X	X	X	X	X	X
Creating more on-street parking	X	X		X	X	X	X	
Creative Design for Higher Density	X	X	X	X	X	X	X	
Development Agreement			X			X	X	
Downtown Specific Plans						X	X	
Flexible Parking Standards	X	X	X	X	X	X	X	
Flexible Subdivision Regulation	X		X	X	X			
Historic Preservation		X			X	X		
Historic Preservation Ordinance		X			X	X		
Historic Resources Design Standards		X			X	X		
Inclusive Land Use Regulations	X	X	X	X	X	X		
Infill Development Program	X	X	X	X	X	X	X	
Local Permit Requirement for Certain Types of Development	X	X		X	X	X	X	X
Maximum setback		X		X		X	X	
Minimum Density	X	X	X	X	X	X	X	
Mixed Income Housing		X		X	X	X		
Mixed Use Zoning				X	X	X	X	
Parking Management		X	X	X	X	X	X	
Purchase of Development Rights	X	X		X	X			X
Redesigning Off-Street Parking						X	X	
Redeveloping Declining areas of the community				X	X	X	X	

Implementation Measures	Stable Neighborhoods	Intown Neighborhoods	Suburban Residential	Neighborhood Improvement Areas	Historic Shermantown	Town Center	Commercial Redevelopment Areas	Conservation / Parks
Residential Infill Development	X	X	X	X	X			
Retrofitting Conventional Suburban Subdivisions			X	X				
Right-of-way improvements	X	X	X	X	X	X	X	
Suburban Arterial Corridor Overlay District							X	
Shared Parking			X		X	X	X	
Strategies for Re-Use of Greyfields							X	
Stream Lined Development Permitting				X	X	X	X	
Town Center/ Village Zoning						X	X	
Traditional Neighborhood Development-Comprehensive Ordinance	X	X	X	X	X	X		
Traditional Neighborhood Development-Floating Districts	X	X	X	X	X	X		
Traditional Neighborhood Development- Site specific requirements	X	X	X	X	X	X		
Traffic-calming	X	X	X	X				
Transit-Oriented Development					X	X		
Urban Redevelopment/ Downtown Development				X	X	X	X	
Utility Relocation	X	X		X	X	X	X	

Short Term Work Program

The Short-Term Work Program illustrates the specific activities to be taken on by the City of Stone Mountain during the planning period to implement the plan. These activities include the recommendations (as amended) from the Stone Mountain Livable Centers Initiative project completed in 2003. The Short Term Work Program for the City of Stone Mountain is presented on the following pages.

Housing

Description/Action	Cost	Design Year	Construction Year	Responsible Party	Funding Source
Fully update City's zoning ordinance	\$35,000	2006	n/a	City	City
Coordinate with MARTA to redevelop current park/ride property with mixed-use/live-work development	N/A	2007	2008	City	N/A

Economic Development

Description/Action	Cost	Design Year	Construction Year	Responsible Party	Funding Source
Create a Downtown Development Authority for the City of Stone Mountain	N/A	2006	2006	City	N/A
Coordinate with Stone Mountain Memorial Association (SMMA) to improve and maintain long-term linkages between Village and Park, including facilities and promotion to tourists	N/A	ongoing	ongoing	City, MSSM, SMMA	N/A
Main Street/Downtown Business coordination, recruitment, marketing, promotion	N/A	on-going	on-going	MSSM, Stone Mountain Visitors and Business Association (SMVBA)	N/A

Natural and Cultural Resources

Description/Action	Cost	Design Year	Construction Year	Responsible Party	Funding Source
Establish financing/grant program for Main Street façade improvements	N/A	2006	2007	MSSM, City working with local banks	N/A

Community Facilities

Description/Action	Cost	Design Year	Construction Year	Responsible Party	Funding Source
Lease property from Stone Mountain Memorial Association (SMMA) and develop a dog park/passive park at 3rd and Poole	\$20,000	2006	2007	City, SMMA	City, SMMA, LCI Implementation Funds, PATH
Purchase a compactor for solid waste	\$50,000	2006	2007	State, City	State, City
Purchase or lease property at 3rd and Venable for Park/Greenspace ("Shermantown Square")	fair market value	2007	2008	City	City - Greenspace Program Funds
"Shermantown Square" design and Phase 1 Improvements	\$75,000	2008	2009	City	LCI Implementation Funds
Establish a community center at Leila Mason (or VFW)		2008	2009	City	CDBG

Intergovernmental Coordination

Description/Action	Cost	Design Year	Construction Year	Responsible Party	Funding Source
Coordinate with MARTA to establish express bus routes for commuters (BRT), more direct connection to MARTA rail stations, etc.	N/A	2006	2006	MARTA	N/A
Coordinate with DeKalb County during Countywide Transportation Plan to address cut-through and congestion issues	N/A	2006	2006	City, County, MSSM	N/A

Transportation

Description	Cost (Local Match)	Engineering Year	Construction Year	Responsible Party	Local Funding Source
Main Street Streetscape Project, Phase 1	\$250,000	2005	2007	City	City
Right-of-Way Acquisition for Five Points Intersection Reconstruction	\$300,000	2006	2007	City, County	City, County
Reconstruct the Five Points intersection and coordinate signals downstream to improve traffic flow and pedestrian access	\$300,000	2006	2008	City, County	City, County
Upgrade signalized pedestrian crossing at two signals	\$2,400	2006	2008	City, County	City, County
Shermantown sidewalk and drainage improvements	N/A	2006	2006	City	N/A
PATH expansions and connections within Village	\$16,000	2006	2007	City, PATH	City, PATH
Construct traffic calming measure on Ridge Avenue and 4th Street	n/a	2006	2007	County	City
Determine feasibility of new traffic signal at Lucile and Main Street Intersection	\$1,400	2006	n/a	City, County	City
New traffic signal at Lucile and Main	\$25,000	2006	2007	City, County	City
Relocate MARTA bus terminal and rider parking to old school site at 4th and Venable	unknown	2007	2008	City, MARTA	City, MARTA
Main Street Streetscape Phase 2	\$224,000	2007	2009	City	City

Transportation (Continued)

Description	Cost (Local Match)	Engineering Year	Construction Year	Responsible Party	Local Funding Source
Construct sidewalks on Memorial Dr., Mimosa St., East Mountain St., West Mountain St., 2nd St. and 3rd St.	\$33,400	2007	2008	City	City
Improve Road and drainage on Memorial Drive at railroad bridge	N/A	2007	2008	City, CSX	N/A
Main Street/Downtown Streetscape Phase 3	\$224,000	2008	2009	City	City

Detailed Transportation Project Costs

Description	Type of Improvement	Engineering Costs	Construct. Costs	Total Project Costs	Match Amount	Funding Source
Main Street Streetscape Project, Phase 1	Pedestrian	\$150,000	\$1,100,000	\$1,250,000	\$250,000	TE
Right-of-Way Acquisition for Five Points Intersection Reconstruction	Intersection	n/a	n/a	\$700,000	\$300,000	CMAQ
Reconstruct the Five Points intersection and coordinate signals downstream to improve traffic flow and pedestrian access	Intersection	\$90,000	\$600,000	\$690,000	\$300,000	CMAQ
Upgrade signalized pedestrian crossing at two signals	Pedestrian	\$1,440	\$10,560	\$12,000	\$2,400	CMAQ
Shermantown sidewalk and drainage improvements	Pedestrian	\$9,000	\$180,000	\$189,000	N/A	CDBG
PATH expansions and connections within Village	Pedestrian / Bicycle	\$9,600	\$70,400	\$80,000	\$16,000	County, LCI

Detailed Transportation Project Costs (Continued)

Description	Type of Improvement	Engineering Costs	Construct. Costs	Total Project Costs	Match Amount	Funding Source
Construct traffic calming measure on Ridge Avenue and 4th Street	Roadway	\$12,000	\$88,000	\$100,000	n/a	property owners
Determine feasibility of new traffic signal at Lucile and Main Street Intersection	Intersection	n/a	n/a	\$7,000	\$1,400	City, CMAQ
New traffic signal at Lucile and Main	Intersection	\$15,000	\$110,000	\$125,000	\$25,000	City, CMAQ
Relocate MARTA bus terminal and rider parking to old school site at 4th and Venable	Transit	n/a	n/a	\$0	unknown	LCI / MARTA
Main Street Streetscape Phase 2	Pedestrian	\$120,000	\$1,000,000	\$1,120,000	\$224,000	TE
Construct sidewalks on Memorial Dr., Mimosa St., East Mountain St., West Mountain St., 2nd St. and 3rd St.	Pedestrian	\$20,040	\$146,960	\$167,000	\$33,400	LCI
Improve Road and drainage on Memorial Drive at railroad bridge	Roadway / Drainage	\$18,960	\$139,040	\$158,000	N/A	City, CSX
Main Street/Downtown Streetscape Phase 3	Pedestrian	\$120,000	\$1,000,000	\$1,120,000	\$224,000	TE