Recommendations
7.0 RECOMMENDATIONS

7.1 TACTICAL URBANISM

The following section summarizes and prioritizes, by numbered order, the strategies discussed in Chapter 4.0: Tactical Urbanism. Figure 7.1a provides a diagram of organizations with which the City of Lithonia should partner in order to implement these recommendations. The diagram also identifies which strategy or strategies are best suited to the proposed partner. Please refer to Chapter 4.0 for a more detailed discussion of each strategy.

1. Continue hosting community events and festivals, similar to the Project Lithonia event in Downtown Lithonia, to continue engaging and exciting community members and visitors about Lithonia. Create a community website that not only expresses the story and history of Lithonia, but also announces upcoming events in and nearby the community. This site could be separate from, or part of, a city government site. (Section 4.3)

   Neighborhood festival examples:
   • Cabbagetown Stomp and Chomp, Atlanta: www.chompandstomp.com
   • Newport Beach Christmas Boat Parade: www.christmasboatparade.com

   Neighborhood website examples:
   • Inman Park, Atlanta: www.inmanpark.org
   • Virginia Highland, Atlanta: www.virginiahighland.com
   • Compton Heights, St. Louis: www.chnba.org

2. Implement Bike Lithonia, a bicycle campaign that creates awareness of cyclists, draws Arabia Mountain Trail users into downtown, and promotes the extension of the PATH trail from Arabia Mountain, through Lithonia, to Stone Mountain. Create bicycle signage that directs cyclists from the Arabia Mountain Trail to downtown Lithonia and the City’s many assets. Install bicycle sharrows and other street signage to make motorists more aware of cyclists sharing the street. (Section 4.4)

   Bicycle Campaign Examples:
   • Atlanta Bicycle Coalition: www.atlantabike.org
   • Savannah Bicycle Campaign: bicyclecampaign.org
   • PATH Foundation: pathfoundation.org

3. Install Pop-Up Cafes in parallel parking spaces adjacent to cafes and stores throughout the City. Consider installing Pop-Up Cafes in other locations, such as near MARTA bus stops. (Section 4.5)

   Pop-Up Cafe Examples:
   • PARK(ing) Day: parkingday.org

4. Install Story-telling Benches throughout the City in places where public interaction is encouraged, such as parks, schools, libraries, or historic sites. (Section 4.6)

   City Funded Public Art Examples:
   • Atlanta Public Art Program: http://ocaatlanta.com/
   • Seattle Public Art: www.seattle.gov/arts/publicart/

5. Implement Historic Lithonia to promote and mark Lithonia’s rich history. Support the Arabia Mountain Heritage Area Alliance in submitting a National Register of Historic Places application that would designate the City of Lithonia as a national historic district. Work with Georgia State University’s Heritage Preservation Program to create historic preservation regulations. Incorporate this work into a Form Based Code that could be adopted by the City. (Section 4.7)

   City Historic Marker Program Examples:
   • Historic Philadelphia: historicphiladelphia.org
   • Historic Augusta: http://historicaugusta.org/
The numbers within this diagram correlate with the recommendations listed in Section 7.1. Contact information for each partner organization can be found in Section 7.4: Partner Contact Information.

Figure 7.1a: Partner Organization Diagram
7.2 PLAZA REVITALIZATION

The following section summarizes and prioritizes, by numbered order, the strategies discussed in Chapter 5.0: Plaza Revitalization. Figure 7.2a provides a diagram of organizations with which the City of Lithonia should partner in order to implement these recommendations. The diagram also identifies which strategy is best suited for a particular partner. Please refer to Chapter 5.0 for a more detailed discussion of each strategy.

1. Implement Phase 1 of redevelopment plans for the Plaza, which includes, in numbered order: 1. demolishing the City-owned building, 2. reconnecting Stone Mountain Street, 3. building a community garden, 4. creating a farmers’ market, 5. building a community center, 6. extending the retail buildings along Main Street, 7. developing an outdoor plaza to connect the PATH trail to downtown, and 8. relocating City Hall to a more prominent location at the corner of Max Cleland Boulevard and Main Street. (Section 5.3)

2. Implement Phase 2 of redevelopment plans for the Plaza, which includes, in numbered order: 1. streetscape improvements along Max Cleland Boulevard and Swift Street, 2. developing residential buildings, 3. extending building frontages along Max Cleland Boulevard and Stone Mountain Street, 4. developing a new grocery store, and 5. building a new City Hall. (Section 5.4)

Downtown and Main Street redevelopment examples and resources:

- Georgia Department of Community Affairs’ Office of Downtown Development’s Georgia Main Street & Better Hometown Programs: www.mainstreetgeorgia.org
- Senoia, GA: enjoysenoia.com
- Mizner Park, Boca Raton, FL: www.miznerpark.com
- The A&P Lofts, Old Cloverdale, Montgomery, AL: www.atlanticandpacificlofts.com
- Mashpee Commons, Cape Cod, MA: www.mashpeecommons.com
- Community Garden resources and examples:
  - American Community Gardening Association: www.communitygarden.org
  - Georgia Organics: www.georgiaorganics.org
  - Truly Living Well: www.trulylivingwell.com
  - Urban Harvest: www.urbanharvest.org
  - Wheat Street Garden, Atlanta, GA: www.trulylivingwell.com
- Farmers’ Market examples:
  - Sweet Auburn Curb Market, Atlanta, GA: www.sweetauburncurbmarket.com
  - Dallas Farmers’ Market: www.dallasfarmersmarket.org
  - Portland Farmers’ Market: www.portlandfarmersmarket.org
  - East Lake Farmers’ Market, Atlanta, GA: elfmarket.org

Figure 7.2a: Mashpee Commons, Cape Cod, MA
Image courtesy of www.jackconway.com
The numbers within this diagram correlate with the recommendations listed in Section 7.2. Contact information for each partner organization can be found in Section 7.4: Partner Contact Information.

Figure 7.2a: Partner Organization Diagram
7.3 LONG-TERM REDEVELOPMENT

The following section summarizes and prioritizes, by numbered order, the strategies discussed in Chapter 6.0: Long-Term Redevelopment. Figure 7.3a provides a diagram of organizations with which the City of Lithonia should partner in order to implement these recommendations. The graphic identifies which strategy is best suited for a particular partner. Please refer to Chapter 6.0 for a more detailed discussion of each strategy.

1. Adopt a Form Based Code for the City of Lithonia. The Form Based Code can be adopted as a new zoning district or as an overlay district in coordination with DeKalb County. Alternatively, it could be adopted as a floating-zone code. A floating-zone Form Based Code does not contain a regulating plan but includes instructions and standards for developers to follow when they prepare a regulating plan for their property (e.g. maximum block dimensions, street types, building types, open space accessibility, sidewalk widths.) In this type of code the developers, rather than the local government, create the regulating plans while the local government sets the standards. Floating-zone codes allow local governments to establish urban form standards for development without incurring the expense of developing regulating plans. A developer submits a regulating plan for approval through the rezoning process. Upon rezoning, the floating zone replaces the prior zoning for that property and the regulating plan becomes binding. (Section 6.2)

Resources and Examples of Form Based Codes:
- The Form-Based Codes Institute: www.formbasedcodes.org
- Mableton, GA: southcobb.patch.com/articles/mableton-form-based-code-now-a-reality
- Woodstock, GA: www.tunspan.com/projects_woodstockdowntown.htm

2. Redevelop the Big Ledge Quarry site into a mixed-use community including public space. Begin the redevelopment efforts by providing tours of the site; next, implement a pedestrian/bicycle trail around the quarry that connects to the Arabia Mountain Trail; and, finally, begin redevelopment of the site in a phased approach. (Section 6.3)

Examples of site tours:
- Tour the BeltLine, Atlanta, GA: beltline.org/GetInvolved/TourtheBeltLine/tabid/1746/Default.aspx

Examples and resources of trail and greenway projects:
- PATH Foundation: pathfoundation.org
- Arabia Mountain Trail, DeKalb County, GA: pathfoundation.org/trails/arabia-mountain/
- Mon River trail system, Morgantown, WV: www.montrails.org
- Allegheny Passage Trail, PA: www.atatrail.org
- Outer Banks bicycle amenities, NC: www.outerbanks.org/outerbanks-biking/

Examples of brownfield redevelopments:
- Gas Works Park, Seattle WA: www.seattle.gov/parks/park_detail.asp?id=293
- Gray’s Lake Park, Des Moines, IA: www.dm.gov/departments/parks/pages

Examples of redeveloped quarries:
- La Cantera mixed-use development, San Antonio, TX: www.theshopsatlacantera.com

- Milton, GA: http://cityofmiltonga.us/
- Petaluma, CA: http://cityofpetaluma.net/cdd/cpsp.html
The numbers within this diagram correlate with the recommendations listed in Section 7.3. Contact information for each partner organization can be found in Section 7.4: Partner Contact Information.
7.4 PARTNER CONTACT INFORMATION

This section provides information on potential partner organizations that should be able to assist the City of Lithonia in implementation of the recommendations found within this report. While this list identifies many potential partners, it is not exclusive. As additional partner organizations are identified, they should be included in implementation discussions.

Atlanta Bicycle Coalition

The Atlanta Bicycle Coalition (ABC) strives to create a healthier, more sustainable Atlanta by making it safer, easier, and more attractive to bicycle for fun, fitness, and transportation. While ABC focuses on bicycle advocacy and education in the Atlanta area, they are interested in regional impacts and may be able to advise and assist in bicycle planning, creation of a bicycle campaign, and seeking funding for bicycle projects.

**Executive Director:** Rebecca Serna  
**Address:** 213 Mitchell Street, Atlanta, GA 30303  
**Email:** rebecca@atlantabike.org  
**Phone:** 404-881-1112  
**Website:** www.atlantabike.org

Arabia Mountain Heritage Area Alliance

The Arabia Mountain Heritage Area Alliance works to promote and preserve the natural, scenic, cultural, and historic resources within the Arabia Mountain National Heritage Area. As Lithonia is located within this National Heritage Area, the Arabia Mountain Heritage Area Alliance may be able to assist with many of the proposed recommendations that promote or preserve Lithonia’s many natural, scenic, cultural, and historic resources.

**Executive Director:** Mera Cardenas  
**Address:** 3787 Klondike Road, Lithonia, GA, 30038  
**Email:** mera.cardenas@arabiaalliance.org  
**Phone:** 770-847-6744  
**Website:** arabiaalliance.org

Atlanta Regional Commission

The Atlanta Regional Commission (ARC) is the regional planning and intergovernmental coordination agency for the 10-county area including Cherokee, Clayton, Cobb, DeKalb, Douglas, Fayette, Fulton, Gwinnett, Henry, and Rockdale Counties. For 60 years, the ARC and its predecessor agencies have helped to focus the region’s leadership, attention, and resources on key issues of regional consequence. In 2003 the ARC’s Livable Centers Initiative (LCI) program worked with the City of Lithonia to complete an LCI study of the city. LCI funding may be available to help implement recommendations that support the work completed during the LCI process.

**ARC Land Use Division Chief:** Dan Reuter  
**Address:** 40 Courtland Street, NE, Atlanta, GA 30303  
**Phone:** 404-463-3100  
**Website:** www.atlantaregional.com

**ARC Lifelong Communities:** Laura Keyes  
**Address:** 40 Courtland Street, NE, Atlanta, GA 30303  
**Phone:** 404-463-3243

DeKalb County Community Development

DeKalb County Community Development works primarily with funds from the U.S. Department of Housing and Urban Development to help develop viable urban communities, principally benefiting low to moderate income persons. This department provides the resources for decent and affordable housing, improvement and expansion of community facilities and infrastructure, and creation of new job opportunities. Funding from the Department of Community Development helped to make this
Blueprints study possible. The Department of Community Development may be able to assist with implementation and funding of development recommendations within this report that benefit low to moderate income persons by providing housing, community facilities and infrastructure, or the creation of job opportunities.

Address: 150 East Ponce de Leon Ave, Suite 330, Decatur, GA, 30030
Phone: 404-286-3308
Website: www.co.dekalb.ga.us/commdev/index.html

DeKalb County Planning and Sustainability
The mission of the Department of Planning and Sustainability is to accomplish the highest quality of life for the citizens of DeKalb County by developing neighborhood driven plans for future development, striving for constant improvement of the built environment, and the conservation of natural and historic resources. The Department of Planning and Sustainability serves as a liaison between the residents and County government. As Lithonia does not have a planning department, most planning services are provided by DeKalb County, therefore, any planning, zoning, subdivision, historic preservation, etc. services that are needed to carry out proposed recommendations should be discussed with DeKalb County.

Director’s Office and Planning Services
Address: 330 W. Ponce de Leon Ave., Decatur, GA, 30030
Phone: 404-371-2155
Website: www.yourdekalb.com/planning

DeKalb County Public Works Department
The DeKalb County Public Works Department provides efficient and effective basic infrastructure services to the County’s citizens. The five divisions of the Public Works Department are Fleet Maintenance, Roads and Drainage, Stormwater Management, Sanitation, and Transportation. The Public Works Department will need to be involved in any redevelopment that requires new or improved infrastructure, whether that be roads, drainage, stormwater management, sanitation, or other transportation needs.

Director’s and Administration Office
Address: 330 W. Ponce de Leon Ave., 4th Floor, Decatur, GA, 30030
Phone: 404-371-4778
Website: www.co.dekalb.ga.us/publicwrks/index.html

DeKalb County Recreation, Parks and Cultural Affairs
The DeKalb County Recreation, Parks, and Cultural Affairs Department works to provide safe, inviting and well maintained parks and facilities; to enhance the quality of life by being a leading provider of recreation and leisure opportunities; and to create a customer focused and responsive park system. This department should be able to assist with any new development of recreation areas, such as the proposed recreation areas in the Big Ledge Quarry redevelopment, and any installations or events that are recommended to occur in DeKalb County parks.

Director: Roy E. Wilson
Address: 330 W. Ponce de Leon Ave., Decatur, GA, 30030
Email: roywils@dekalbcountyga.gov
Phone: 404-371-3005
Website: www.co.dekalb.ga.us/parks/index.html

Park Services Acting Deputy Director: Ed Venson
Address: 330 W. Ponce de Leon Ave., Decatur, GA, 30030
Email: evenson@dekalbcountyga.gov
Phone: 404-294-2872
Website: www.co.dekalb.ga.us/parks/index.html
DeKalb County Schools
The Lithonia Middle School is part of the DeKalb County
Schools. As the Middle School is such an important asset
to Lithonia and acts as a community gathering space,
recommended community events and installations
should be implemented in coordination and with the
assistance of the Middle School, allowing students and
staff to play an interactive role in the future of Lithonia.

DeKalb County Schools
Public Relations
Address: 1701 Mountain Industrial Blvd., Stone Mountain,
GA 30083
Phone: 678-676-1200
Website: www.dekalb.k12.ga.us

Lithonia Middle School
Principal: Lisa McGhee
Address: 2451 Randall Ave., Lithonia, GA, 30058
Phone: 678-875-0702
Website: http://www.dekalb.k12.ga.us/lithoniams

Development Authority of DeKalb
The Development Authority of DeKalb is part of the
DeKalb County Office of Economic Development.
Development Authorities, including the Development
Authority of DeKalb County, were created by the Georgia
General Assembly for the purpose of promoting trade,
commerce, industry, and employment opportunities for
the public good and to promote the general welfare of
the State. The Development Authority of DeKalb assists
in financing business facilities and equipment for job
creation and expansion. The Authority may package bond
financing for companies based on the type and number
of jobs produced. The DeKalb Development Authority
should be able to assist with proposed recommendations
that provide job growth in DeKalb.

Office of Economic Development: Charles Whatley
Address: 330 W. Ponce de Leon Ave., 6th Floor, Decatur,
GA 30030
Email: crwhatley@co.dekalb.ga.us
Phone: 404-687-2730
Website: web.co.dekalb.ga.us/decidedekalb/index.html

Development Authority of DeKalb: Ernest Gilchrist
Address: 330 W. Ponce de Leon Ave., 6th Floor, Decatur,
GA 30030
Email: ergilchrist@co.dekalb.ga.us
Phone: 404-687-2743
Website: web.co.dekalb.ga.us/decidedekalb/index.html

DeKalb for Seniors, Inc.
DeKalb for Seniors, Inc. is a not-for-profit organization
whose mission is to provide support and advice in order to
generate the resources necessary to assist the Lou Walker
Senior Center in fulfilling its mission for DeKalb County
seniors. This organization was appointed by DeKalb
County CEO Vernon Jones and the DeKalb County Board of
Commissioners in 2004 to provide leadership in the efforts
to raise funds for the Lou Walker Senior Center Operations
and scholarships for seniors. As accessibility for seniors is
a focus of many of the recommendations in this report,
this organization may be able to financially support some
implementation goals. Additionally, engaging DeKalb
for Seniors in community events and installations could
benefit all generations living in Lithonia.

Contact: Marcia Glenn Hunter
Address: 2538 Panola Road, Lithonia, GA 30058
Email: mayormariaglenn@bellsouth.net
Phone: 770-322-2932
Website: dekalbforseniors.com
Faith-Based Community

The faith-based community is comprised of churches and other religious organizations within the City of Lithonia. They may be able to assist with the implementation and financing of recommendations related to community events and installations as they play such a vital role in this city. Below is contact information for those faith-based organizations who were active in the Lithonia Blueprints process and who expressed interest in providing implementation support.

**Lithonia First United Methodist Church Senior Pastor:** Reverend Leon Matthews  
**Address:** P.O. Box 6, Lithonia, GA 30058  
**Email:** lithoniafumc@bellsouth.net  
**Phone:** 770-482-6394  
**Website:** www.lithoniafumc.org

Georgia Department of Community Affairs

The Georgia Department of Community Affairs (DCA) provides a variety of community development programs to help the state’s communities realize their goals; offers a variety of economic development incentives and tools designed to help promote growth and job creation; helps offer decent housing options through a range of programs that foster new housing development, homeownership, and improved housing choices; and promotes sustainability, environmental protection, and enhanced quality of life by encouraging local implementation of generally accepted best growth and development practices. DCA may be able to assist in obtaining funding and implementation of recommendations related to new or improved development throughout Lithonia.

**Central Office**  
**Address:** 60 Executive Park South, NE, Atlanta, GA 30329  
**Phone:** 404-679-4940  
**Website:** www.dca.ga.gov

Office of Downtown Development’s Georgia Main Street and Better Hometown Programs

**Website:** www.mainstreetgeorgia.org

Georgia Department of Transportation

The Georgia Department of Transportation (GDOT) works to provide a safe, seamless and sustainable transportation system that supports Georgia’s economy and is sensitive to its citizens and environment. GDOT has jurisdiction over any state route throughout Georgia. Turner Hill Road/SR124, Covington Highway/SR12, and Stone Mountain Street/SR117B are state routes and any Form Based Code updates or physical changes to these roads would need to be coordinated with GDOT.

**Commissioner:** Keith Golden, P.E.  
**Address:** One Georgia Center, 600 W. Peachtree St, N.W., Atlanta, GA 30308  
**Phone:** 404-631-1990  
**Website:** www.dot.state.ga.us

**District 7 Engineer:** Bryant Poole  
**Address:** 5025 New Peachtree Rd., Chamblee, GA 30341  
**Phone:** 770-986-1011

Georgia State University Heritage Preservation Program

Georgia State University offers a Master of Heritage Preservation (MHP). This program focuses on preservation, restoration, and interpretation of the physical past. As of the writing of this report, a Georgia State University Heritage Preservation class, under the direction of Professor Richard Laub - Director of the MHP Program - was working with the City of Lithonia and the Arabia Mountain Heritage Area Alliance to develop proposed local district regulations. The MHP Program should be able to assist with the creation of local historic
preservation regulations that could be integrated into the Form Based Code, recommended within the report.

**Director of the Master of Heritage Preservation Program:** Richard Laub  
**Address:** Department of History, P.O. Box 4117, Atlanta, GA, 30302-4117  
**Email:** rlaub@gsu.edu  
**Phone:** 404-413-6365  
**Website:** www.gsu.edu/heritagepr

**Georgia Organics**
Georgia Organics is a not-for-profit organization devoted to promoting sustainable foods and local farms in Georgia. Recognizing this vital need, Georgia Organics builds supply through comprehensive grower education and outreach programs, and catalyzes demand on the consumer business end by fostering market opportunities for local food. Georgia Organics should be able to advise, assist and support the recommended implementation of a community garden.

**Executive Director:** Alice Rolls  
**Address:** 200-A Ottley Drive, Atlanta, GA 30324  
**Email:** alice@georgiaorganics.org  
**Phone:** 678-702-0400  
**Website:** www.georgiaorganics.org

**Housing Authority of DeKalb County**
The Housing Authority of DeKalb County is the County’s housing source for public housing, the Housing Choice Voucher Program, and affordable housing. In order to provide housing options for a diverse range of income levels at the recommended residential development in the redevelopment of the Big Ledge Quarry, it will be important for housing developers to partner with the Housing Authority of DeKalb County. Note that the Housing Authority of Lithonia can only operate within City boundaries.

**Address:** 750 Commerce Drive, Suite 201, Decatur, GA  
**Phone:** 404-270-2500  
**Website:** www.dekalbhousing.org

**Housing Authority of Lithonia**
The Housing Authority of Lithonia operates affordable and senior housing in Lithonia. In order to provide housing options for a diverse range of income levels and ages at the recommended residential development in the Plaza and the recommended redevelopment of the Big Ledge Quarry, it will be important for developers to partner with the Housing Authority of Lithonia.

**Executive Director:** Martha Callaway  
**Address:** 6878 Max Cleland Blvd., Lithonia, GA 30058  
**Phone:** 770-482-6563

**ONE DeKalb**
ONE DeKalb, the Office of Neighborhood Empowerment, works to preserve and enhance neighborhoods, empower people to make positive contributions, and bring government closer to citizens. ONE’s goal is to engage community organizations for the purpose of making them a viable, organized, engaged, and active voice in their community and county government. ONE is also the vehicle through which the CEO and Board of Commissioners will use to promote community engagement, facilitate neighborhood capacity-building and increase the flow of information to citizens about County departments and programs. As the Lithonia community works to implement events, installations, and larger redevelopment recommendations, ONE DeKalb should be able to assist in supporting, advising and connecting the community to the proper government departments and programs that can help achieve implementation.
**PATH Foundation**

In just twenty years, PATH has developed over 160 miles of trail throughout Georgia and has become a nationally recognized model for trail-building success. PATH’s linear parks have become part of the landscape in urban and rural areas, in affluent and impoverished communities. PATH trails are bringing people together from all races, ages, income levels and cultural backgrounds. The PATH Foundation was vital to the creation of the Arabia Mountain Trail and the Stone Mountain trail. The proposed Lithonia trail, within this report, is recommended to connect both of these trails. The PATH Foundation is an important partner to help plan, fund, and implement any trail recommendations within this report.

**Executive Director:** Ed McBrayer  
**Address:** P.O. Box 14327, Atlanta, GA 30324  
**Email:** info@pathfoundation.org  
**Phone:** 404-875-7284  
**Website:** www.pathfoundation.org

**Construction Manager:** Pete Pellegrini  
**Address:** P.O. Box 14327, Atlanta, GA 30324  
**Email:** pete@pathfoundation.org  
**Phone:** 404-875-7284  
**Website:** www.pathfoundation.org

**Safe Routes to School (SRTS)**

SRTS is a program of GDOT that empowers communities to make walking and bicycling to school a safe and routine activity once again. Georgia’s SRTS Resource Center assists schools and communities with education, encouragement, enforcement, evaluation, planning, and other non-construction related SRTS activities. SRTS also provides funding to local governments to improve

**Director:** Bettye Davis  
**Address:** 330 W. Ponce de Leon Ave., Decatur, GA 30030  
**Email:** bdavis@dekalbcountyga.gov  
**Phone:** 678-467-2122  
**Website:** www.onedekalb.com

**PATH Foundation**

In just twenty years, PATH has developed over 160 miles of trail throughout Georgia and has become a nationally recognized model for trail-building success. PATH’s linear parks have become part of the landscape in urban and rural areas, in affluent and impoverished communities. PATH trails are bringing people together from all races, ages, income levels and cultural backgrounds. The PATH Foundation was vital to the creation of the Arabia Mountain Trail and the Stone Mountain trail. The proposed Lithonia trail, within this report, is recommended to connect both of these trails. The PATH Foundation is an important partner to help plan, fund, and implement any trail recommendations within this report.

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**President and CEO:** Sally Flocks  
**Address:** 1389 Peachtree Street NE, Suite 202, Atlanta, GA 30309  
**Email:** sally@peds.org  
**Phone:** 404-685-8722  
**Website:** peds.org

**Program Administrator:** Larissa Bradburn  
**Address:** 1389 Peachtree Street NE, Suite 202, Atlanta, GA 30309  
**Email:** larissa@peds.org  
**Phone:** 404-685-8732  
**Website:** peds.org

**Private Developers**

To achieve many of the redevelopment goals in this report, it will be necessary to attract and partner with private entities. Private developers should be made fully aware of the stakeholder supported contents of this report.

**Executive Director:** Sally Flocks  
**Address:** 1389 Peachtree Street NE, Suite 202, Atlanta, GA 30309  
**Email:** sally@peds.org  
**Phone:** 404-685-8722  
**Website:** peds.org

**Program Administrator:** Larissa Bradburn  
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**Private Developers**

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**Safe Routes to School (SRTS)**

SRTS is a program of GDOT that empowers communities to make walking and bicycling to school a safe and routine activity once again. Georgia’s SRTS Resource Center assists schools and communities with education, encouragement, enforcement, evaluation, planning, and other non-construction related SRTS activities. SRTS also provides funding to local governments to improve
the walking and bicycling conditions to schools. Safe Routes to School Georgia should be able to assist Lithonia in planning, funding, and implementation of recommendations that make walking and biking to school easier, such as the trail extensions and streetscape improvements that connect to Lithonia Middle School.

**Georgia SRTS Coordinator:** Emmanuelle Myrthil  
**Phone:** 404-635-8033
The following section contains detailed information on the recommended Form Based Code as discussed in Chapter 6. Maps include: Lithonia Character Areas; Regulating Plan; Transect Zones; Development Standards for Jetty, Slab, Rubble, Ballast, and Gneiss street types; Street Design guidelines for the Jetty, Slab, Rubble, Ballast, and Gneiss street types; Public Space standards; and Private Frontage standards.
Appendix A, Map 2: Regulating Plan
Table 1.0 Transect Zones

T5: consists of higher density mixed-use building types that accommodate retail, offices, services, rowhouses, apartments, network of streets, narrow travel lanes, wide sidewalks, building height 3 to 6 stories, landmark civic building, destinations, more hardscape, no landscaping between buildings, maximum lot width but with designs to read as multiple separate buildings, no minimum parking requirements

- banks, doctors, hotel, bars, restaurants, market, coffee shop, museum, specialty retail (quilt), fitness facility, studio, (dance, music, art), theater, mixed use residential component, civic building, convention building, personal services (salon, barber)

T4: consists of mixed-use building types that support retail, offices, rowhouses, apartments, building height 2 to 3 stories, sidewalks at least 5 ft in width, minimum parking requirements, some angled or parallel parking, (generally parking at rear of lot), build to line properties

- bank, doctors, lodging, tavern, restaurants, market and coffee shop, general retail and specialty retail, fitness facility, mixed use residential component, civic building, personal services (salon, barber)

T3: consists of a mixed-use but primarily residential urban fabric. wide range of building types: single, sideyard, and rowhouses. Building setbacks are variable. streets typically define medium-sized blocks, wider travel lanes and planting strips, slower speeds, main street and plaza are town center, building height 1 to 2 stories, less hardscape, more dedicated parking, minimum lot widths (helps ensure the desired proportion of buildings to open space)

- bank, doctor/pharmacy, restaurant, market/general store, general retail, fitness facility, mixed use residential component, civic building, personal services (barber)

T2: consists of low-density residential, adjacent to higher zones, planting is naturalistic and setbacks are relatively deep, blocks may be large and the roads are irregular to accommodate natural conditions

Appendix A, Table 1: Transect Zone
## Table 2.1: Jetty Regulatory Plan Framework

Guidelines for each of the individual street types in the regulatory plan are expressed in this template to carry out intentions and visions of the overall plan.

The Jetty guidelines depicted in this template apply in the areas planned to serve community-level needs. These areas in the regulating plan are aimed at higher density and intensity of use including mixed-use centers, retail, restaurants, local services and housing. The physical form and uses are regulated to reflect a more urban character. Buildings are close to the sidewalk. Streetscapes are designed for vehicles, bicycles and pedestrians with details to support an inviting and effective commercial and cultural environment. These areas feature on-street parking and wide sidewalks for frequent pedestrian use. Trees in the right-of-way are encouraged. Ultimately, these guidelines are specified to draw on the historical and cultural values of the commercial core.

### Character

![Character Image]

### Development Potential

Commercial, Residential

### Permitted Uses

Retail, Office, Medical, Lodging, High-Density Residential, Restaurant, Civic

### Blocks/Subdivision of Land

<table>
<thead>
<tr>
<th>Depth: 250’ max</th>
<th>Length: 500’ max</th>
</tr>
</thead>
</table>

### Building Type Standards

<table>
<thead>
<tr>
<th>Type</th>
<th>Lot Width</th>
<th>Units Per Acre</th>
<th>Max Stories</th>
<th>Open Space</th>
</tr>
</thead>
<tbody>
<tr>
<td>Commercial Building</td>
<td>200’-400’</td>
<td>35-50</td>
<td>6</td>
<td>10%</td>
</tr>
<tr>
<td>Mixed-Use Building</td>
<td>125’-200’</td>
<td>35-50</td>
<td>4</td>
<td>15%</td>
</tr>
<tr>
<td>Apartment Building</td>
<td>125’-200’</td>
<td>40-50</td>
<td>4</td>
<td>15%</td>
</tr>
<tr>
<td>Courtyard Building</td>
<td>125’-200’</td>
<td>25-35</td>
<td>3</td>
<td>15%</td>
</tr>
<tr>
<td>Live-Work Building</td>
<td>25’-125’</td>
<td>15-20</td>
<td>2</td>
<td>15%</td>
</tr>
</tbody>
</table>

### Building Placement Standards: Setbacks

<table>
<thead>
<tr>
<th>Front</th>
<th>Rear</th>
<th>Side</th>
</tr>
</thead>
<tbody>
<tr>
<td>0’ min 5’ max</td>
<td>0’ min 10’ max</td>
<td>0’ min</td>
</tr>
</tbody>
</table>

### Building Profile Standards

<table>
<thead>
<tr>
<th>Min/Max Building Height</th>
<th>Types of Encroachments into Setbacks</th>
</tr>
</thead>
<tbody>
<tr>
<td>2 min 6 max</td>
<td>terrace, forecourt, stoop, shopfront, gallery, arcade</td>
</tr>
</tbody>
</table>

### Frontage/Type Standards

<table>
<thead>
<tr>
<th>Type</th>
<th>Width</th>
<th>Depth</th>
<th>Height</th>
</tr>
</thead>
<tbody>
<tr>
<td>Terrace</td>
<td>50% min</td>
<td>10 min</td>
<td>_</td>
</tr>
<tr>
<td>Forecourt</td>
<td>20 min</td>
<td>40 max</td>
<td>_</td>
</tr>
<tr>
<td>Stoop</td>
<td>at entries</td>
<td>4</td>
<td>_</td>
</tr>
<tr>
<td>Shopfront</td>
<td>75% min</td>
<td>_</td>
<td>12 min</td>
</tr>
<tr>
<td>Gallery</td>
<td>50% min</td>
<td>10</td>
<td>10 min</td>
</tr>
<tr>
<td>Arcade</td>
<td>50% min</td>
<td>10 min</td>
<td>10 min</td>
</tr>
</tbody>
</table>

### Parking and Placement Standards

<table>
<thead>
<tr>
<th>Residential (spaces per bdrm)</th>
<th>Live/Work (spaces per unit)</th>
<th>Commercial/Office (spaces per sq ft)</th>
<th>Retail (spaces per 1000 sq ft)</th>
<th>Civic (spaces per 1000 sq ft)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Location: along or behind buildings</td>
<td>1 min</td>
<td>1.5 min</td>
<td>3/1000 ft</td>
<td>4/1000 sq ft</td>
</tr>
<tr>
<td>2 max</td>
<td>3 max</td>
<td>NA</td>
<td>NA</td>
<td>NA</td>
</tr>
</tbody>
</table>

### Transects Allowed

| TS, T4 |

---

Appendix A, Table 2.1: Jetty Street Type Development Standards
Table 2.2: Slab Regulatory Plan Framework: Guidelines for each of the individual street types in the regulatory plan are expressed in this template to carry out intentions and visions of the overall plan.

The Slab guidelines depicted in this template apply to areas serving community needs. Commercial and residential buildings front the streets and cover most of the frontage with parking on-street and off-street along and behind buildings. Streetscapes are multi-purpose for vehicles and bicycles as well as pedestrian oriented. The streets include regular planting and lighting as well as overall design details to provide spatial definition along these community connecting streets.

Character

Development Potential: Commercial, Residential

Permitted Uses: Local retail, office, residential, restaurant, service

Blocks/Subdivision of Land: Depth 200’ max. Length 500’

<table>
<thead>
<tr>
<th>Building Type Standards</th>
<th>Lot Width</th>
<th>Units Per Acre</th>
<th>Max Stories</th>
<th>Open Space</th>
</tr>
</thead>
<tbody>
<tr>
<td>Commercial Building</td>
<td>200’-400’</td>
<td>35-50</td>
<td>5</td>
<td>15%</td>
</tr>
<tr>
<td>Mixed-Use Building</td>
<td>125’-200’</td>
<td>35-50</td>
<td>4</td>
<td>15%</td>
</tr>
<tr>
<td>Apartment Building</td>
<td>125’-200’</td>
<td>40-50</td>
<td>4</td>
<td>15%</td>
</tr>
<tr>
<td>Courtyard Building</td>
<td>125’-200’</td>
<td>25-35</td>
<td>3.5</td>
<td>15%</td>
</tr>
<tr>
<td>Live-Work Building</td>
<td>25’-150’</td>
<td>15-20</td>
<td>2.5</td>
<td>15%</td>
</tr>
<tr>
<td>Row House Building</td>
<td>25’-150’</td>
<td>18-20</td>
<td>2</td>
<td>20%</td>
</tr>
</tbody>
</table>

Building Placement Standards:

Setbacks:

- Front: 0’ min, 10’ max
- Rear: 0’ min, 10’ max
- Side: 0’ min

Building Profile Standards:

- Min/Max Building Height: 2 min, 5 max
- Types of Encroachments into Setbacks:
  - terrace, forecourt, stoop, shopfront, gallery, arcade

FrontageType Standards:

- See Table 4.0

Parking and Placement Standards:

- Residential (spaces per bed): 1 min
- Live/Work (spaces per unit): 1.5 min
- Commercial/Office (spaces per sq ft): 2/1000 min

Location of buildings along or behind buildings:

- 1 min
- 2 max

Transsects Allowed:

- T5, T4

Appendix A, Table 2.2: Slab Street Type Development Standards
Table 2.3: Rubble Regulatory Plan Framework
Guidelines for each of the individual street types in the regulatory plan are expressed in this template to carry out intentions and visions of the overall plan.

The Rubble guidelines depicted in this template apply to areas that are intended to be mixed-use neighborhoods. This area is intended to accommodate the widest variety of attached and detached building types and uses.

Character

Development Potential
Residential, Live-Work

Permitted Uses
Local retail, office, residential, service

Blocks/Subdivision of Land
Depth: 200’ min  Length: 500’ max

<table>
<thead>
<tr>
<th>Building Type Standards</th>
<th>Type</th>
<th>Lot Width</th>
<th>Units Per Acre</th>
<th>Max Stories</th>
<th>Open Space</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Apartment Building</td>
<td>125’-200’</td>
<td>40-50</td>
<td>3.5</td>
<td>15%</td>
</tr>
<tr>
<td></td>
<td>Courtyard Building</td>
<td>125’-200’</td>
<td>25-35</td>
<td>3.5</td>
<td>15%</td>
</tr>
<tr>
<td></td>
<td>Live-Work Building</td>
<td>25’-150’</td>
<td>15-20</td>
<td>2.5</td>
<td>15%</td>
</tr>
<tr>
<td></td>
<td>Row House Building</td>
<td>25’-150’</td>
<td>18-20</td>
<td>2</td>
<td>20%</td>
</tr>
</tbody>
</table>

Building Placement Standards: Setbacks:
- Front: 6’ min 20’ max
- Rear: *min or 15’ from center line of alley
- Side: 6’ min

Building Profile Standards
- Min/Max Building Height
- Types of Encroachments into Setbacks
- 2 min 3.5 max: common yard, porch and fence, terrace, forecourt, stoop

Frontage Type Standards
- See Table 4.0

Parking and Placement Standards
- Residential (spaces per bdrm)
- Live/Work (spaces per unit)
- 1 min
- 2 max (except single dwelling)

Transects Allowed
- See Table 1

Appendix A, Table 2.3: Rubble Street Type Development Standards
Table 2.4: Ballast Regulatory Plan Framework

Guidelines for each of the individual street types in the regulatory plan are expressed in this template to carry out intentions and visions of the overall plan.

The Ballast guidelines depicted in this template apply to areas that are intended to be residential in nature and not intended to be mixed-use neighborhood. This area is the least intense in development and intended predominantly for detached buildings. Parking is on and off-street.

<table>
<thead>
<tr>
<th>Character</th>
</tr>
</thead>
<tbody>
<tr>
<td>Development Potential</td>
</tr>
</tbody>
</table>

| Permitted Uses | Residential |
| Blocks/Subdivision of Land | Depth: 200’ max Length: 600’ max |

<table>
<thead>
<tr>
<th>Building Type Standards</th>
<th>Type</th>
<th>Lot Width</th>
<th>Units Per Acre</th>
<th>Max Stories</th>
<th>Open Space</th>
</tr>
</thead>
<tbody>
<tr>
<td>Live-Work Building</td>
<td>25'-150'</td>
<td>15-20</td>
<td>2.5</td>
<td>15%</td>
<td></td>
</tr>
<tr>
<td>Row House Building</td>
<td>25'-150'</td>
<td>18-20</td>
<td>2</td>
<td>20%</td>
<td></td>
</tr>
<tr>
<td>Single Dwelling</td>
<td>40-75</td>
<td>6 to 10</td>
<td>2</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Accessory Dwelling</td>
<td>40-75</td>
<td>6 to 10</td>
<td>1</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Building Placement Standards: Setbacks</th>
<th>Front</th>
<th>Rear</th>
<th>Side</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>12’ min 24’ max</td>
<td>12’ min</td>
<td>12’ min</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Building Profile Standards</th>
<th>Min/Max Building Height</th>
<th>Types of Encroachments into Setbacks</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>1 min - 3 max</td>
<td>common yard, porch and fence, terrace, forecourt</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Frontage Type Standards</th>
<th>Type</th>
<th>Width</th>
<th>Depth</th>
<th>Height</th>
</tr>
</thead>
<tbody>
<tr>
<td>common yard</td>
<td>65% min</td>
<td>_</td>
<td>_</td>
<td></td>
</tr>
<tr>
<td>porch and fence</td>
<td>50% min</td>
<td>10 min</td>
<td>10 max</td>
<td></td>
</tr>
<tr>
<td>terrace</td>
<td>50% min</td>
<td>10 min</td>
<td>_</td>
<td></td>
</tr>
<tr>
<td>forecourt</td>
<td>20 min</td>
<td>40 max</td>
<td>_</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Parking and Placement Standards</th>
<th>Residential(spaces per bedrom)</th>
<th>Live/Work(spaces per unit)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>1 min</td>
<td>1.5 min</td>
</tr>
<tr>
<td></td>
<td>2 max</td>
<td>3 max</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Transects Allowed</th>
<th>See Table 1</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>T3, T2</td>
</tr>
</tbody>
</table>
Table 2.5: Gneiss Regulatory Plan Framework

Guidelines for each of the individual street types in the regulatory plan are expressed in this template to carry out intentions and visions of the overall plan.

The Gneiss guidelines depicted in this template apply to areas that are intended to be mixed-use neighborhoods. Apart of this zone is intended for no development while allowing for passive and active recreation.

<table>
<thead>
<tr>
<th>Character</th>
<th>Development Potential</th>
<th>Commercial, Residential, Recreation</th>
</tr>
</thead>
</table>

| Permitted Uses | Retail, Office, Services, Lodging, High-Density Residential, Restaurant, Recreation |

### Blocks/Subdivision of Land

Depth: 250’ max, Length: 300’ max

<table>
<thead>
<tr>
<th>Building Type Standards</th>
<th>Type</th>
<th>Lot Width</th>
<th>Units Per Acre</th>
<th>Max Stories</th>
<th>Open Space</th>
</tr>
</thead>
<tbody>
<tr>
<td>Commercial Building</td>
<td>200'–400'</td>
<td>35-50</td>
<td>6</td>
<td>10%</td>
<td></td>
</tr>
<tr>
<td>Mixed-Use Building</td>
<td>125'–200'</td>
<td>35-50</td>
<td>4</td>
<td>15%</td>
<td></td>
</tr>
<tr>
<td>Apartment Building</td>
<td>125'–200'</td>
<td>40-50</td>
<td>4</td>
<td>15%</td>
<td></td>
</tr>
<tr>
<td>Courtyard Building</td>
<td>125'–200'</td>
<td>25-35</td>
<td>3</td>
<td>15%</td>
<td></td>
</tr>
<tr>
<td>Live-Work Building</td>
<td>25'–125'</td>
<td>15-20</td>
<td>2</td>
<td>15%</td>
<td></td>
</tr>
<tr>
<td>Row House Building</td>
<td>25'–150'</td>
<td>18-20</td>
<td>2</td>
<td>20%</td>
<td></td>
</tr>
<tr>
<td>Single Dwelling</td>
<td>40-75</td>
<td>6 to 10</td>
<td>2</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Accessory Dwelling</td>
<td>40-75</td>
<td>6 to 10</td>
<td>1</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Building Placement Standards: Setbacks</th>
<th>Front</th>
<th>Rear</th>
<th>Side</th>
</tr>
</thead>
<tbody>
<tr>
<td>Min/Max Building Height</td>
<td>0 min</td>
<td>5 max</td>
<td></td>
</tr>
<tr>
<td>Types of Encroachments into Setbacks</td>
<td>arcade, gallery, shopfront, stoop, forecourt, porch and fence, common yard</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Building Profile Standards</th>
<th>Type</th>
<th>Width</th>
<th>Depth</th>
<th>Height</th>
</tr>
</thead>
<tbody>
<tr>
<td>arcade</td>
<td>50% min</td>
<td>10 min</td>
<td>10 min</td>
<td></td>
</tr>
<tr>
<td>gallery</td>
<td>50% min</td>
<td>10</td>
<td>10 min</td>
<td></td>
</tr>
<tr>
<td>shopfront</td>
<td>75% min</td>
<td>_</td>
<td>12 min</td>
<td></td>
</tr>
<tr>
<td>stoop</td>
<td>at entries</td>
<td>4</td>
<td>_</td>
<td></td>
</tr>
<tr>
<td>porch and fence</td>
<td>50% min</td>
<td>10 min</td>
<td>10 max</td>
<td></td>
</tr>
<tr>
<td>common yard</td>
<td>65% min</td>
<td>_</td>
<td>_</td>
<td></td>
</tr>
</tbody>
</table>

### Frontage Type Standards

<table>
<thead>
<tr>
<th>Type</th>
<th>Width</th>
<th>Depth</th>
<th>Height</th>
</tr>
</thead>
<tbody>
<tr>
<td>See Table 4.0</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### Parking and Placement Standards

<table>
<thead>
<tr>
<th>Residential (spaces per bdrm)</th>
<th>Live/Work (spaces per unit)</th>
<th>Commercial/Office (spaces per sq ft)</th>
<th>Industrial (spaces per sq ft)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1.5 min</td>
<td>1.5 min</td>
<td>3/l000 ft</td>
<td>_</td>
</tr>
<tr>
<td>2 max</td>
<td>2 max</td>
<td>NA</td>
<td>_</td>
</tr>
</tbody>
</table>

### Transects Allowed

| See Table 1 |
| T5, T4, T3, T2 |

Appendix A, Table 2.5: Gneiss Street Type Development Standards
Table 3.1
Thoroughfare Guidelines:
The individual guidelines for each streetscape are shown to carry out intentions and visions of the plan.

<table>
<thead>
<tr>
<th>Jetty</th>
<th>Application</th>
</tr>
</thead>
<tbody>
<tr>
<td>Movement Type</td>
<td>slow</td>
</tr>
<tr>
<td>Design Speed</td>
<td>20 mph</td>
</tr>
<tr>
<td>Pedestrian Crossing Time</td>
<td>12 sec</td>
</tr>
<tr>
<td>Transect Zones</td>
<td>T5</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th></th>
<th>Widths</th>
</tr>
</thead>
<tbody>
<tr>
<td>Right-of-Way Width</td>
<td>80'</td>
</tr>
<tr>
<td>Pavement Width</td>
<td>62'</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th></th>
<th>Lanes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Traffic Lanes</td>
<td>2 @ 10', 1 turning lane @ 10'</td>
</tr>
<tr>
<td>Bicycle Lanes</td>
<td>2 @ 5'</td>
</tr>
<tr>
<td>Parking Lanes</td>
<td>2@ 8'</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th></th>
<th>Edges</th>
</tr>
</thead>
<tbody>
<tr>
<td>Curb Type</td>
<td>square</td>
</tr>
<tr>
<td>Planter Type</td>
<td>medium trees, 5' continuous</td>
</tr>
<tr>
<td>Walkway Type</td>
<td>5' sidewalk each side</td>
</tr>
<tr>
<td>Lighting</td>
<td>continuous lighting</td>
</tr>
</tbody>
</table>

Appendix A, Table 3.1: Jetty Street Type Street Design Standards
Table 3.2
Thoroughfare Guidelines:
The individual guidelines for each streetscape are shown to carry out intentions and visions of the plan.

<table>
<thead>
<tr>
<th>Slab</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Application</strong></td>
<td></td>
</tr>
<tr>
<td>Movement Type</td>
<td>slow</td>
</tr>
<tr>
<td>Design Speed</td>
<td>20 mph</td>
</tr>
<tr>
<td>Pedestrian Crossing Time</td>
<td>16 sec</td>
</tr>
<tr>
<td>Transect Zones</td>
<td>T4, T3</td>
</tr>
<tr>
<td><strong>Widths</strong></td>
<td></td>
</tr>
<tr>
<td>Right-of-Way Width</td>
<td>66’</td>
</tr>
<tr>
<td>Pavement Width</td>
<td>46’</td>
</tr>
<tr>
<td><strong>Lanes</strong></td>
<td></td>
</tr>
<tr>
<td>Traffic Lanes</td>
<td>2 @ 10’</td>
</tr>
<tr>
<td>Bicycle Lanes</td>
<td>2 @ 5’</td>
</tr>
<tr>
<td>Parking Lanes</td>
<td>2 @ 8’</td>
</tr>
<tr>
<td><strong>Edges</strong></td>
<td></td>
</tr>
<tr>
<td>Curb Type</td>
<td>square</td>
</tr>
<tr>
<td>Planter Type</td>
<td>med-large trees, 5’ cont.</td>
</tr>
<tr>
<td>Walkway Type</td>
<td>5’ sidewalk each side</td>
</tr>
<tr>
<td>Lighting</td>
<td>continuous lighting</td>
</tr>
</tbody>
</table>

Appendix A, Table 3.2: Slab Street Type Street Design Standards
### Table 3.3

**Thoroughfare Guidelines:**

The individual guidelines for each streetscape are shown to carry out intentions and visions of the plan.

#### Rubble

<table>
<thead>
<tr>
<th>Application</th>
<th>Rubble</th>
</tr>
</thead>
</table>

| Movement Type | free  |
| Design Speed  | 20-35 mph |
| Pedestrian Crossing Time | 16 sec |
| Transect Zones | T4, T3 |

<table>
<thead>
<tr>
<th>Widths</th>
<th>Rubble</th>
</tr>
</thead>
</table>

| Right-of-Way Width | 50' |
| Pavement Width     | 36' |

<table>
<thead>
<tr>
<th>Lanes</th>
<th>Rubble</th>
</tr>
</thead>
</table>

| Traffic Lanes | 2 @ 10' |
| Bicycle Lanes | NA |
| Parking Lanes | 2 @ 8' |

<table>
<thead>
<tr>
<th>Edges</th>
<th>Rubble</th>
</tr>
</thead>
</table>

| Curb Type | square |
| Planter Type | 4' [20' median w/ planted trees only for B] |
| Walkway Type | 5' sidewalk each side |
| Lighting | NA |

<table>
<thead>
<tr>
<th>Perspective</th>
<th>Rubble</th>
</tr>
</thead>
</table>

---

**Appendix A, Table 3.3: Rubble Street Type Street Design Standards**
Table 3.4
Thoroughfare Guidelines:
The individual guidelines for each streetscape are shown to carry out intentions and visions of the plan.

<table>
<thead>
<tr>
<th>Ballast</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Application</td>
<td></td>
</tr>
<tr>
<td>Movement Type</td>
<td>free</td>
</tr>
<tr>
<td>Design Speed</td>
<td>15-35 mph</td>
</tr>
<tr>
<td>Pedestrian Crossing Time</td>
<td>16 sec</td>
</tr>
<tr>
<td>Transect Zones</td>
<td>T3, T2</td>
</tr>
<tr>
<td>Widths</td>
<td></td>
</tr>
<tr>
<td>Right-of-Way Width</td>
<td>40'</td>
</tr>
<tr>
<td>Pavement Width</td>
<td>26'</td>
</tr>
<tr>
<td>Lanes</td>
<td></td>
</tr>
<tr>
<td>Traffic Lanes</td>
<td>2 way traffic 12’ total</td>
</tr>
<tr>
<td>Bicycle Lanes</td>
<td>NA</td>
</tr>
<tr>
<td>Parking Lanes</td>
<td>2 @ 7’</td>
</tr>
<tr>
<td>Edges</td>
<td></td>
</tr>
<tr>
<td>Curb Type</td>
<td>square</td>
</tr>
<tr>
<td>Planter Type</td>
<td>2’</td>
</tr>
<tr>
<td>Walkway Type</td>
<td>5’ permeable sidewalk each side</td>
</tr>
<tr>
<td>Lighting</td>
<td>NA</td>
</tr>
</tbody>
</table>

Appendix A, Table 3.4: Ballast Street Type Street Design Standards
### Table 3.5
**Thoroughfare Guidelines:**
The individual guidelines for each streetscape are shown to carry out intentions and visions of the plan.

<table>
<thead>
<tr>
<th>Gneiss Application</th>
<th>Movement Type</th>
<th>Design Speed</th>
<th>Pedestrian Crossing Time</th>
<th>Transect Zones</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>slow</td>
<td>15-35 mph</td>
<td>16 sec</td>
<td>T5, T4, T3, T2</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Widths</th>
</tr>
</thead>
<tbody>
<tr>
<td>Right-of-Way Width</td>
</tr>
<tr>
<td>Pavement Width</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Lanes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Traffic Lanes</td>
</tr>
<tr>
<td>Bicycle Lanes</td>
</tr>
<tr>
<td>Parking Lanes</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Edges</th>
</tr>
</thead>
<tbody>
<tr>
<td>Curb Type</td>
</tr>
<tr>
<td>Planter Type</td>
</tr>
<tr>
<td>Walkway Type</td>
</tr>
<tr>
<td>Lighting</td>
</tr>
</tbody>
</table>

| Perspective |

Appendix A, Table 3.5: Gneiss Street Type Street Design Standards
Defintions from Smart Code Version 9.2

PARK: A natural preserve available for unstructured recreation. A park may be independent of surrounding building frontages. Its landscape shall consist of paths and trails, meadows, waterbodies, and open shelters, all naturalistically disposed. Parks may be lineal, following the trajectories of natural corridors.

Quarry Development Examples:
- Rain Gardens
- Preserved Forrest
- Nature Preserve
- Upper Quarry Park
- Lower Quarry Park

GREEN: An Open Space available for unstructured recreation. A green may be spatially defined by landscaping rather than building frontages. Its landscape shall consist of lawn and trees, naturalistically disposed. A Green may include a fenced area when appropriate.

Quarry Development Examples:
- Community Gardens (fenced)
- Overlook Park
- Long Meadow

SQUARE: An Open Space available for unstructured recreation and Civic purposes. A Square is spatially defined by building frontages. Its landscape shall consist of paths, lawns and trees, formally designed. A Square may include fenced area of structured recreation. Squares shall be located at the intersection of important thoroughfares. A Square may include a fenced area when appropriate.

Quarry Development Examples:
- Dog Park (fenced)
- Inn Square

PLAZA: An Open Space available for Civic purposes and Commercial activities. A Plaza shall be spatially defined by building frontages. Its landscape shall consist of promarily pavement. Trees are optional. Plazas should be located at the intersection of important streets.

Quarry Development Examples:
- Gateway Plaza

PLAYGROUNDS: An Open Space designed and equipped for the recreation of children. A playground should be fenced and may include an open shelter. Playgrounds shall be interspersed within residential areas and may be placed within a Block. Play grounds may be included with in parks and greens.

Quarry Development Examples:
- Family Park
- Playground
Definitions from Smart Code Version 9.2

**Common Yard (CY):** a planted Frontage wherein the Facade is set back substantially from the Frontage Line. The front yard created remains unfenced and is visually continuous with adjacent yards, supporting a common landscape. The deep setback provides a buffer from the higher speed Thoroughfares.

**Porch & Fence (PF):** a planted Frontage wherein the Facade is set back from the Frontage Line with an attached porch permitted to Encroach. A fence at the Frontage Line maintains street spatial definition. Porches shall be no less than 8 feet deep.

**Terrace:** a Frontage wherein the Facade is set back from the Frontage line by an elevated terrace. This type buffers Residential use from urban Sidewalks and removes the private yard from public Encroachment. Terraces are suitable for conversion to outdoor cafes.

**Forecourt (FC):** a Frontage wherein a portion of the Facade is close to the Frontage Line and the central portion is set back. The Forecourt created is suitable for vehicular drop-offs. This type should be allocated in conjunction with other Frontage types. Large trees within the Forecourts may overhang the Sidewalks.

**Stoop (ST):** a Frontage wherein the Facade is aligned close to the Frontage Line with the first Story elevated from the Sidewalk sufficiently to secure privacy for the windows. The entrance is usually an exterior stair and landing. This type is recommended for ground-floor Residential use.

**Shopfront (SF):** a Frontage wherein the Facade is aligned close to the Frontage Line with the building entrance at Sidewalk grade. This type is conventional for Retail use. It has a substantial glazing on the Sidewalk level and an awning that should overlap the Sidewalk to within 2 feet of the Curb. Syn: Retail Frontage.

**Gallery (GA):** a Frontage wherein the Facade is aligned close to the Frontage line with an attached cantilevered shed or a lightweight colonnade overlapping the Sidewalk. This type is conventional for Retail use. The Gallery shall be no less than 10 feet wide and should overlap the Sidewalk to within 2 feet of the Curb.

**Arcade (AR):** a colonnade supporting habitable space that overlaps the Sidewalk, while the Facade at Sidewalk level remains at or behind the Frontage Line. This type is conventional for Retail use. The Arcade shall be no less than 12 feet wide and should overlap the Sidewalk to within 2 feet of the Curb.

---

Appendix A, Table 5: Frontage Type Standards


PARTICIPANTS

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Leah Barnett, Georgia Conservancy
Professor Ellen Dunham-Jones, Georgia Institute of Technology College of Architecture

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Richard Laub, Heritage Preservation, Georgia State University
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City of Lithona Elected Officials - 2011
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Doreen Carter, Lithonia City Council Member
Kathleen deCocq, Lithonia City Council Member
William “Ric” Dodd, Lithonia City Council Member
Al T. Franklin, Lithonia City Council Member
Deborah A. Jackson, Lithonia City Council Member

City of Lithona Elected Officials and Agency Staff - 2012
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William “Ric” Dodd, Lithonia City Council Member
Darold Honore, Lithonia City Council Member
Patricia Miller, Mayor Pro Tem
Shameka Reynolds, Lithonia City Council Member
Tracy-Ann Williams, Lithonia City Council Member
Gerald Sanders, City Administrator
Leah Rodriguez, City Clerk

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Additionally, we would like to thank the following:
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Kalle Cubitt, Georgia Conservancy Intern
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Kelly Jordan, Arabia Mountain Heritage Area Alliance Principal Lisa McGhee, Lithonia Middle School Claire Perko, Georgia Conservancy Volunteer Ryan Smith, Georgia Conservancy Intern Anne Whatley
DAJ Associates LLC
East DeKalb Senior Center Lithonia First United Methodist Church Lucious Sanders Recreation Center
Blueprints for Successful Communities is an education and technical assistance program of the Georgia Conservancy designed to facilitate community-based planning across the state. The program is committed to achieving successful communities by creating sound conservation and growth strategies, and building consensus for action.

Georgia is home to an abundance of natural and cultural resources. Our development patterns over the last 50 years present a very real threat to these resources and to quality of life as a whole. Sprawling, decentralized development, where people must depend on automobiles, is expensive for local governments to serve and has a staggering effect on the environment. Vehicle emissions create toxic air pollution. Stormwater runoff from asphalt poisons rivers and streams. Thousands of acres of farms, woodlands, and open space are lost to wasteful, non-sustainable forms of development.

The Georgia Conservancy partnered with the Urban Land Institute and the Greater Atlanta Homebuilders in 1995 to host its first Blueprints for Successful Communities symposium. Currently the Conservancy maintains an active partnership with thirteen organizations. These diverse organizations and their members provide a great deal of understanding and expertise in the relationships that exist between land use, public infrastructure, economic growth, and environmental quality.

Prior to the Lithonia effort, Blueprints has addressed multi-jurisdictional watershed planning, heritage corridor preservation, location of commuter rail stations, inner city neighborhood issues, and other planning opportunities all through a collaborative planning process.

BLUEPRINTS PRINCIPLES

- Maintain and enhance quality of life for residents of the community
- Employ regional strategies for transportation, land use, and economic growth
- Consider the effect of the built environment on the natural environment as well as history and culture
- Employ efficient land uses
Named for its unique geology composed of granite, Lithonia, which means “city of stone”, is located in eastern DeKalb County within the Arabia Mountain National Heritage Area. Lithonia flourished economically around its granite industry until the late 1920s when the Great Depression led to the closure of several local quarries. As of today, several of these once active quarries, including ones near Arabia Mountain and Panola Mountain, have been protected as natural areas, with the assistance of the Georgia Conservancy, and provide recreational and scenic amenities to the surrounding communities. The PATH Foundation’s Arabia Mountain Trail provides a pedestrian/bicycle connection from these natural amenities into Lithonia. The Panola Mountain State Park and the Davidson-Arabia Mountain Nature Preserve, along with Lithonia and surrounding lands, make up the 40,000-acre Arabia Mountain National Heritage Area. Lithonia’s history is also rich in African American culture, as the Bruce Street Community, one of the earliest African American communities in DeKalb County, settled in Lithonia in the late 1800s. These local natural and historical assets, along with the issues of a declining downtown and a lack of connectivity to local and regional amenities, drew the attention of the Georgia Conservancy’s Blueprints for Successful Communities.

The Georgia Conservancy, in partnership with Georgia Institute of Technology’s College of Architecture and supported by Lithonia and DeKalb County leadership, led community stakeholders through an inclusive planning process to determine revitalization options for this historic town. This report is the result of these efforts. Focusing on three major improvement areas: Tactical Urbanism (immediate actions), Plaza Revitalization, and Long-term Redevelopment, this report provides recommendations and strategies that build on existing assets and opportunities to revitalize this unique city.