



CITY OF
**STONE
MOUNTAIN, GA**

Stone Mountain Village Parking Inventory

prepared by the



Atlanta Regional Commission

Acknowledgements

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The City of Stone Mountain, Georgia

ARC Staff

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The Atlanta Regional Commission is the regional planning and intergovernmental coordination agency for the 10-county Atlanta region. Since 1947, ARC and its predecessor agencies have helped focus the region's leadership, attention and resources on critical issues. The Community Development Assistance Program (CDAP) helps cities, counties and non-profit organizations find solutions to land use and transportation planning issues. CDAP dedicates resources on an annual basis and works in partnership with external agencies looking to tackle similar issues. This study was prepared with funds provided by ARC and the City of Stone Mountain.

Unless otherwise specified, all photos are by ARC staff.



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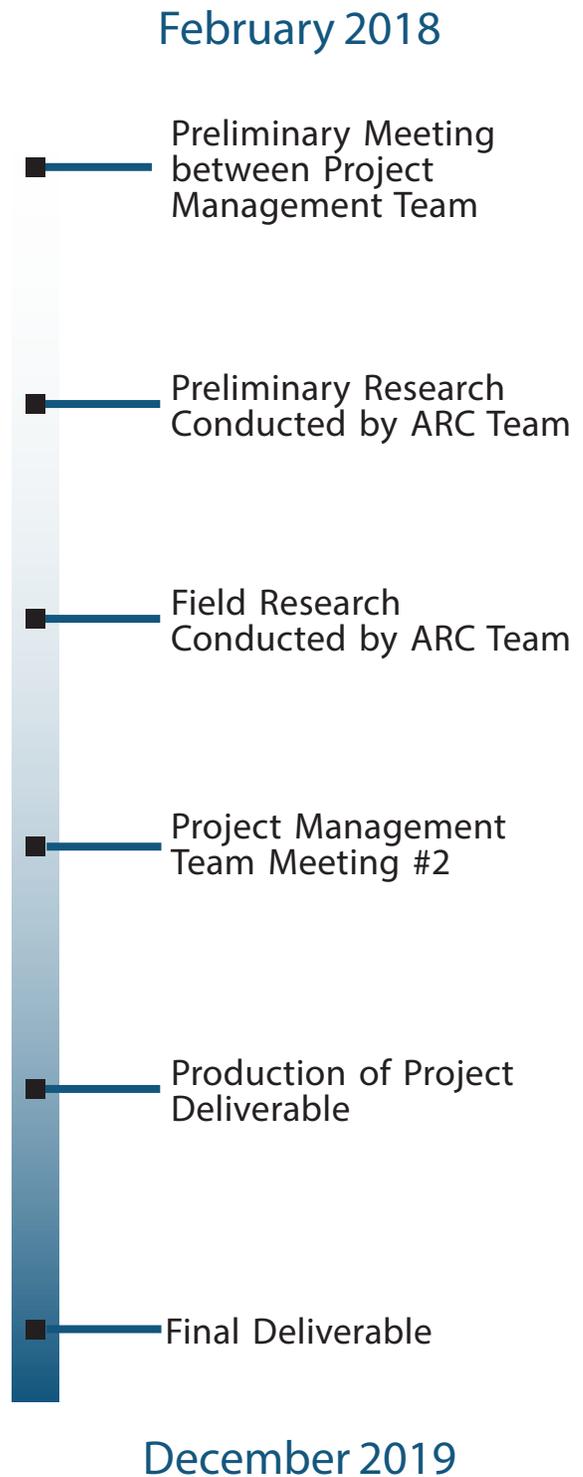
1. Introduction

Purpose & Timeline

In February of 2018, the Atlanta Regional Commission (ARC) announced its Community Development Assistance Program (CDAP), offering planning assistance to local governments. In May, ARC selected the City of Stone Mountain as a recipient of technical support to conduct a parking inventory and assessment of public parking options around the city's main street district known as Stone Mountain Village.

As outlined in the 2016 Comprehensive Plan, "Stone Mountain Village, Atlanta's Mountain Town, is a diverse, energetic, sustainable community where people live, visit, create, learn, play and prosper together." With these goals in mind, city staff have been working to revitalize the commercial and civic life within the village. One challenge has been the inconsistent utilization of parking by residents, commercial customers and Stone Mountain Park visitors. To help to clarify this issue, the City of Stone Mountain requested the ARC's technical assistance with the production of a Parking Inventory for the Village and greater Main Street area.

The Parking Inventory and Policy Plan was completed over twelve months, from February through December. At the beginning of the process, a Project Management Team (PMT) was formed to guide the direction and oversight of the project. To follow, parking inventory was conducted to gain understanding of the Village's existing parking conditions. Next, ARC researched best practices, and case studies for commercial districts similar to Stone Mountain Village. Finally, ARC prepared the final report, presenting recommendations for how Stone Mountain should manage parking within and around the Village.



2. Stone Mountain Village Overview

The City of Stone Mountain, located in DeKalb County, Georgia was originally a small railroad town adjacent to a large granite outcropping which is now called Stone Mountain. The Georgia Railroad was constructed to connect Augusta to the Western & Atlantic's terminus in Marthasville (present-day Atlanta). The plan for the rail line by-passed the village and by the end of the 1840's, the village of Stone Mountain contained four hotels and eight stores with a population of 300. After the Civil War the city concentrated on mining the Mountain's granite as it grew in demand and later, a new streetcar line was established linking Stone Mountain to Decatur, and onto Atlanta. At its height, the quarry industry produced 200,000 paving stones and 2,000 feet of curbing a day. As building techniques and materials changed, cut stone was less in demand and the city began to struggle during the onset of the Depression.

In 1958, the state of Georgia purchased the Mountain and surrounding land to establish a park and complete a bas relief Confederate memorial. The park and the memorial became a major tourist attraction and the city's continued to climb until 2000 when it began to decline. Stone Mountain Park is one of the region's most recognizable natural landmarks, and the states' most popular attraction. Surrounding the 825-foot mountain face is a 3,200 acre park, featuring 15 miles of hiking and nature trails. Dubbed the "Best Place to see Fireworks in Atlanta", the parks biggest one day event of the year is the Fantastic Forth Celebration. Also known for its Laser Show Spectacular and theme parks, the park welcomes over 4 million people a year. In recent years, the City has worked to redevelop it's historic village and provide an enhanced quality of life for residents and visitors alike. The efforts of revitalizing downtown and capitalizing on visitors to Stone Mountain Park provides the City of Stone Mountain a tremendous opportunity for expansion and growth.

*Information taken from the Stone Mountain Historical Society <https://stonemountainhistoricsociety.org> & The City of Stone Mountain Comprehensive Plan 2016 Update

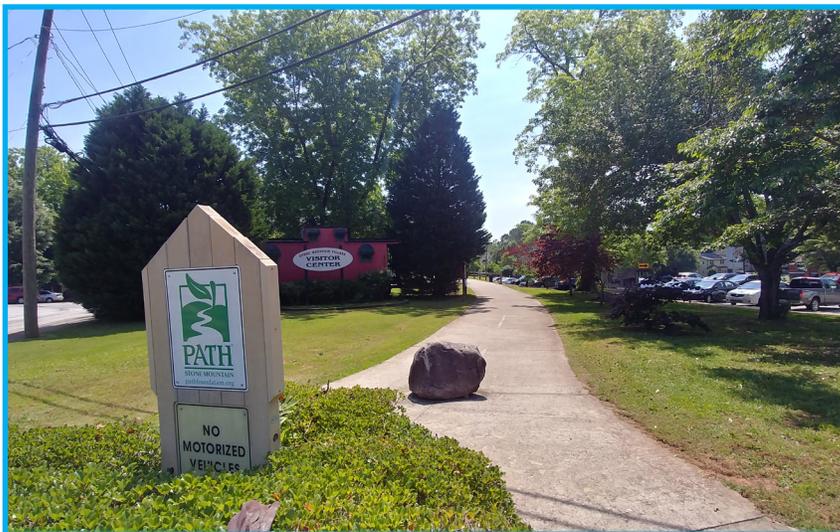
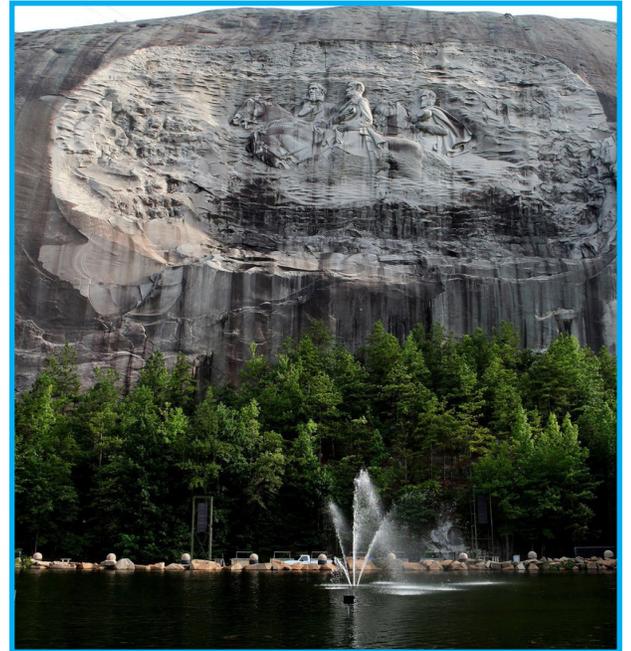


3. Parking Challenges

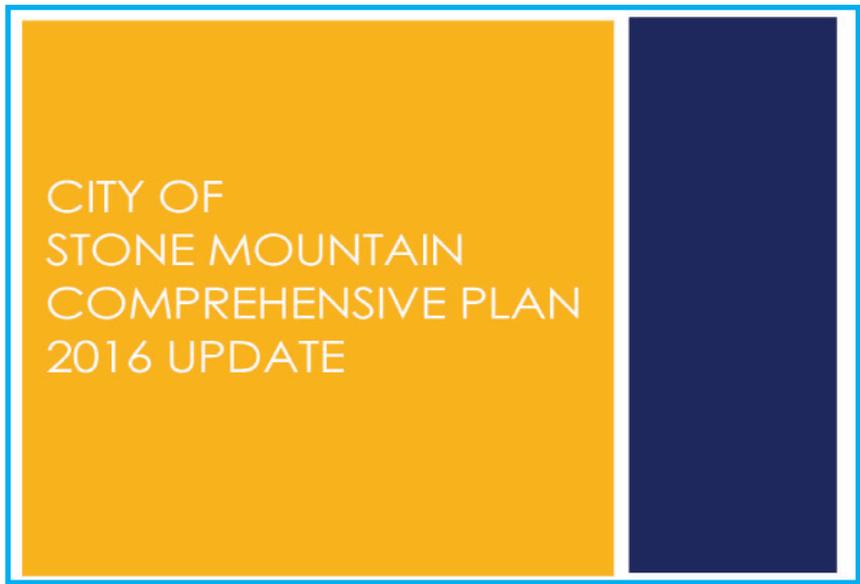
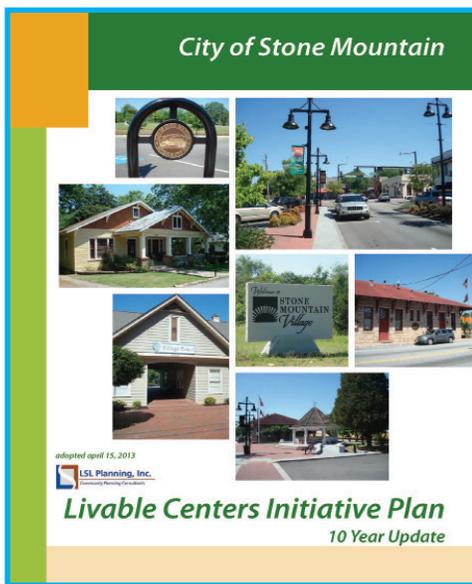
Many of the revitalization efforts are showing signs of success and as the village starts to grow, there has been an increased concern over the future supply of parking. Some local business lack customer parking that is immediately adjacent to their business or have small individual lots in the front or to the rear. Also, due to the cost of parking at Stone Mountain and the city's proximity to the parks entrance, many park patrons park within the city's neighborhoods, parking lots and on the streets and walk into the park. Within the park there are currently two on site parking options offered at Stone Mountain Park; a daily option which is currently \$20 per vehicle and a annual option that charges visitors \$40 per year. Visitors can add preferred parking for an additional \$10 dollars per visit.

In addition, the PATH Trail that passes through the city leads directly into the park after it passes Stone Mountain's City Hall. At this location, there is also a public parking lot owned by the park that is shared by park visitors and city hall customers. This provides great access to the park for cyclist and pedestrians while also taking people through the Village. It also presents a the opportunity and challenge to attract more customers to the Village businesses either before or after attending the park.

While on a typical day Stone Mountain parking spaces may be vastly underutilized, activity during large events creates an opportunity for the city to benefit directly through money accrued from parking charges, and indirectly through economic development created by an increased flow of visitors to businesses in the Stone Mountain Village. As the village commercial district grows, the city would like to better control the amount of park patrons parking within the residential neighborhoods, encourage park visitors to patronize the Village business while visiting the park and attract more of the rush hour vehicular traffic passing through the village. (See photo to the left)



4. Previous Plans



Stone Mountain LCI Study

In 2014, Stone Mountain received a grant from ARC for the completion of an LCI update that “encourages local jurisdictions to plan and implement strategies that link transportation improvements with land use development strategies to create sustainable, livable communities consistent with regional development policies.” The LCI update was a 7-month project, involving significant public outreach. The final product was a user-friendly document, for use by city elected officials and staff in making decisions to achieve the desired future of the community.

Throughout the document there are several references to adding downtown parking to create a better business environment and encourage people to shop and eat in the downtown area. A primary theme of the LCI study is that Stone Mountain must increase the number of visitors to Stone Mountain, as well as the total money spent per visitor. To do so, the city must attract retailers and restaurants to the village, improve and expand the downtown core, and increase the number of events. The LCI also mentions the reduction of traffic on Main Street as a priority of Stone Mountain.

2016 Comprehensive Plan

Stone Mountain completed its most recent comprehensive plan update in 2016, outlining a vision that “Atlanta’s Mountain Town, is a diverse, energetic, sustainable community where people live, visit, create, learn, play and, prosper together.” The plan examines the history of the city to establish context, and then looks at the existing demographic and economic data, as well as current community assess and challenges. The document combines information and action items from other relevant planning documents into one consolidated work program.

As a part of the Needs and Opportunities section of the Comprehensive Plan, the city determined a need for “designated parking spaces for visiting Main Street businesses, bicyclists, and those walking into Stone Mountain Park.” Stone Mountain also declared a need for enhancements to improve traffic operations on Main Street.

5. Project Methodology

In preparation for field research, the ARC team created a shapefile with polygons of all surface parking and points representing on-street parking spaces in the Stone Mountain Parking Study Area. The shapefile includes the number of spaces, lot type (public or private), address and additional comments on the status of the lot such as vacancy and condition.

Throughout, the project team conducted case studies, and researched best practices that would lead recommendations for parking management in the City of Stone Mountain. This required exploration of regional examples as well as academic research involving decisions to implement paid parking.

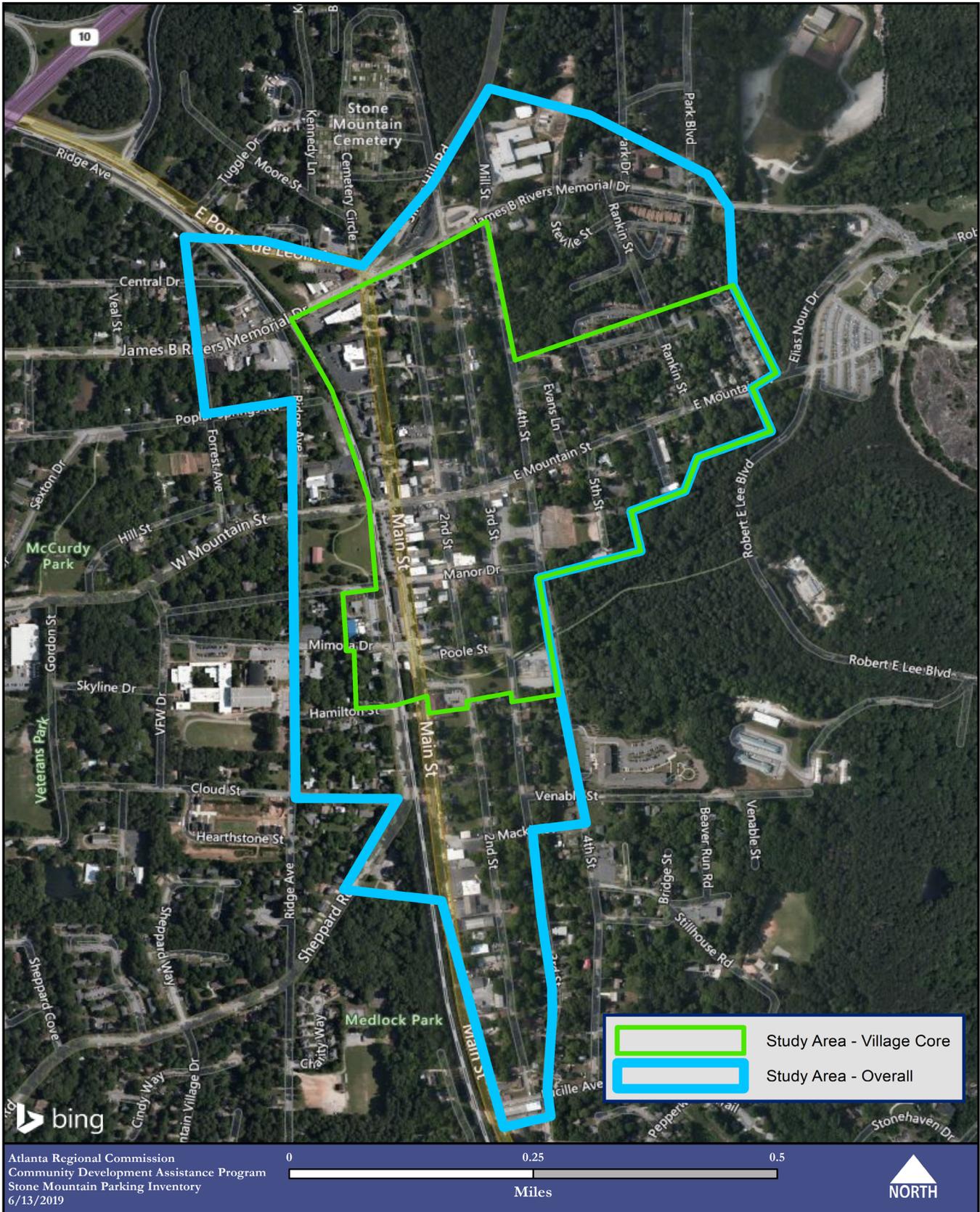
With the GIS data prepared for the parking assessment, the ARC team completed two days in the field verifying and updating data. Over the course of two days, in May 2019, the ARC team members counted each parking space in the Stone Mountain Parking Study Area to confirm and verify that counts were accurate and current. The ARC team also recorded the current use of the businesses managing these lots.

To better manage the data it was divided into two separate boundaries, the overall study area, and the smaller Village Core. The study area included all lots inventoried in the study. The study area was converted to a table included basic information such as Name of Business, Address, Zoning, Ownership, and number of spaces.

The Village Core area was used to determine whether the number of parking spaces in Stone Mountain was greater than the number required by the Stone Mountain Code of Ordinances, and by how much. The focus area, as a subset of the study area, was converted into a table, and included information such as Name of Business, Address, Zoning, Rentable Building Area, Ownership, Status as Public or Private, the number of existing spaces, and the number of spaces as required by the Code of Ordinances.

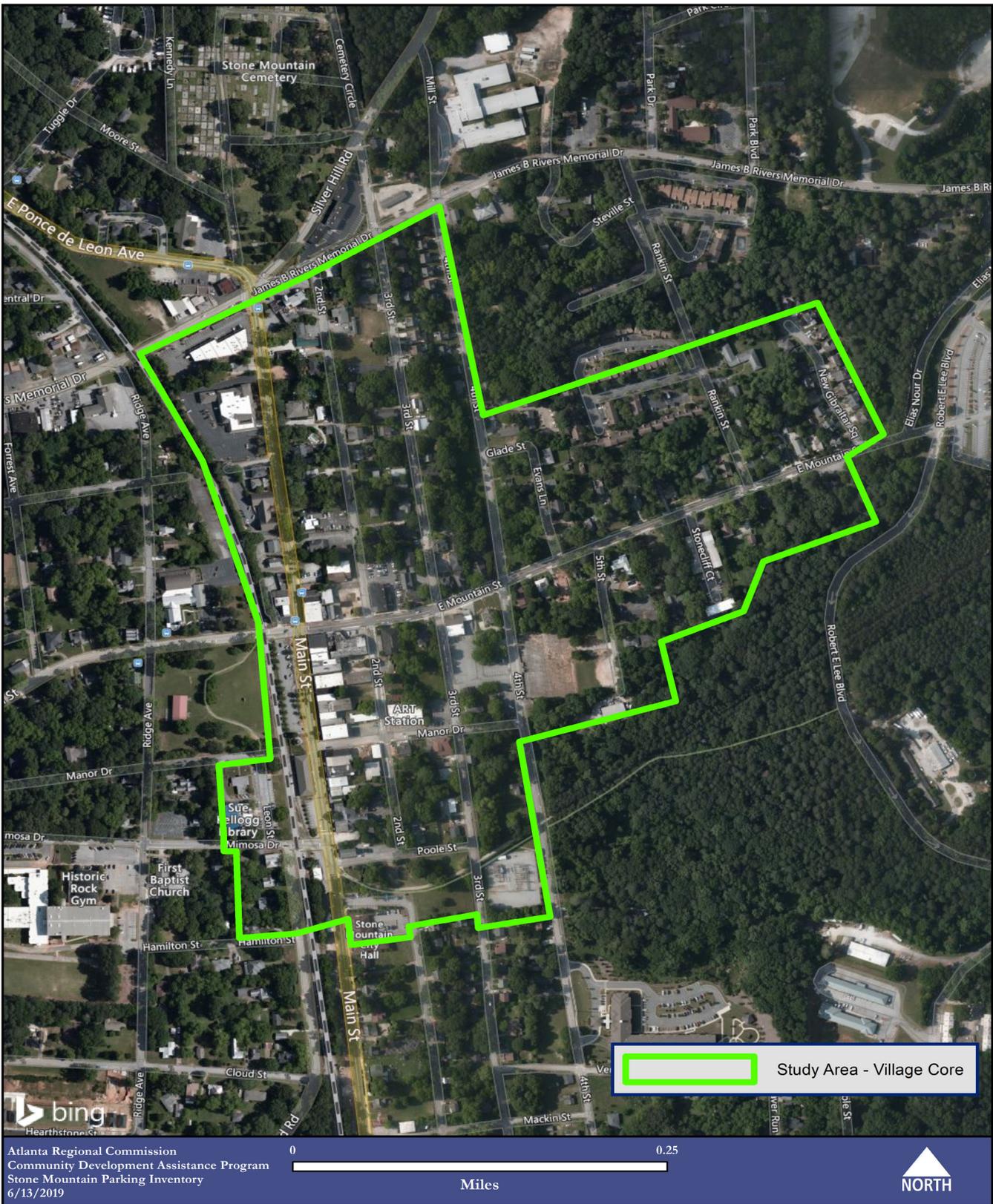


Map 5.1: Study Area



The study area is focused along Main Street from the southern border of the city, north to Ponce De Leon Avenue.

Map 5.2: Focus Area



The Village Core experiences the most activity in Stone Mountain. This area is a subset of the larger study area. All properties included in the focus area are also included in the study area.

6. Summary of Parking Inventory

A total of 90 lots and 77 on-street spaces were counted resulting in a total of 2,024 parking spaces. Just under half of the spaces are found within the Village Core (1,002). The majority of the off-street parking in both areas are for commercial customers and 74 public parking spaces exist within the Village Core. The Village Core also contains all of the area's 77 on-street parking spaces. There are 45 lots within the Focus area, 2 of which provide public parking.

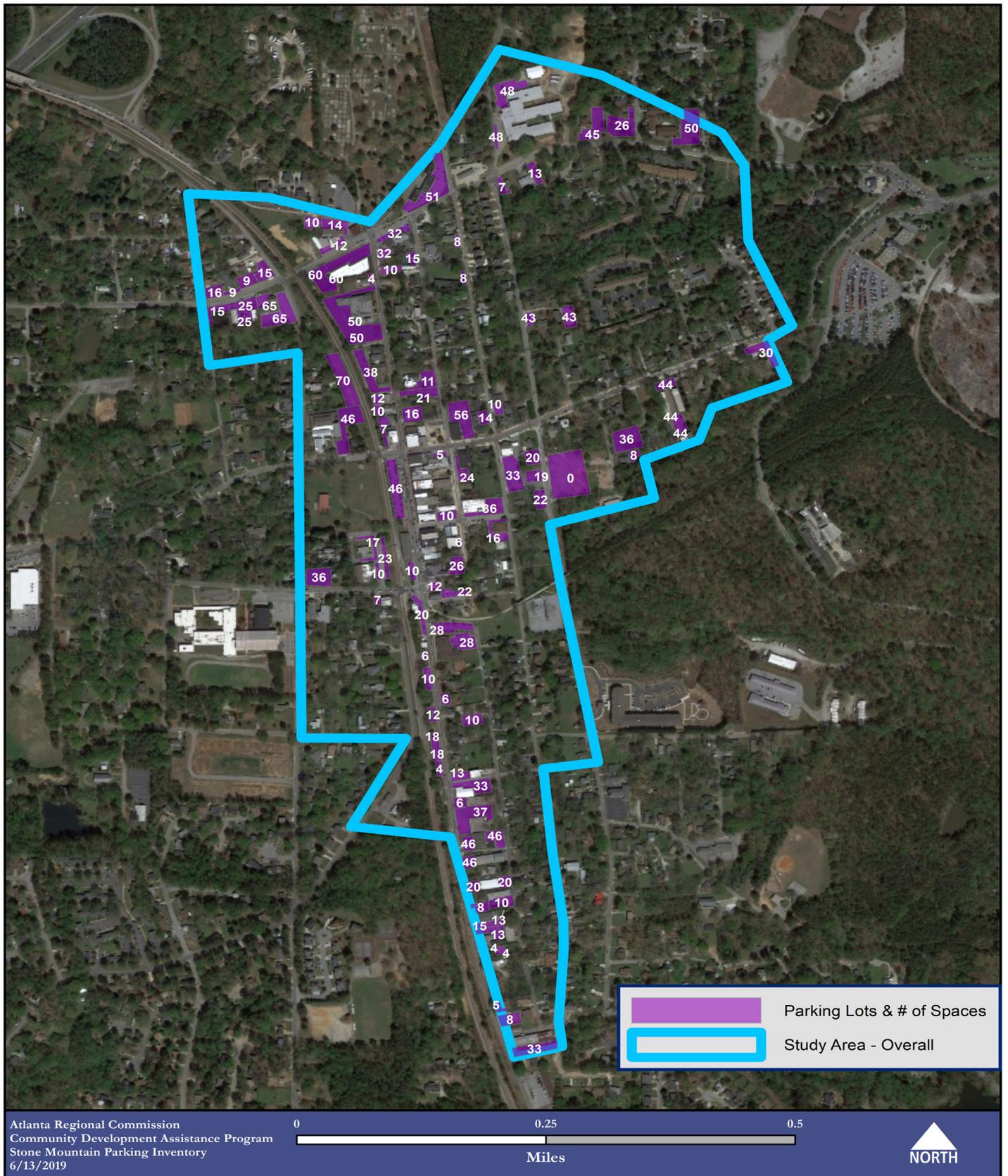
Table 6.1: Parking Summary Table

AREA	OFF-STREET PARKING		ON-STREET PARKING*	TOTAL PARKING
	PRIVATE (COMMERCIAL)	PUBLIC		
Village Core	851	74	77	1,002
Overall Study Area (outside of Village Core)	1,022	0	0	1,022
Study Area	1,873	74	77	2,024

**The count of on-street parking only includes spaces that are marked.*



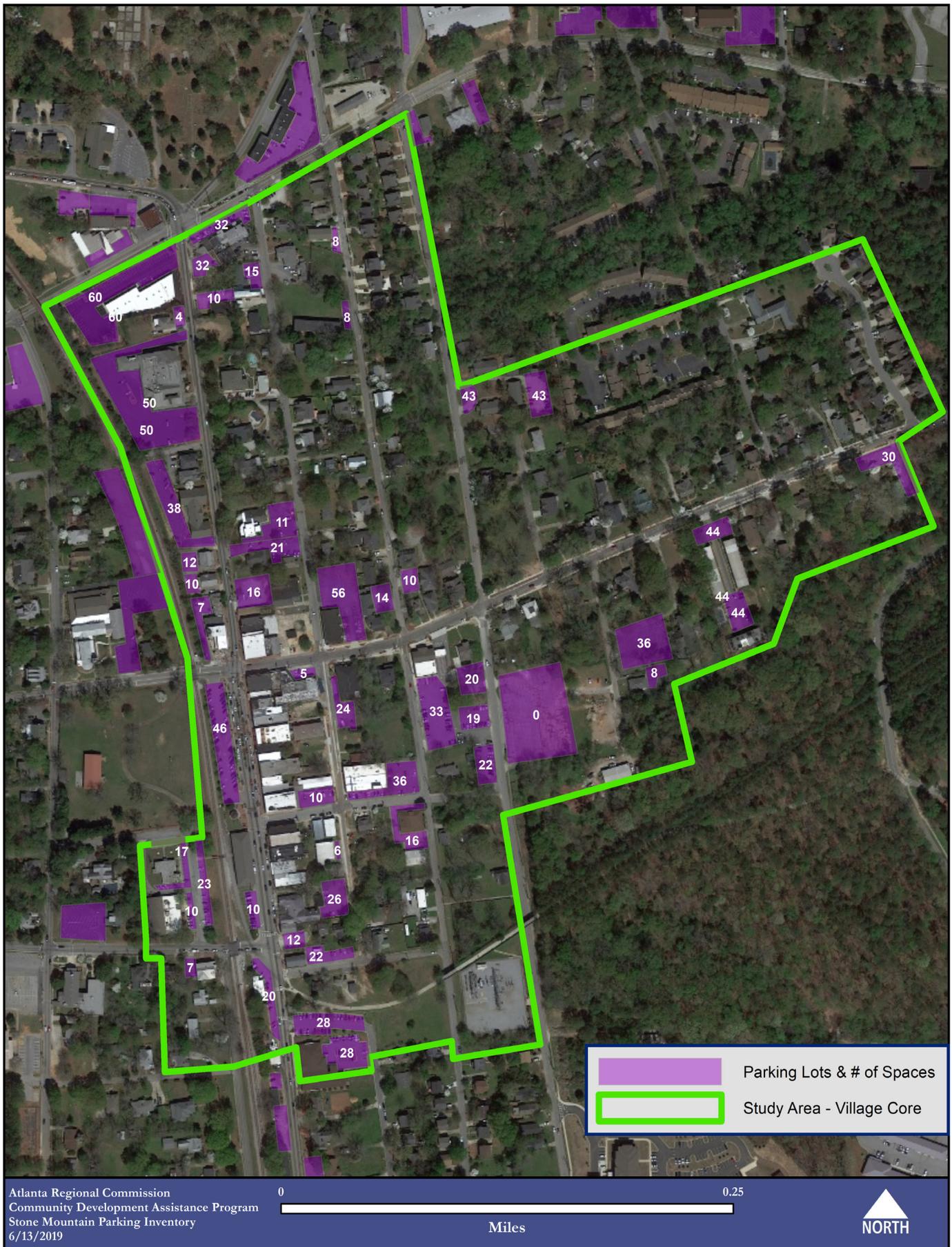
Map 6.1: Study Area Inventory



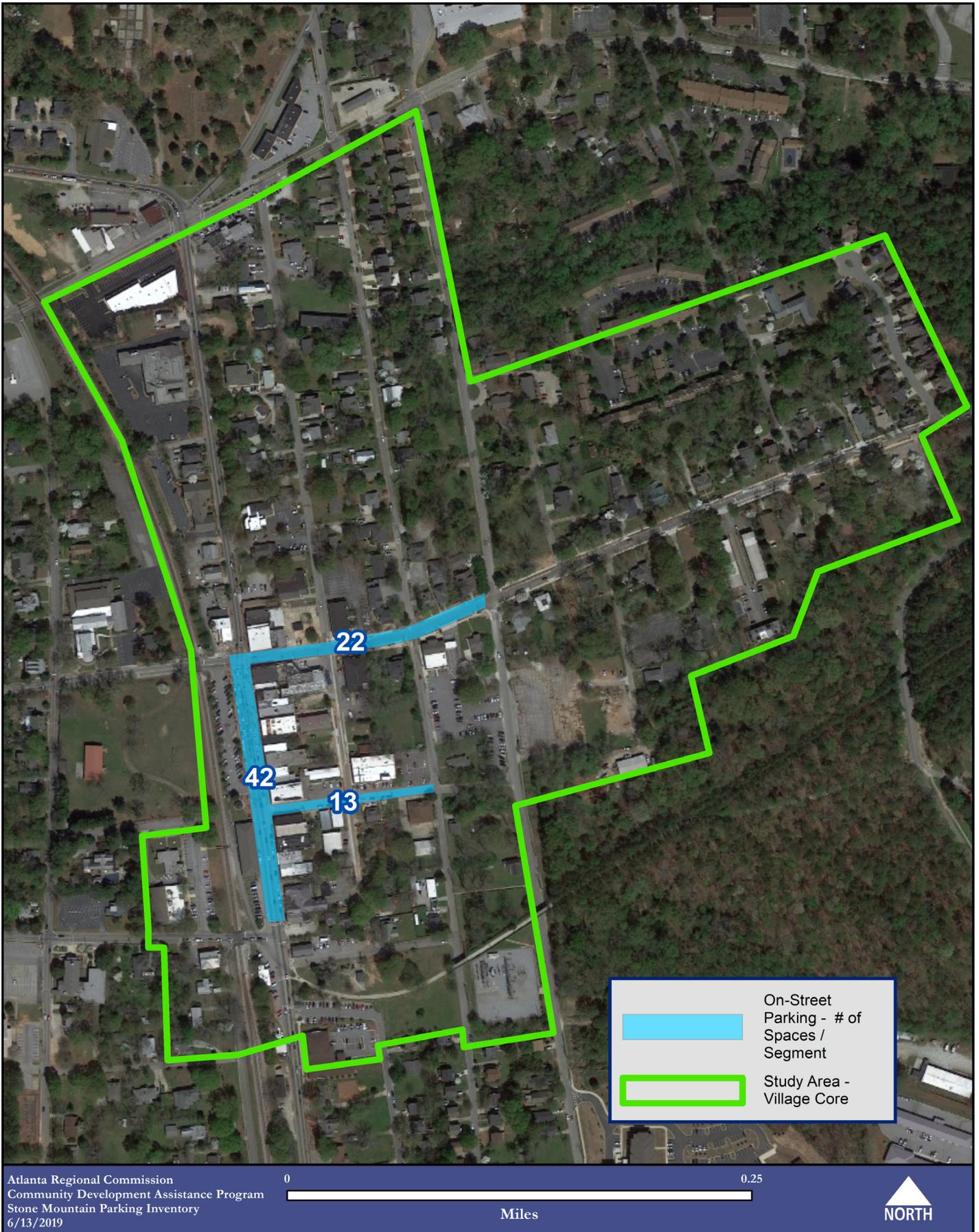
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 Community Development Assistance Program
 Stone Mountain Parking Inventory
 6/13/2019



Map 6.2: Inventory - Village Core



Map 6.3: Inventory - On-Street Parking



Atlanta Regional Commission
Community Development Assistance Program
Stone Mountain Parking Inventory
6/13/2019

0 0.25
Miles



7. Zoning Analysis

An analysis of the city's zoning code was conducted to determine how much parking was required per the city code for key parking generators within the core study area. We calculated the parking spaces required for existing businesses within the core study area based on the spaces required for the building square footages or other factors listed in the zoning code. The goal was to compare how many parking spaces the city's code required to the actual number of spaces that exist within the core area. This analysis will indicate whether or not, based on the city's zoning code, the core area has a surplus or shortage of parking. How closely these findings align with actual demand can help to determine if the city's parking requirements match the actual supply and demand.

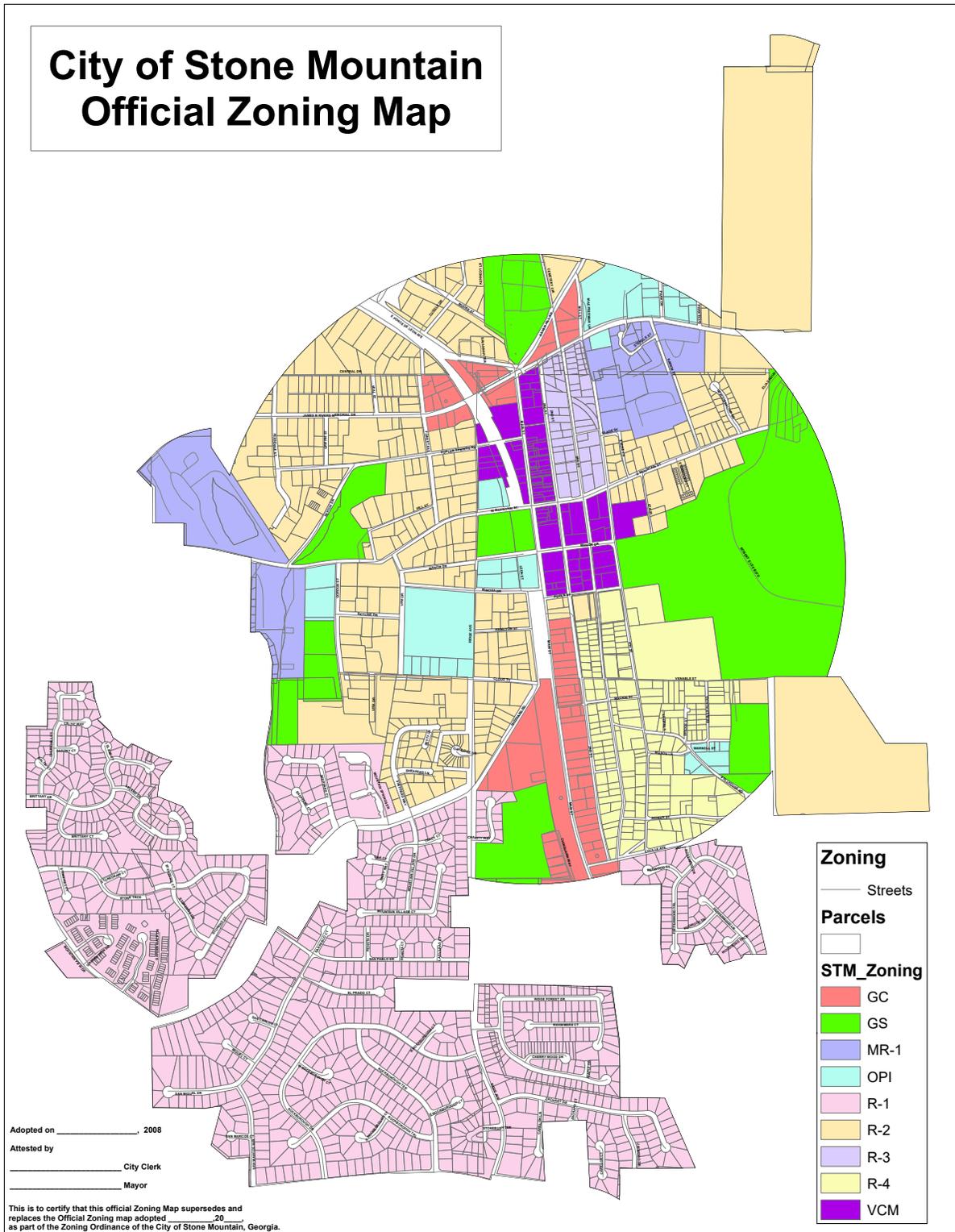
Zoning Review

The Study Area for the Stone Mountain Parking Assessment currently allows for 8 different zoning designations including:

- **Traditional Residential (R-2):** Predominantly single-family dwellings with low to medium densities. Also includes incidental commercial uses. Minimum parking of two carport or garage spaces per family dwelling, applicable to Article VII.
- **Intown Neighborhood (R-3):** Predominantly a medium density, single-family residential district with occasional two-family structures and appurtenant buildings. Also includes incidental commercial/retail uses. Minimum parking of two carport or garage spaces per family dwelling, applicable to Article VII.
- **Shermantown Residential (R-4):** Predominantly a single-family residence district but including mixed-use structures. Minimum parking of two carport or garage spaces per family dwelling, applicable to Article VII.
- **Village Center Mixed-Use (VCM):** A district providing for a healthy mix of residential and commercial/retail uses within the downtown. Minimum off-street parking standards applicable to Article VII.
- **Multifamily Residential (MR-1):** Predominantly condominiums, townhouses and apartment buildings. Also includes mixed-use structures for residential and commercial/retail development. Minimum off-street parking standards applicable to Article VII.
- **General Commercial (GC):** Primarily for the conduct of retail trade, with emphasis on daily necessities for the convenience of surrounding community. Minimum off-street parking standards applicable to Article VII.
- **Office Professional (OPI):** A district providing for development of office and institutional land use. Also includes complementary commercial/retail uses. Minimum off-street parking standards applicable to Article VII.
- **Greenspace (GS):** A district that is set aside for the permanent protection of natural, archeological or historical resources with uses being limited to natural and passive recreational activities. No minimum parking requirements.

Article VII of the City of Stone Mountain Code of Ordinances provides both design standards and Off-Street Parking requirements by type of permitted use. The permitted uses and parking standards are displayed on the table on page 12. In situations where there is mixed use, total requirements for off street parking is the sum of the uses computed separately.

Stone Mountain Zoning Map



There are nine zoning designations in Stone Mountain controlling for the development and landuse of the City.

Table 7.1: Off-Street Parking Requirements

Minimum number of off-street parking spaces: There shall be provided at the time of the erection of any building or structure, minimum off-street parking, plus drives and maneuvering space sufficient for ingress and egress by an automobile of standard size, in accordance with the schedule below. When a building or structure is enlarged or increased in capacity by adding dwelling rooms, guest rooms, floor area or seats, minimum off-street parking shall be provided for such additional rooms, floor area or areas. The following are the minimum number of off-street parking spaces required by type of permitted use. The square footage is the gross square footage unless otherwise indicated. Where the use is mixed, total requirements for off-street parking shall be the sum of the requirements for the various uses computed

	GENERATOR	CURRENT PARKING STANDARDS
1	Automobile Repair Garage	One Space per 250 SQFT of Gross Floor Area (GFA).
2	Automobile Service Station	Three Spaces for each service bay, with a minimum of ten spaces required.
3	Bus Station	One space for each motor carrier plus one additional space for each two administrative or service employees, plus five and one-half spaces per 1,000 feet of GFA
4	Business, Professional Offices and Clinics	One space per 250 square feet of GFA
5	Bed and Breakfast	One space per bedroom
6	Bowling Alleys	Five spaces per alley
7	Religious Institutions and Other Places of Worship	One space per four (4) seats in the main auditorium
8	Commercial, Manufacturing and Industrial	One space per 2,000 SQFT of gross office, plant or storage area
9	Commercial and Public Recreation Facility	20 spaces minimum, except that golf courses shall require 20 spaces per
10	Delivery Ambulance, and other similar services	One space for each vehicle plus one additional space for each two administrative or service employees
11	Single and Two-family dwellings	Two spaces per dwelling unit
12	Food Stores	One space per 100 square feet of GFA
13	General business, commercial, personal service establishments or shopping centers and developments	One space per 200 SQFT of Gross Leasable Area (GLA) for buildings 50,000 square feet or less; one space per 250 SQFT feet of GLA for buildings 50,001 to 100,000 SQFT; one space per 300 SQFT of GLA for buildings 100,001 to 400,00 SQFT; one space per 350 SQFT of GLA for buildings larger than 400,00 SQFT
14	Hospitals, sanitariums, nursing homes, homes for	One space per two beds
15	Hotels	One space per unit plus one space per five units for visitors
16	Lodges, fraternal or social organizations	Four spaces per 1,000 SQFT of GFA
17	Motels, tourist homes and transient hotels	One and one-quarter space per unit.
18	Multi-family, apartment and moderate density apartment developments	One and a half parking spaces for each dwelling in unit in GC, VCM, and MR-1 districts. In all districts, multi-family units greater than 1500 square feet in floor area shall provide two and one half parking spaces per unit

	GENERATOR	CURRENT PARKING STANDARDS
19	Public or private swimming pool, neighborhood	A minimum of 20 spaces
20	Restaurants, night clubs, taverns and similar	One spacer per 100 SQFT of GFA
21	Restaurants, drive-in, without area provided for patron use	Once space per 100 SQFt of GFA, but not less than ten spaces
22	Schools, public or private elementary and middle	Two spaces per classroom
23	Schools, public or private secondary (i.e. high school)	One space per teacher or staff member, plus two spaces per classroom
24	Schools, college, trade and vocational	Ten spaces per classroom
25	Skating rinks, dance halls, pool rooms and other	One space per 200 SQFT of GFA
26	Subdivision Recreation Facility	One space per 10 dwelling units
27	Theaters, auditoriums, funeral homes, gymnasiums, stadiums and other places of assembly with fixed	One space per three seats plus one space for each employee
28	Wholesale or jobbing establishment or other similar use	One space per 200 SQFT of GFA devoted to sales or display plus one space per 2,000 SQFT of gross storage area

The parking standards in Table 7.1 were applied to the buildings by within the core based on the generator types/uses in each building to determine to number of spaces required. The number of spaces required per the zoning code was then compared to the actual number of existing parking spaces counted from the inventory.

Table 7.2 Village Core Zoning Analysis Summary:	
Existing Private/Commercial Off- Street Spaces	851
Existing Public Spaces	74
Total Off Street Parking	925
Parking Required per City Zoning Ordinance	872
Parking Surplus	+53*
Public On-Street Spaces	77

***A shortage of 21 when not counting public spaces)**

The city zoning code requires a total of 872 off-street parking spaces while the inventory counted a total of 851 actually existing on the ground. According to Table 7.1 & Table 7.2, Stone Mountain has a slight shortage of about 20 parking spaces based on what is required in zoning code. However, once you add the existing 74 public off-street spaces, the city has a surplus of 53 spaces. The existing number of off-street parking spaces for each building compared to what is required for the use and square footage for each building indicates that there is a small shortage of off-street parking for downtown until you add the existing public spaces. In addition, the core has 77 public on-street spaces further increasing the surplus.

8. Major Findings

1. **Parking demand is concentrated around the Stone Mountain Village Core and the Mountain Street entrance to Stone Mountain Park.**

After conducting the initial inventory, the team observed that parking opportunities and challenges around the Village Core were different than the parking on the fringes of the study area. The Village Core has a higher concentration of various uses within walking distance where shared and on street parking is supported. The fringe areas are primarily service and retail uses spread in a linear fashion along Main Street.

2. **The Village Core has a surplus of parking based on the existing square footage and zoning requirements.**

Based on the analysis in Section 7, Stone Mountain has a surplus of parking based on what is required within the zoning code's parking requirements. The surplus indicates that more parking exist than what is required when including public on and of street parking. Additionally, it appears that the existing supply exceeds the actual demand for the Village Core Study Area.

3. **Available parking does not exceed demand.**

A count of parking occupancy was conducted during typical peak parking time periods for the Village area. During these time periods, the existing parking did not exceed demand and there was always additional parking available. When the closest on-street parking was taken or off-street parking was not available for a particular business, there was additional on or off street parking available at a nearby.

4. **The MARTA Park and Ride lot may be able to support park customers and at peak times, support parking for the core area.**

There are several parking options that exist between MARTA Park and Ride lot and the Village Core. This may only make the lot a practical option during very high peak times, such as during large festivals or other events. However, the lot could serve as a parking option for people trying to access the park from the Mountain Street entrance. During our inventory, we noticed several cars parking in the adjacent lot and most of them were at the park instead of Main Street.



5. **If redevelopment and rehabilitation of existing commercial space continues, parking demand could exceed supply.**

In line with the trend of many traditional main streets in metro Atlanta and around the nation, Stone Mountain Village is starting to add more businesses. If this trend continues and more storefronts become active, the demand for parking will put increased pressure on the existing supply. Well managed on street parking, shared parking agreements and the new possible off street lots should

continue to absorb increasing demand in the short-term. However, public parking fees could be revisited in several years if the business growth continues.

6. Parking appears limited when considering an individual business.

Many of the businesses within the Village have small off street lots if any at all. This can lead to the perception that there is limited parking, however when considering the existing on street, public off street and shared parking opportunities, parking should be adequate for the current conditions.

7. Several underutilized lots are large enough to accommodate additional shared parking

In addition to the large public lot along Main Street between W. Mountain Street and Manor Drive, there are several private and institutional lots that can serve as shared parking lots. As mentioned above, shared and public parking can help to alleviate any further parking problems within the Village Core.

8. Off-street private parking lots outside of the core along the southern portion of Main Street are often small, but additional parking options exist in the rear.

Many of these lots have limited spaces fronting Main Street, but have additional spaces in the rear of the lots with access along 2nd Street.

9. On-street parking unofficially exist along Malone Street and can be marked.

Marking these spaces will make them more visible to all drivers.

9. Recommendations

1. Add residential parking signage to residential streets along E. Mountain Street from 2nd Street to the Stone Mountain Park Entrance.

The placement of resident only parking signs should deter some park visitors from parking along residential streets. Enforcement coordination with the police department will be required as well as the consideration of further detail added to *Article III - Stopping, Standing and Parking* of the Stone Mountain Code of Ordinances.



<https://www.gabpproperty.com/>

2. Increase designated on-street parking as a way to reduce dependence on off-street parking.

On-street parking officially exist along Main Street, East Mountain Street and unofficially along Manor Drive. Stripping should be added along Manor Drive to encourage more parking during peak periods. In addition, there are several streets within downtown that have sufficient width to allow for on-street parking on one side.



3. Maximize shared parking opportunities.

Evaluate lots for shared parking agreements with the city as well as between nearby land owners with differing peak parking hours. Add a maximum distance for the location of shared a parking facility. The maximum distance should not exceed 1320 feet or 1/4 mile. See the Appendix for potential sites identified during this study.

4. Improve off street parking public parking signage.

Add additional signage to clearly indicate and provide direction to public parking lots.

5. Consider 2 to 3 hour parking limits for on-street parking in busy areas.

Within the Village Core Area add parking limit signs along Main Street and the commercial sections of E. Mountain Street, and Manor Drive. This is a passive enforcement method that can encourage some turnover of parking spaces and discourage some park visitors from parking within commercial core. Some businesses have already added this signage. Coordination with existing business may be required.

6. Consider special parking regulations for Core Area.

An amendment to the city code or a special parking area overlay for the Village Core Area to allow for more relaxed and flexible parking. Potential amendments include:

- Reduced parking requirements / relaxed use specific requirements for older building

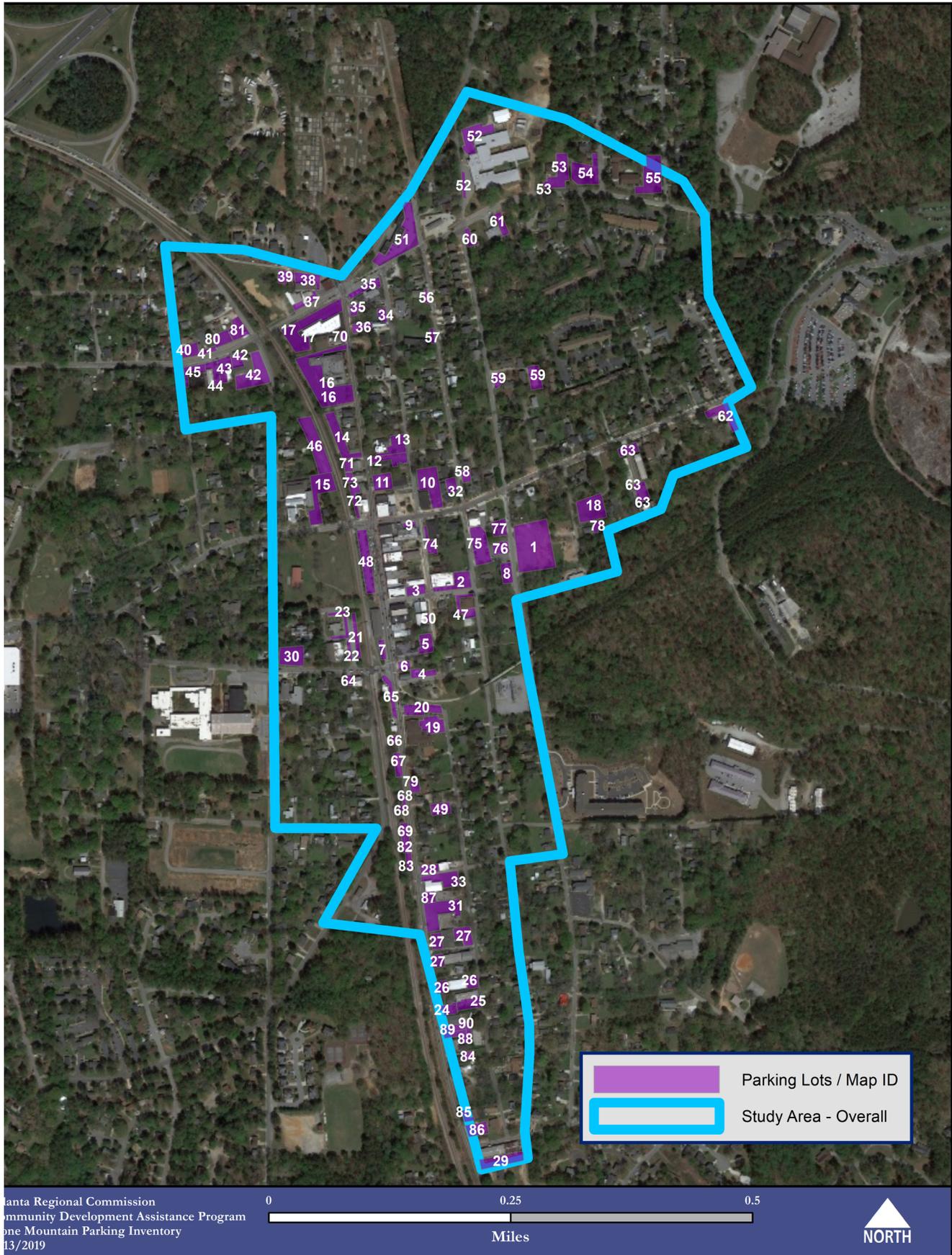
Allow adjacent on street parking to count towards off street requirements.

7. Existing parking surplus and observed demand does not support charging for parking within the study area.

Our research in best practices for parking indicates that the primary reason to charge for parking is to control demand. It is usual practice to charge for parking when demand exceeds supply as a means to manage turnover so that more spots are available. The existing surplus of off-street parking, on street parking options and the potential for an increase in shared off-street parking, may make it difficult to support charging for parking.

10. Appendix

Map 10.1 Study Area Parking Lots



Montana Regional Commission
Community Development Assistance Program
One Mountain Parking Inventory
11/13/2019

Table 10.1 Study Area Inventory		
Map ID	Name	Existing Total Spaces
1	MARTA	180*
2	ART Station	36
3	Vacant Building	10
4	Aztec Cycles	22
5	Village Parke	26
6	Pyramid Comp Enterprise	12
7	Stone Mountain Visitor Center & DDA Office	10
8	Vacant Lot	22
9	Vacant Building	5
10	5380 Studios	56
11	Commercial Building	16
12	The Health Nut/Hair Salon	21
13	Side by Side	11
14	Village Court	38
15	Stone Mountain First United Methodist Church	46
16	Wages & Sons Funeral Homes and Crematories	50
17	Various	60
18	Vacant Building	36
19	Stone Mountain Employee Lot	28**
20	Stone Mountain City Hall	28
21	Library & Georgia Military College	23
22	Library	25
23	Georgia Military College	30
24	Village Quarter	8
25	Davis Collision Repair	10
26	For Eternity Christian Church	20
27	Rock Stone Church	46
28	Stone Mountain Medical Center	13
29	Various	33
30	First Baptist Church of Stone Mountain	36
31	Dollar General	37
32	Landmark Insurance Associates	14
33	Fine Arts Signs	33
34	Village Automotive Service	15
35	The Village Corner German Restaurant & Bakery	32

* MARTA Lot was not counted in the inventory since they are not in use.

**Stone Mountain Employee Lot was not counted in the inventory since it is restricted to city employees

Table 10.1 Study Area Inventory

Map ID	Name	Existing Total Spaces
36	Tax Refuge & Associates, LLC	10
37	Mike's Body Shop	12
38	Citgo	14
39	Crazy Ron's BBQ	10
40	Jaya	16
41	AARF Pet Central	9
42	Memorial Lighthouse Baptist Church	65
43	Brownlee Automotive	25
44	K&S Automotive	25
45	Stone Mountain Body Shop	15
46	Stone Mountain First United Methodist Church	70
47	Indore Oil Company	16
48	Stone Mountain Parking	46
49	Handyman Training School	10
50	Extreme Fitness	6
51	Element Salon 2010	51
52	Stone Mountain Elementary School	48
53	Healing Center	45
54	John Titus House, St Michael & All Angels Church	26
55	St Michael & All Angels Church	50
56	3rd Street Township	8
57	1090 3rd Street	8
58	Family Practice and Geriatrics	10
59	Olde Town	43
60	Azusa's Hair Salon	7
61	DeKalb County Fire Rescue Station 11	13
62	Stone Mountain Woman's Club	30
63	Stonecliff Townhouses	44
64	Gilly Brewing Co	7
65	Weeyums Philly Style, Christian Sports Center	20
66	Main Street Health Improvement Center	6
67	Main Street Veterinarians	10
68	The Hair Cutting Company	12
69	Vacant Lot	18
70	Vacant Building	4
71	Collectible and Antique Chair Gallery	12
72	Various	7
73	Curls of the World	10

Table 10.1 Study Area Inventory

Map ID	Name	Existing Total Spaces
74	Stone Mountain Old Post Office Emporium (Vacant)	24
75	Suntrust Bank	33
76	4th Street Lot	19
77	Sarah's Kitchen	20
78	Tax and Accounting Office	8
79	NJ Variety Shop	6
80	Freestyle Auto Upholstery	9
81	Penske Truck Rental	15
82	Vacant Lot	18
83	Window Tinting by Hunt Brothers	4
84	Lifeline Christian World Academy	4
85	Pretty Natural Nail Salon	5
86	Vintage Thrift	8
87	Buddy's Food Mart	6
88	Brenda M Chittick Bookkeeping	13
89	Village Quarter	15
90	H&R Block	13
	Total	1938

Potential Public & Shared Parking Sites

Site#1				
Map ID	Name	Potential Use	Spaces	Comments
	Library / Georgia Military College Lot	Public Parking during off-peak Library hours	About 33	<ul style="list-style-type: none"> •Currently used by some Main Street customers in the evening. •Direct access across railroad tracks next to north side of rail depot. •Directional signage would help. •Signage may be needed to protect Georgia Military Academy Parking



Site#2

Map ID	Name	Potential Use	Spaces	Comments
	Stone Mountain First United Methodist Church	Shared Parking during off-peak hours	45 to 70	•Potential shared parking agreement with city



Site#3

Map ID	Name	Potential Use	Spaces	Comments
	Suntrust Bank on E. Mountain Street	Shared Parking during off-peak hours	33	• Potential shared parking agreement with adjacent businesses.



Site#4				
Map ID	Name	Potential Use	Spaces	Comments
	E.Mountain & 2nd Street	Shared Parking		<ul style="list-style-type: none"> •Potential shared parking agreement with adjacent businesses.



Site#5

Map ID	Name	Potential Use	Spaces	Comments
	MARTA Park & Ride Lot	Public Parking for large events & Stone Mountain Park Access	180	<ul style="list-style-type: none">•Public parking during large events. Lot is currently too far from Main Street core for regular parking.•Could be used for access to Stone Mountain Park.



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Atlanta Regional Commission

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