


Downtown Savannah 2033



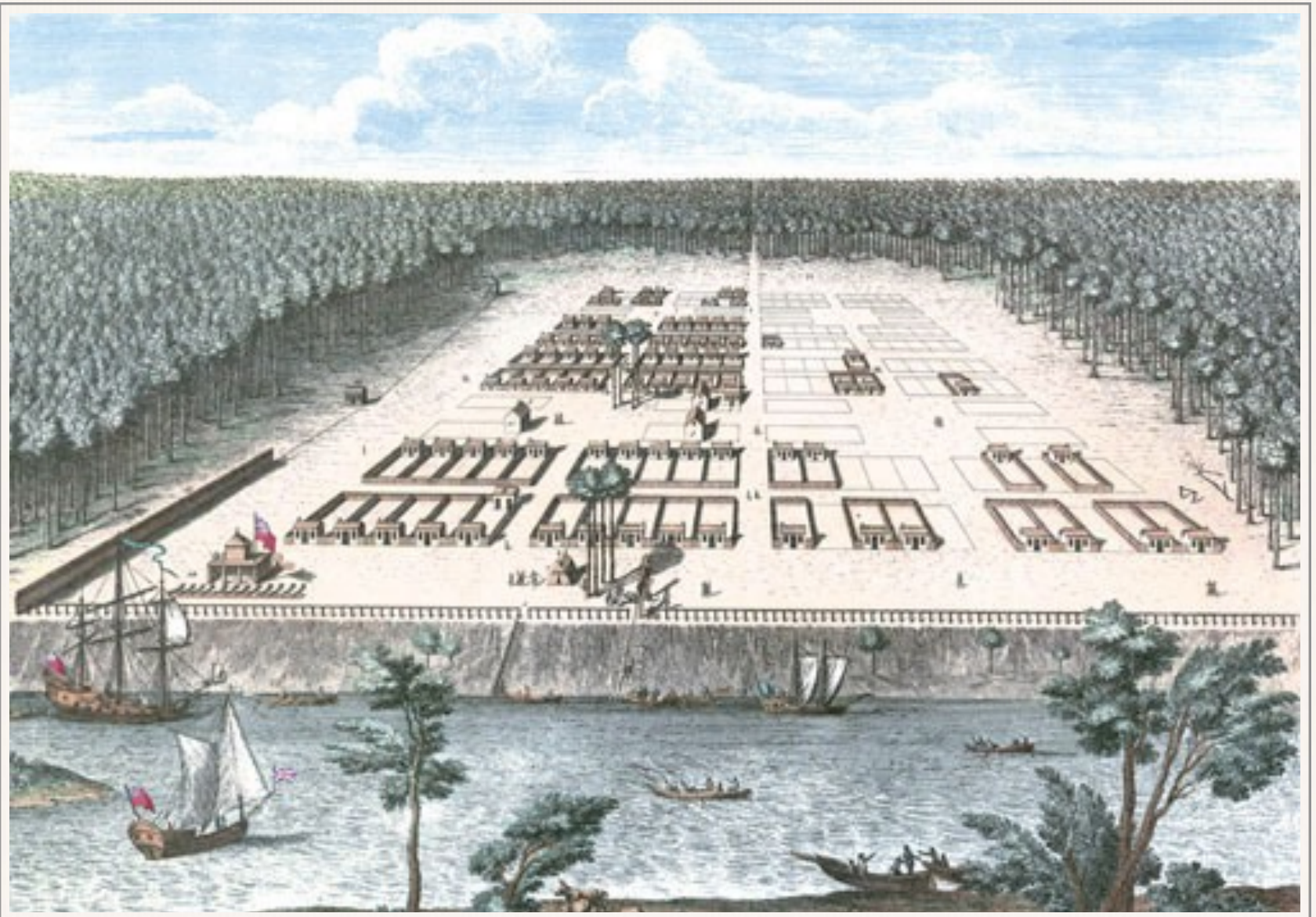
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SAVANNAH DOWNTOWN NEIGHBORHOOD ASSOCIATION
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Executive Summary



In 1733, General James Oglethorpe founded the Georgia colony and the city of Savannah. His town plan evolved over many decades into one of the most unique places in all of North America, and is internationally renowned for its beauty, simplicity and walkability.

In fifteen years, Savannah will celebrate its 300th anniversary. This plan is intended to guide and inspire Savannahians of all walks of life for the next generation, and to re-invigorate Savannah's long history of exceptional city planning.



Savannah 2033 Civic Master Plan

Key Priorities:

Expand downtown in a logical, connected fashion to the east and the west.

Inject Savannah's signature, beautiful public space design into more neighborhoods.

Connect it all with active transportation.

Prioritize quality of life over commuting time.

Legalize Savannah's historic building types.

The Downtown Savannah 2033 Plan illustrates the potential and the opportunities for the city's growth and improvement. Stretching from the river to 52nd Street, and from the Truman Parkway to the Canal District, this plan is an ambitious and bold attempt to unify the greater downtown of Savannah; to accommodate the demand for urban living and to anticipate the needs of the future. It will create a new network of active transportation options and better coordinate all modes of mobility. The plan also aims to put the City on a firm fiscal foundation, so it can continue to provide world-class public space as well as improve its infrastructure. If undertaken in whole, it is estimated the Plan could provide a boost of **\$4 billion in real estate value**, generating **\$41-55 million** (in 2017 dollars) to the City's bottom line.

While the Plan is bold in its suggestions for public space and mobility, it is decidedly practical in its suggestions for land use and zoning. The Plan advocates to "Legalize Savannah" by altering our regulations and processes so that the common, historic building types of the city are simple and easy to develop. By removing barriers to such

**What is the Legacy
we wish to leave?**

development, and creating streamlined processes, the Plan will encourage more of what we love about Savannah. This is not to discourage creative, unique projects, which are also necessary. But the Plan rests on a foundation on which the urban design elements that we most love should be the easiest to develop or redevelop.

Savannah is remarkable not just for Mr. Oglethorpe, but for a 200-year run of exceptional city planning, design and architecture. For those of us living and working here today, what is the legacy we wish to leave? How do we enhance what was given to us by previous generations?



MLK, Jr. Blvd. after removal of the Flyover



Nature preserve at East President Street



Looking toward Victory Park



Bull Street, south of Victory Drive



Rail with Trail near 37th and Habersham



Habersham Street north of Victory Drive

A 15 Year Vision

Fifteen years, roughly the span of a generation, can seem like a lifetime to many of us. But for cities, 15 years can go by in the blink of an eye. The Plan aims to look out 15 years, knowing what we know now, and anticipate where Savannah will and can be. It is not intended to suggest that everything presented *will* happen. It is meant instead to inspire about what *can* happen. All of the concepts and proposals suggested are eminently achievable within a 15 year timeframe, even with the ups and downs of economic cycles.

Most importantly, we must understand where we wish to be in the future, if we aim to make good decisions today. All plans, whether they be personal financial plans, college campus master plans, business plans or city plans are meant to be aspirational and flexible. They are not meant to bind our hands, but instead are meant to give us guidance and direction. The best plans give us principles and a road map of sorts, that we can strive to follow. Circumstances will always call for adjustments and tweaks, but with a clear set of principles we can still make appropriate decisions. This plan guides Savannah with a set of time-tested urban design principles, all of which are evident in our greater downtown today in some fashion.

Urban Design Principles (See Chapter 2 for more detail)

1. The most valuable and desirable neighborhoods incorporate all of the daily needs of human life, in all its diversity, and keep them within an easy walk.
2. Public space, when designed well and oriented towards human needs, creates value. This includes streets, our most abundant public resource.
3. Cities must be economically and environmentally sustainable. Without care given to the long-term financial needs and a region's unique environmental conditions, a city will fail its residents.

4. For transportation, networks are always more beneficial than corridors.
5. Community-building is always a blending of design, policy and management tools. Design alone cannot fix every problem, but neither can public policy nor effective management. The three must work together.
6. Cities can be shaped, but not micro-managed.

This Plan, while containing a great amount of thought and detail, is not the end of this process. In fact, this is the beginning. Fifteen year goals start today, and there's no need for the community to wait any longer to get started. The Plan includes a suggested list of first steps, so that the citizens can see immediate progress. The key for citizens and the City is to begin now.

Key Priorities

As the Plan was developed, five priorities rose to the top and became clear. Each priority is developed in depth in later chapters.

Priority One: Expand downtown in a logical, connected fashion to the east and the west. Currently downtown is growing in a disconnected, haphazard manner with too many conflicting or uncoordinated projects. These are 300-year decisions that need to be made carefully.

Priority Two: Inject Savannah's signature, beautiful public space design into more neighborhoods. As Savannah grew south, east and west, it often didn't include enough public space or beautiful streets. We need to find opportunities to correct that mistake.

Priority Three: Connect it all with active transportation. Downtowns thrive when more people are walking, biking, using small vehicles or taking public transportation. Prioritizing these modes first also provides for the greatest economic opportunity for all.

Priority Four: Prioritize quality of life over commuting time. While people do commute into downtown from throughout the region, their needs should not take priority over the quality-of-life needs for residents in greater downtown. Prioritizing fast commuting harms public safety and degrades the economic value of these neighborhoods.

Priority Five: Legalize Savannah's historic building types. Our current zoning regulations make it difficult, and often impossible, to build the kinds of buildings that make up the bulk of Savannah's historic neighborhoods. We suggest removing barriers and expediting approvals of the buildings that are the most beloved and speak to the personality of the city. Over the long-term, this is a key strategy to maintain affordability throughout greater downtown, support local businesses and enhance our unique character.

Priority One Detailed: Expand downtown in a logical, connected fashion to the east and the west. (See Chapter 3)

West Downtown Expansion Area, with a fully connected street grid, linking the Landmark Historic District to the Canal District, and Indian Street to Yamacraw Village



East Downtown Expansion Area, with a fully connected street grid, linking Savannah River Landing to neighborhoods south of President Street and the Blackshear area.

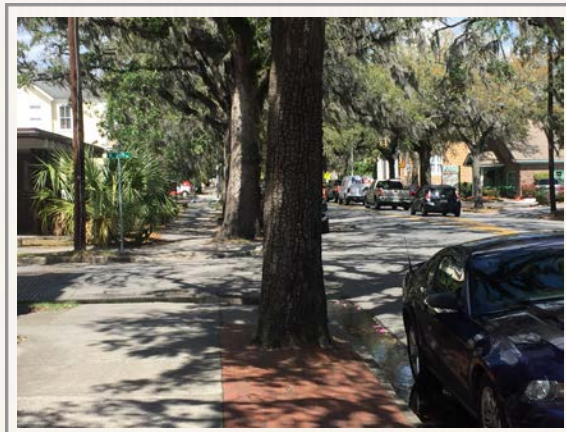


Priority Two Detailed: Inject Savannah's signature, beautiful public space design into more neighborhoods. (See Chapter 3)

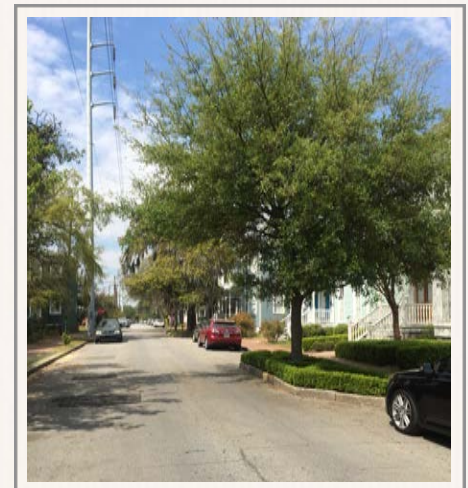
Improve more streets to have the condition of our most beautiful streets, and link them up into a network. Add new public space where it's possible.



While we expand the public space network, we need to replant the current tree canopy in a creative, systematic fashion.



A typical current condition

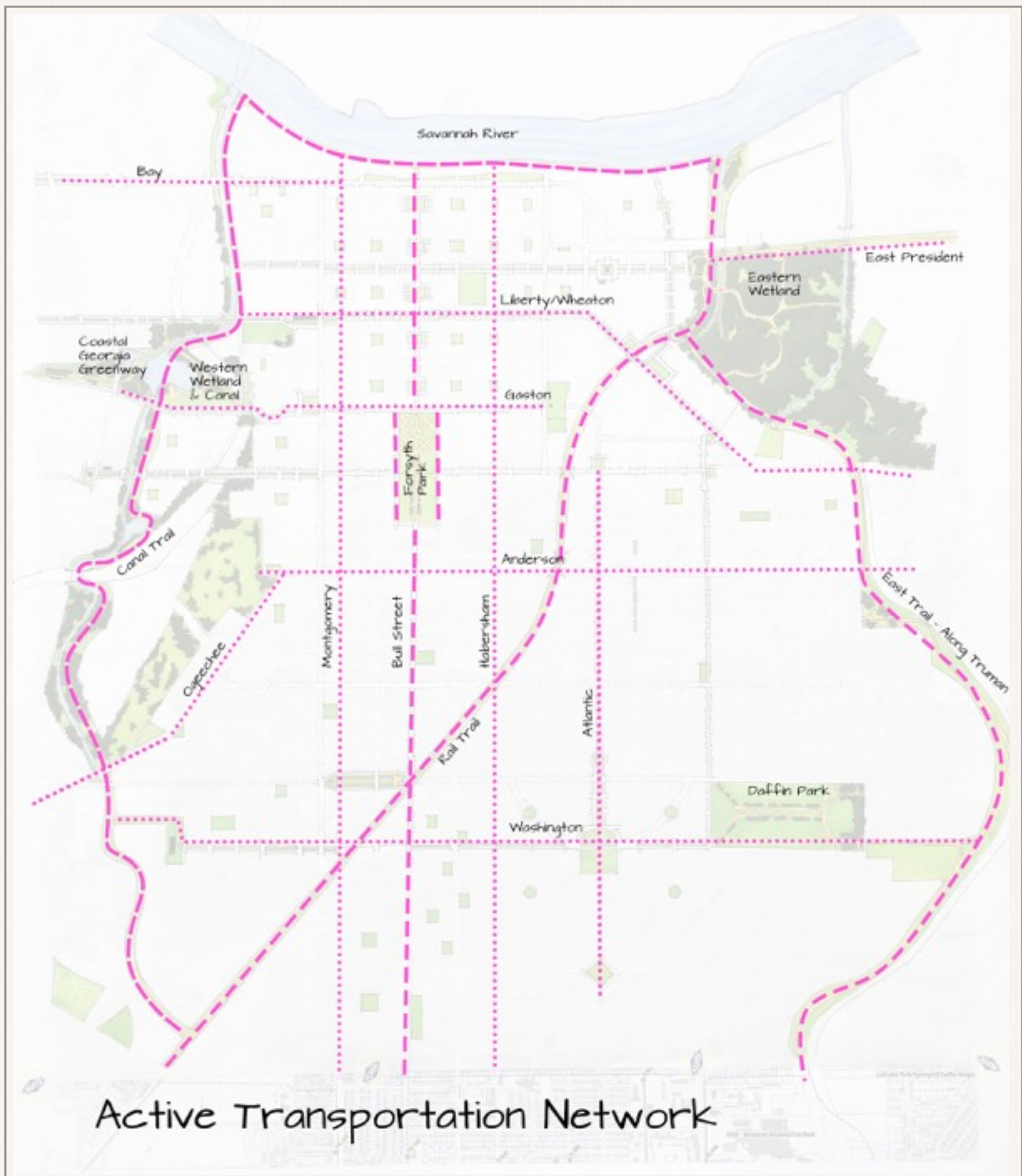


One option for new trees

Priority Three Detailed: Connect it all with active transportation.

(See Chapter Four)

Utilize existing rights of way to create a loop of active transportation around and through downtown, connecting to a citywide network. Utilize protected bike lane designs for on-street bicycle facilities. The map highlights initial priorities and secondary priorities



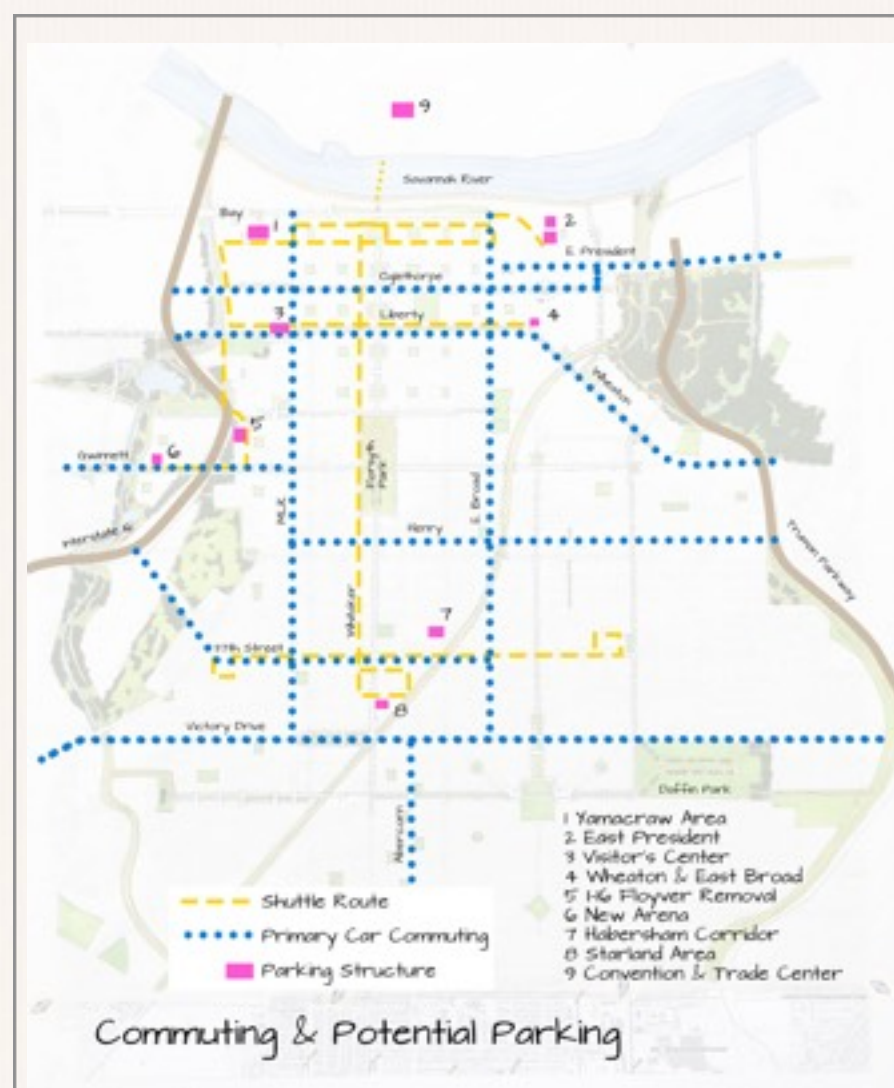
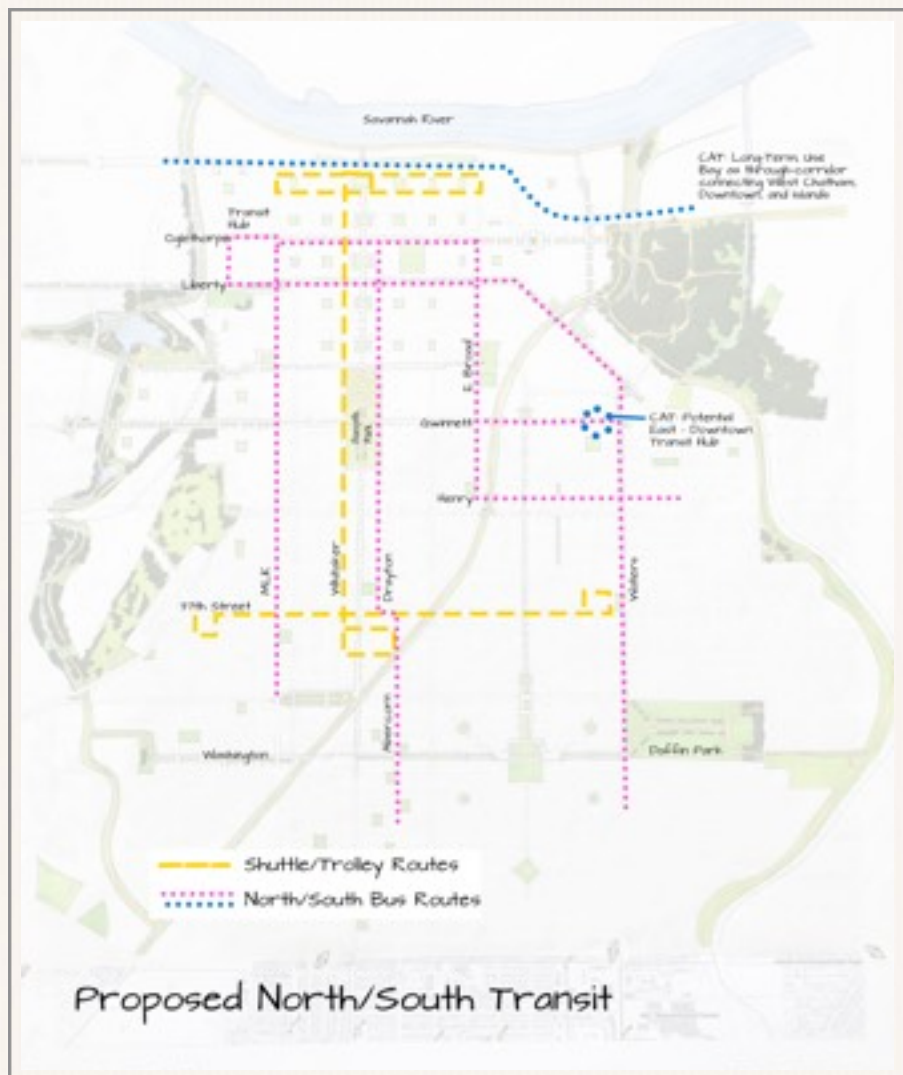
Priority Four Detailed: Prioritize quality of life over commuting time.

(See Chapter Four)

Revert all north-south streets back to two-way traffic, as well as major east-west streets such as Anderson and Henry. This change will preserve the current capacity for vehicles, but foster slower speeds to enhance public safety, improve property values and increase mobility options.

Two-way traffic will also enhance and simplify public transportation options, tying into Chatham Area Transit's redesign of its major routes as well as the dot shuttle.

For commuters, especially from the west and the east, look for opportunities to build new parking structures that capture traffic before coming into the core of downtown. The structures can tie to the DOT shuttle and to bicycling options.



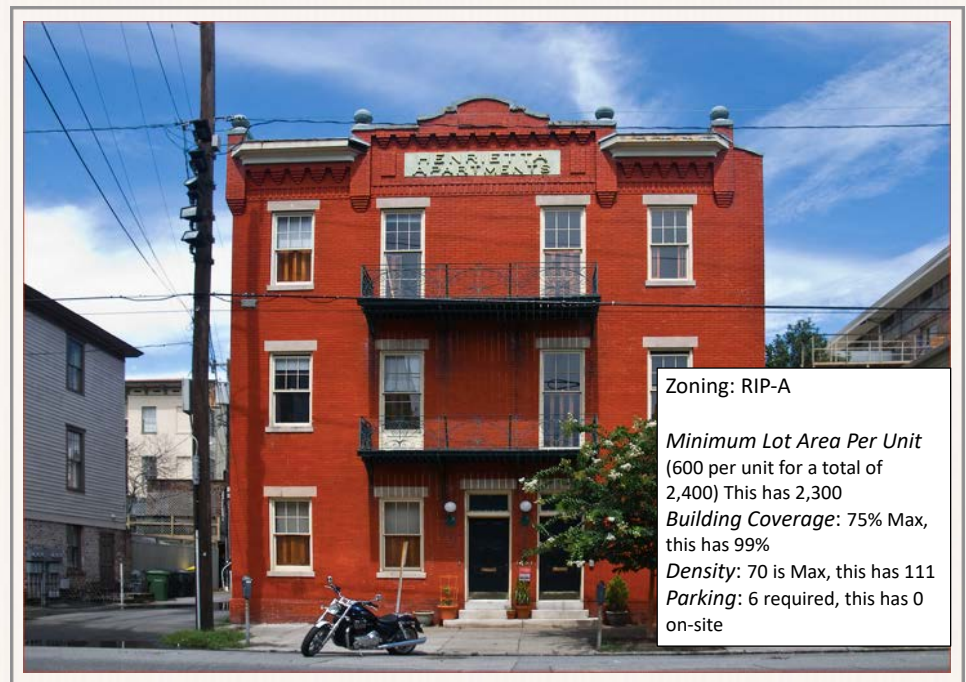
Priority Five Detailed: Legalize Savannah's historic building types.

(See Chapter Five)

A variety of zoning and policy requirements make it functionally impossible to build new structures that are typical of Savannah's historic building types. These structures represent a form of "gentle density" that is often built by small-scale local developers, build community wealth and helps support neighborhood commerce. They also represent an incremental approach to redevelopment that helps to increase affordability and minimize displacement of long-term residents.

As Savannah works to update its zoning codes and policies, it should seek to remove barriers to designing and constructing these types of buildings, and make review and approval processes as simple and easy as possible.

When it comes to architectural design, a simple principle to follow is that Savannah should demand only the best architecture and design in the Landmark Historic District, and allow opportunities for experimentation in other areas, especially the expansion areas.



Next Steps. *The table below suggests a series of Next Steps for various key items in the Plan. In the next Section, certain projects are noted that can begin immediately.*

Task	Responsible Party	Timeline	Relative Cost
1. Re-align current major projects and plans to support the 2033 Plan. This includes the Canal District, The I-16 Flyover Removal Plan, the Civic Center Removal and East Downtown Improvements.	City Council City Staff Housing Authority of Savannah	Review and Update Plans in 2018	None - uses current staffing
2. Adopt NewZO and the changes suggested in the 2033 Plan.	City Council Metropolitan Planning Commission City Staff	Adopt by end of 2018	None - uses current staffing
3. Revise West Gwinnett Street improvements to match the 2033 Plan.	City Council City Staff	Revise plans in 2018	Low - mostly for design fees
4. Partner with CAT on commuter garage locations and dot shuttle links. Prioritize Visitor's Center and Starland area options.	City Council City Staff CAT	Review options by end of 2018	None - uses current staffing. Garage cost TBD
5. Support Tide to Town plan with SPLOST and grant funding.	City Council Citizens	Determine funding options in 2018	None for planning. Modest construction cost
6. Begin discussions with the railroad about a Rail with Trail.	City Council City Staff Citizens	Review options in 2018	None for planning. Possible high construction cost.
7. Implement the Pink Zone on the Eastside.	City Council City Staff	Adopt in 2018	None
8. Plan for and construct two new parks along Waters Avenue.	City Council City Staff	Design in 2019	Modest cost for design and construction
9. Begin changes to north-south street network. Begin with Bull, Montgomery, Drayton and Whitaker.	City Council City Staff	Design and experiment first sections in 2019	Modest cost for design and construction
10. Plan for improvements to Thomas Park.	City Staff Citizens	Design and planning in 2019	Low cost for improvements
11. Begin planting new canopy trees in street parking spaces. Coordinate with long-term street design plans.	City Staff Citizens Savannah Tree Foundation	Prioritize and coordinate first locations in 2018	Low cost
12. Begin planning work with GDOT for Victory Park	City Council City Staff GDOT	Begin planning discussions in 2019	High cost

First Steps

Like any good plan, not everything in this Plan must wait for years of study or work to commence. Several short-term improvements can be made to implement the priorities noted previously. The list included here is not all-encompassing, but gives some suggestions for civic projects and opportunities for experimentation in the next two years. All are detailed in later chapters:

1. West Boundary Street connection

Extend Boundary Street through from Bay Street to Gwinnett with two, simple connections at Oglethorpe and Bay.

2. East Broad two-way

Convert East Broad to two-way traffic from Victory Drive to Gwinnett Street.

3. 37th/Waters weekend market

Utilize the City-owned parking lot at 37th and Waters Avenue as a festival marketplace on Saturdays, to generate activity and traffic to the corridor.

4. Whitaker/Drayton protected bike lanes

Re-stripe Whitaker and Drayton Streets next to Forsyth Park to have ten foot lanes, and then create a protected bike lane with the remaining eight feet. This can be done while working towards converting both streets to two-way traffic.



Boundary Street connected



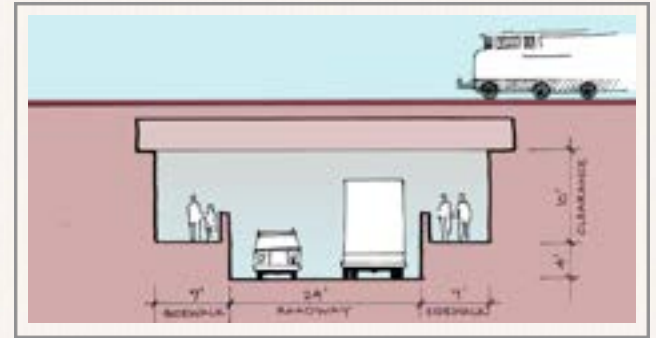
37th and Waters



Drayton at Forsyth Park

5. Gwinnett Street improvements

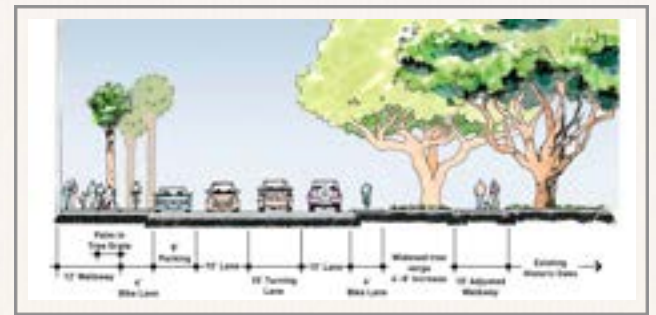
Improve the pedestrian walkway underneath the railroad track, plant live oaks along the street to the east and experiment with textured pavement to make this a “special” Savannah street from east to west.



Gwinnett east of Habersham

6. Bay Street 3-lane experiment

Use “tactical urbanism” techniques to experiment with a three-lane section on Bay Street from East Broad to Boundary. The three-lane section would have one lane in each direction plus a continuous center turn-lane with median, and keep on-street parking. This is the “Road Diet” option explored in the recent planning effort.



Bay Street “Road Diet”

7. Victory Drive “split”

Convert West 43rd Street to west-bound only lanes of US 80, and convert the current Victory Drive between Martin Luther King, Jr. Boulevard and Bull Street to east-bound only lanes. Add sidewalks and street trees to both streets to improve the pedestrian condition and beautify them. Shorten the pedestrian crossing at Bull Street.



Victory Drive at Bull, looking west

8. Habersham Street protected bike lane

Combine the two bicycle lanes on Habersham Street into one, two-way bike lane on the same side of the street. Protect the bike lanes with bollards and a painted buffer. Extend the protected bike lane from Victory Drive south to DeRenne Avenue.



A 2-way protected bike lane

9. NewZO improvements and exemptions for smaller buildings

Modify NewZO standards so the typical Savannah building types are conforming, and create a process for them to be permitted quickly.



Map of "First Steps"

10. Allow for and encourage creative and temporary experiments for private and public property. The Better Block and Tactical Urbanism movements have empowered people and cities to experiment with creative uses for under-used spaces. These are some examples of opportunities we explored in the Mid-City area.



SEARS PARKING LOT



BETTER BLOCK STARLAND

SEARS PARKING LOT

Problems

- under utilized
- wasted space
- vacant

Solutions

- landscaping
- urban space with seating
- pop-up stands
- exciting public sculptures and arts
- local gathering space and activities



before



after



empty lot



pop-up garden

case studies



public sculptures and arts



All we need is
some shade and
seating



urban installation



public seating area



roll-up garden



parking-lot-size garden



community gathering



temporary urban space

What can you do with
a parking space?

YOU CHOOSE...



10' x 20'



10' x 20'

Doing the Math

A survey of properties in the Bull Street corridor of Mid-City (graphics shown later in this section) shows the financial value of building according to Savannah's historic pattern, compared to the typical suburban pattern. Even small buildings generate tremendous fiscal value to the community when they are built in an urban fashion. Continuing this pattern as the city redevelops generates a substantial increase in revenue to the City and to all local taxing jurisdictions. Of course, larger buildings and footprints can also be accommodated, but the key is to ensure that new buildings follow principles of good urban design and respect the lessons of historic Savannah neighborhoods.

In reviewing the potential fiscal benefits to following the Plan, a few criteria were established:

- The Plan area is generally from the river south to 52nd Street, with Stiles as a western border and the Truman Parkway as an eastern border. The geographic total for the area is 6.7 square miles.
- Only property tax revenue was studied, though it's important to note the City and other taxing jurisdictions also receive significant funding from sales tax and hotel/motel tax.
- Large areas of both the east and west sides are still very under-valued relative to the rest of the Plan area.
- Several corridors from Gwinnett Street south, notably MLK, Jr. Blvd., Montgomery, Bull, Abercorn and Habersham have the potential for significant change over fifteen years. Even new development at three or four stories in these corridors have the potential to increase revenues by 10-20 times the current revenues.

BETTER BLOCK STARLAND

BY COMPARISON



THE SENTIENT BEAN
VALUE PER ACRE: \$4,532,854



LOCAL
VALUE PER ACRE: \$3,361,090



OLD SEARS BUILDING
VALUE PER ACRE: \$1,131,253



BULL STREET EATERY
VALUE PER ACRE: \$3,279,632



FOXY LOXY CAFE
VALUE PER ACRE: \$4,232,725



SAVE A LOT
VALUE PER ACRE: \$1,427,897



BACK IN THE DAY BAKERY
VALUE ACRE: \$5,054,702



STARLAND DESIGN CENTER
VALUE PER ACRE: \$4,408,272



TARGET
VALUE PER ACRE: \$337,000

0.079 ACRES OF FOXY LOXY =
1 ACRE OF TARGET



WALMART SUPERCENTER
VALUE PER ACRE: \$252,000

0.1 ACRES OF LOCAL = 1 ACRE
OF WALMART SUPERCENTER

- The Landmark Historic District still could see increases in valuation, especially on the west side of the District with changes proposed in the Plan
- The Eastern and Western expansion areas do require new infrastructure to be fully developed, but also are opportunities for large amounts of new buildings at a variety of scales. And, in many cases, these parcels produce no revenue at all today.
- Many parcels today are owned by government agencies and non-tax paying entities that could transition to tax-paying owners over time. For example, several churches have been sold in recent years and converted to private development, and the City has been selling its surplus property in the area.
- Better street design will certainly enhance residential value, as has been shown on Price Street in recent years. Streets such as Drayton, Whitaker, Henry and Anderson could very easily see a valuation increase of 20-25%.

Adding up all of these variables into a complete financial picture would require an in-depth, months-long study. While the study would most certainly be worth the expense, it's also possible to extrapolate from current trends and revenues to understand the range of what is possible.

The 6.7 square miles in the Plan area today contain just over \$2.2 billion of assessed value (all dollars are 2017 dollars). That \$2.2 billion represents 40.8% of the City of Savannah's total assessed value of \$5.4 billion. The entire City is 108.7 square miles, so essentially **6.16% of the land area generates 40.8% of the total assessed value**. Of the \$64.6 million in property tax revenue budgeted by the City for 2017, approximately \$27.5 million is generated in the Plan area. Again, this does not also tabulate the portion of property tax that is paid to Chatham County and to the Savannah-Chatham County Public Schools.

That is according to today's numbers, with the noted caveats above.

For the purposes of this Plan, it's instructive to estimate what a range of increase in values would mean for property tax revenues. A 50% increase over today's valuation would represent an increase of over \$14 million to the City of Savannah's budget, annually. Essentially, that's the equivalent of an increase of nearly 3 mills *citywide*.

Given the parameters laid out earlier, where certain areas could see 10-20 times their current value even at three and four stories, and especially that large portions of the Plan area are quite low in value today, 50% is on the very low end of what is possible. In fact, it's more likely that in 2017 dollars values would be 150-200% higher if the Plan is followed. **A range of 150-200% would mean an annual increase to the City's budget of between \$41 million and \$55 million.** Again, the total *citywide* property tax revenue today is approximately \$64 million.

While these numbers may shock some, they are in fact quite consistent with similar studies of the value of urban neighborhoods. This analysis is not meant to demean the value of other neighborhoods in the City of Savannah, financial or otherwise. But it does reiterate three key points in the context of this Plan:

- Compact, walkable places produce a great deal of community wealth.
- Urban design has a direct impact on value, and on public revenue. Quality street and public space design enhances value, and a focus on fast commuting and ample parking degrades value. This has a direct impact on public agencies and their ability to provide services.
- For long-term fiscal sustainability, all public agencies would be wise to prioritize choices that best promote quality, compact development.



Overview of Civic Master Plan



These are the principles, key ideas and public involvement that guided the Plan.

Urban Design Principles

Any successful effort to plan for the future must be grounded in a clear and reasonable set of principles. Just as a personal financial plan must have the individual's values as an input and a sense of what has been successful over time, a Master Plan must have community values and an understanding of time-tested and proven ideas. These are the basic urban design principles that guided the work:

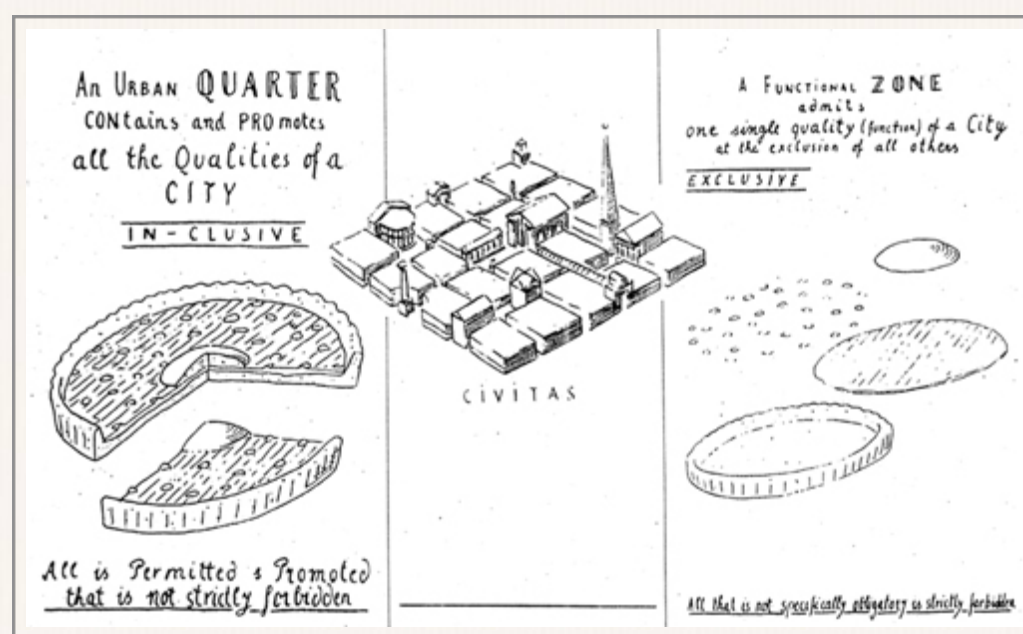
1. Neighborhoods and cities that have the most long-term value are built with housing and building type diversity, and utilize walking as the primary means of getting around.

To that end, it's been described that the city is a pizza, not a collection of

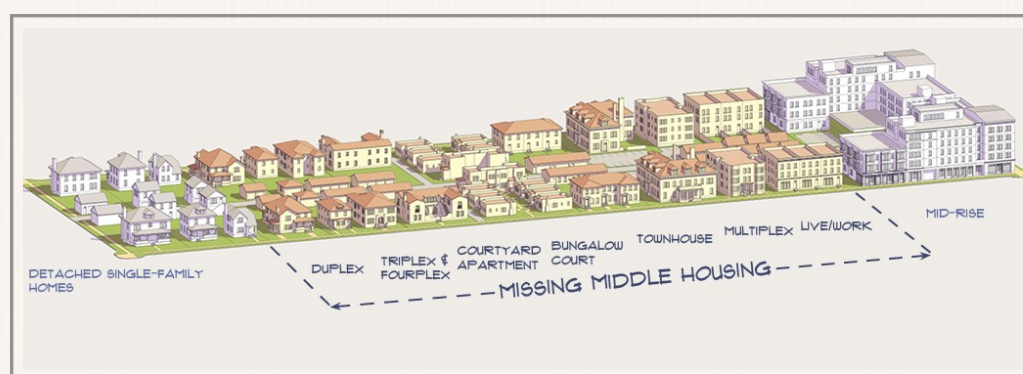
individual toppings. Every neighborhood should have some of the elements of daily life - a variety of places to live, places to work, places to shop, places for entertainment and places for recreation and socializing.

2. The best method to ensure long-term housing affordability is to allow for a broad variety of housing types within the same neighborhood, and to make

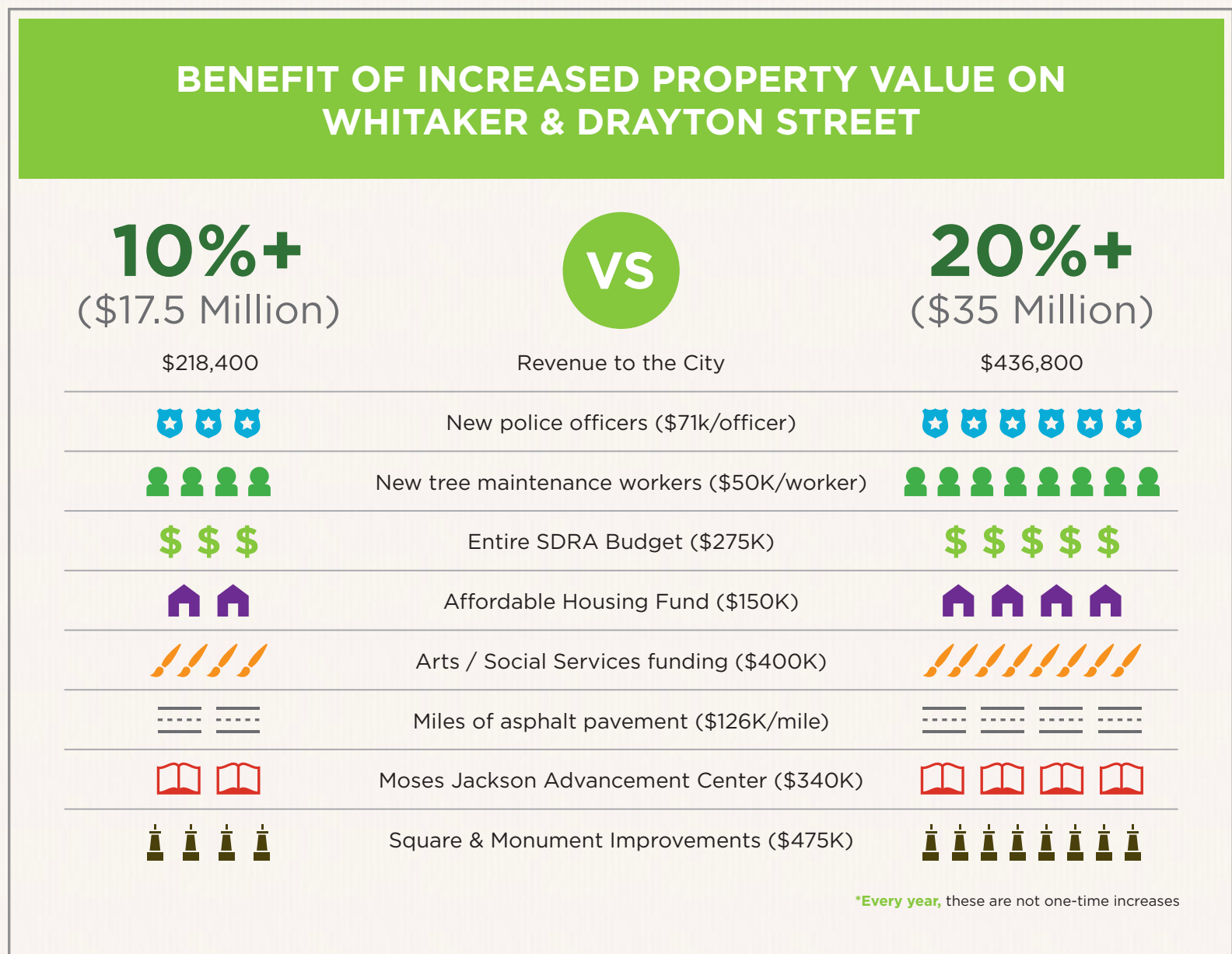
sure the least expensive housing types are simple and easy to permit. Those include the Missing Middle types described later.



The City is a Pizza



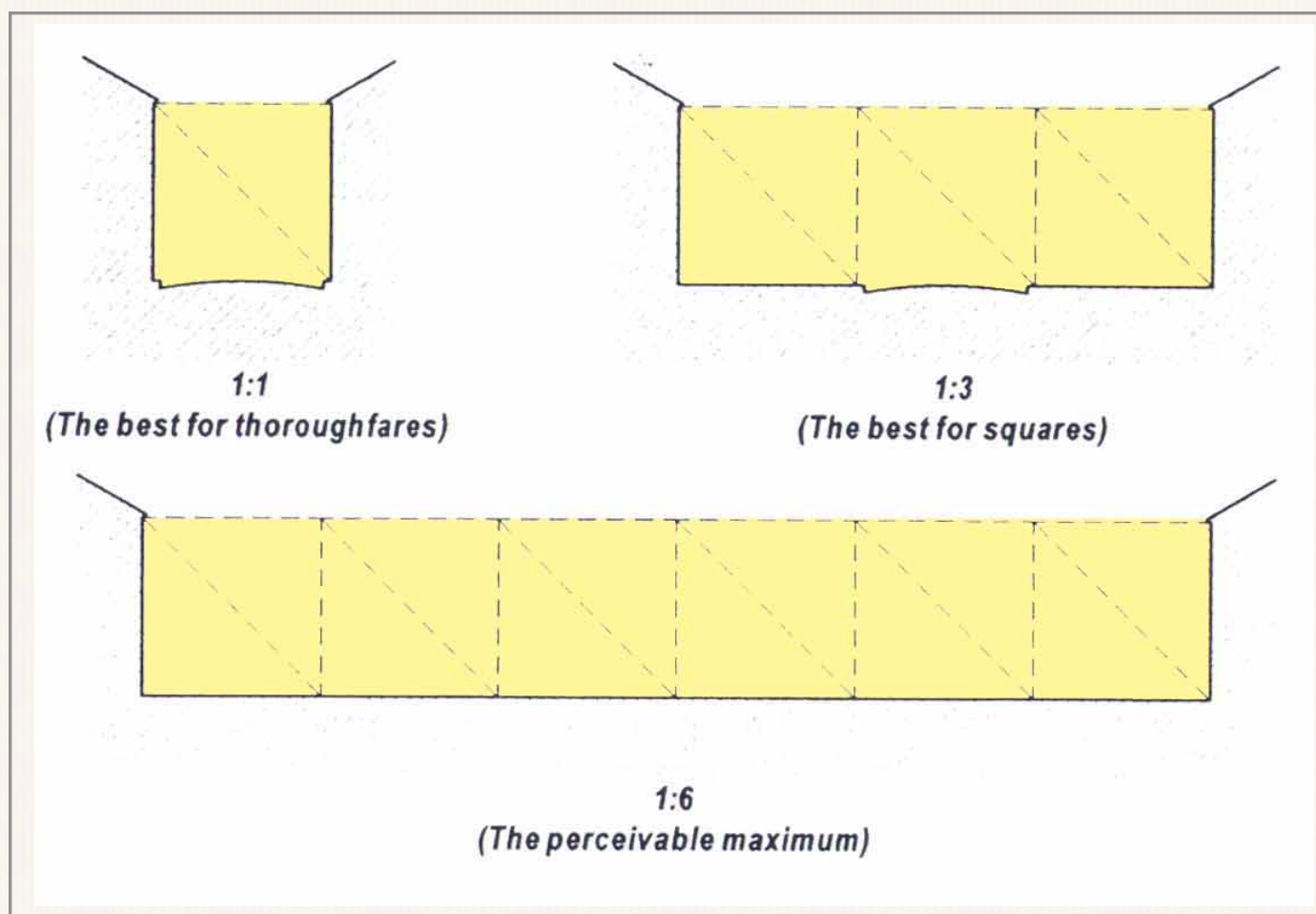
3. A city that plans well for its citizens plans for a variety of mobility options, not just for driving. Whether it's walking, biking, taking public transportation or driving, the goal for all citizens should be meaningful and safe options on getting around. Planning only for driving and traffic relegates all citizens to the most expensive form of transportation, and ultimately hurts the poor the most.
4. When planning for the future, it is wisest to plan for land use and character first, and transportation second. This is especially true in an age when transportation technology is changing rapidly.



Even a very modest improvement to street design and public space creates significant value for City revenues

5. Public space, when designed well and maintained, creates real estate value. This is also true of our streets, which is where the majority of our public space lies.

6. If cities are to serve their citizens well for the long-term, they must be fiscally and environmentally sustainable. Fiscal sustainability involves understanding which investments create value and thus a return on the investment. Environmental sustainability ensures the human habitat can endure for generations.



Proportions for streets and public spaces

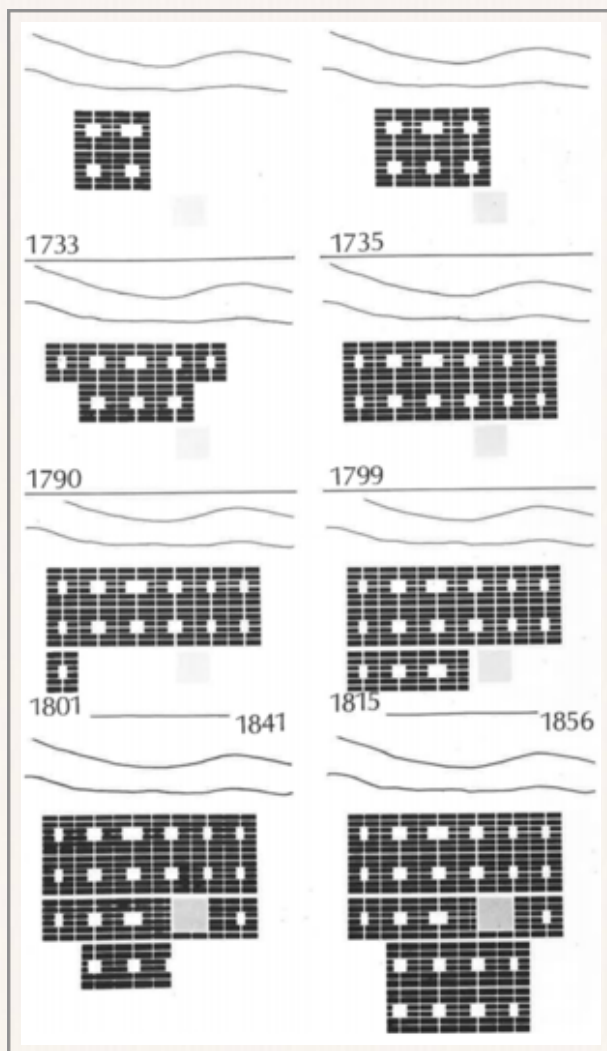
7. Street and public space design should aspire to align with time-tested notions of proportion and scale. That is, wider streets and spaces can easily allow for taller buildings to give a sense of enclosure, but narrower streets must be carefully designed for modest heights.

8. Community building involves these three key tools - design, policy and management. All problems must consider these three sectors in order to succeed. Design solutions alone cannot solve every issue, but neither can policy or good management.

9. Cities can be shaped, but not micro-managed. Savannah itself is a great example of a city with a simple, elegant town plan that was shaped by many thousands of people over the generations. The most successful places over time balance the long-term needs of the public with the needs of individuals and groups to put their own stamp on a place.

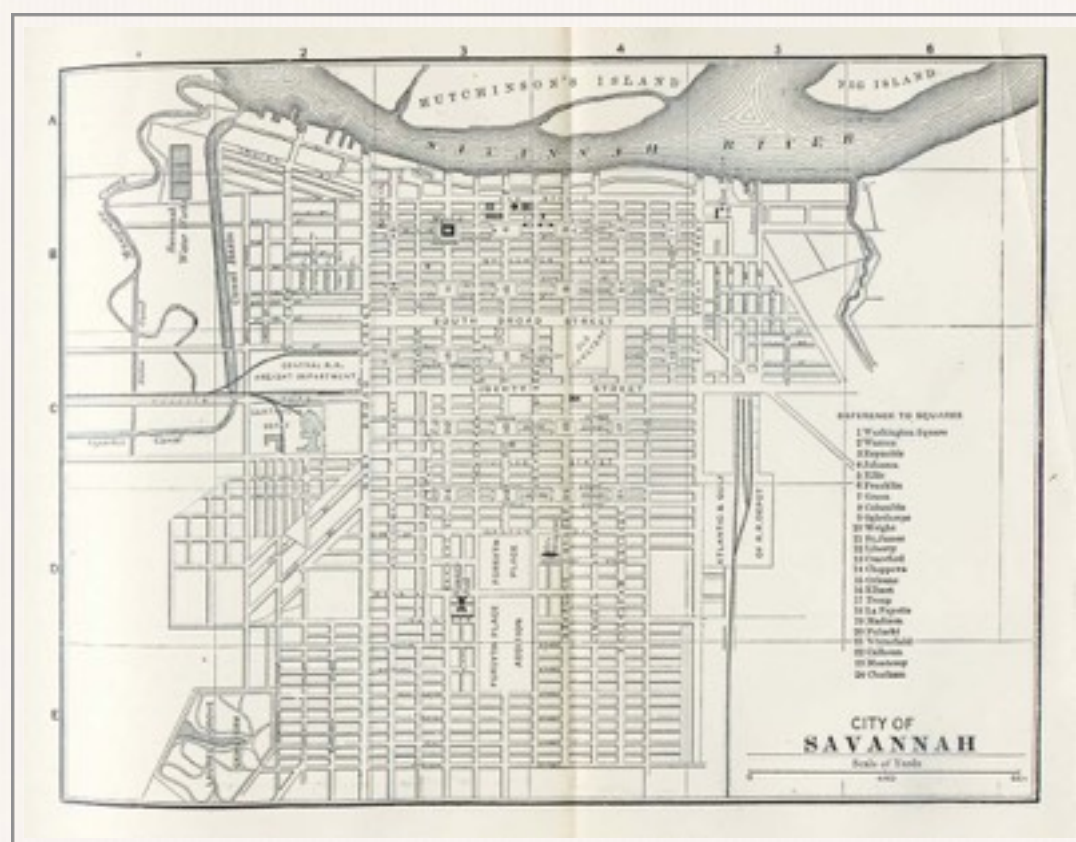


Changes over Time



While Savannah is famous for the plan that General Oglethorpe put in place, we also recognize that his time in Savannah was quite short. It was many decades of efforts by Savannahians that created the city that we have today, including the 24 wards of the Landmark Historic District, Forsyth Park, and neighborhoods all the way further south including Ardsley Park / Chatham Crescent. Savannah is remarkable not just for Mr. Oglethorpe, but for a 200-year run of exceptional city planning, design and architecture.

For those of us living and working here today, what is the legacy we wish to leave? How do we enhance what was given to us by previous generations?



The Market Context

Prior to the public design charrette, two studies were undertaken of market potential in the greater downtown area by national experts. Zimmerman Volk Associates looked at the residential market potential for the next five years, and Gibbs Planning Group studied the retail market potential. Both studies were instrumental in guiding recommendations for the Plan, and establishing a long-term outlook for development. The following is a brief summary of both studies.

Summary of Zimmerman Volk Associates residential market potential:

This study has determined that, from the market perspective, between 167 and 207 new mixed-income rental and for-sale dwelling units could be developed and absorbed within the Greater Downtown Study Area each year over the next five years. The housing mix of 167 to 207 units would consist of 128 to 160 new rental apartments, 16 to 20 new duplexes/triplexes/rowhouses/townhouses, and 23 to 27 new urban cottages.

The 128 to 160 new mixed-income rental units that could be absorbed each year include the following:

- Studio, one- and two-bedroom units ranging in size between 450 and 1,050 square feet, with proposed base rents ranging between \$450 and \$2,600 per month (\$0.86 to \$2.89 per square foot).
- Absorption has been forecast at an eight to ten percent capture of the annual potential multi-family for-rent market.
- Forty percent of the new rental units would be affordable to households with incomes between 30 and 80 percent AMI (affordable/workforce), and 60 percent to households with incomes above 80 percent AMI (market-rate). AMI is Area Median Income.

The 16 to 20 new mixed-income for-sale rowhouses/townhouses and duplexes/triplexes that could be absorbed each year include the following:

- One-, two- and three-bedroom units ranging in size between 700 and 1,450 square feet, with proposed base prices ranging between \$75,000 and \$395,000 (\$103 to \$286 per square foot).
- Absorption has been forecast at a five to six percent capture of the annual potential single-family attached for-sale market.
- 35 percent of the new rowhouses/townhouses would be affordable to households with incomes between 30 and 80 percent AMI (affordable/workforce), and 65 percent to households with incomes above 80 percent AMI (market-rate).

The 23 to 27 new mixed-income for-sale urban cottages that could be absorbed each year include the following:

- One-, two- and three-bedroom urban units ranging in size between 900 and 1,550 square feet, with proposed base prices ranging between \$100,000 and \$425,000 (\$103 to \$294 per square foot).
- Absorption has been forecast at a five to six percent capture of the annual potential single-family detached for-sale market.
- 35 percent of the new rowhouses/townhouses would be affordable to households with incomes between 30 and 80 percent AMI (affordable/workforce), and 65 percent to households with incomes above 80 percent AMI (market-rate).

The extent and characteristics of the potential market for new and existing housing units within the Greater Downtown Study Area were identified using Zimmerman/Volk Associates' proprietary target market methodology. In contrast to conventional supply/demand analysis—which is limited to supply-side dynamics and baseline demographic projections—target market analysis establishes the market potential for new and existing housing based on the housing preferences and socioeconomic characteristics of households in the relevant draw areas.

The target market methodology is particularly effective in defining housing potential because it encompasses not only basic demographic characteristics, such as income qualification and age, but also less-frequently analyzed attributes such as mobility rates, lifestage, lifestyle patterns, and household compatibility issues (see METHODOLOGY, provided together with migration and detailed target market tables in a separate document).

In brief, this study determined:

- Where the potential renters and buyers of new and existing housing units in the City of Savannah and the Greater Downtown Study Area from which they are likely to move (the draw areas);
- How many households have the potential to move within and to the city and the Study Area each year if appropriate housing units were to be made available (depth and breadth of the market);
- Who the households are that represent the potential market for new units in the Study Area (the target markets);
- What their housing preferences are in aggregate (rental or ownership, multi-family or single family);
- What their range of affordability is by housing type (income qualifications);
- What their current housing alternatives are (rental and for-sale residential development in the city);
- What the target markets are currently able to pay to rent or purchase new dwelling units in the Greater Downtown Study Area (affordable and market-rate base rents and prices); and
- How quickly the new units will lease or sell (absorption forecasts).

Summary of Gibbs Planning Group retail market study:

This study finds that Downtown Savannah's primary trade area has an existing statistical market demand for 88,300 square feet (sf) of new retail and restaurant development which could produce \$27.5 million in sales.

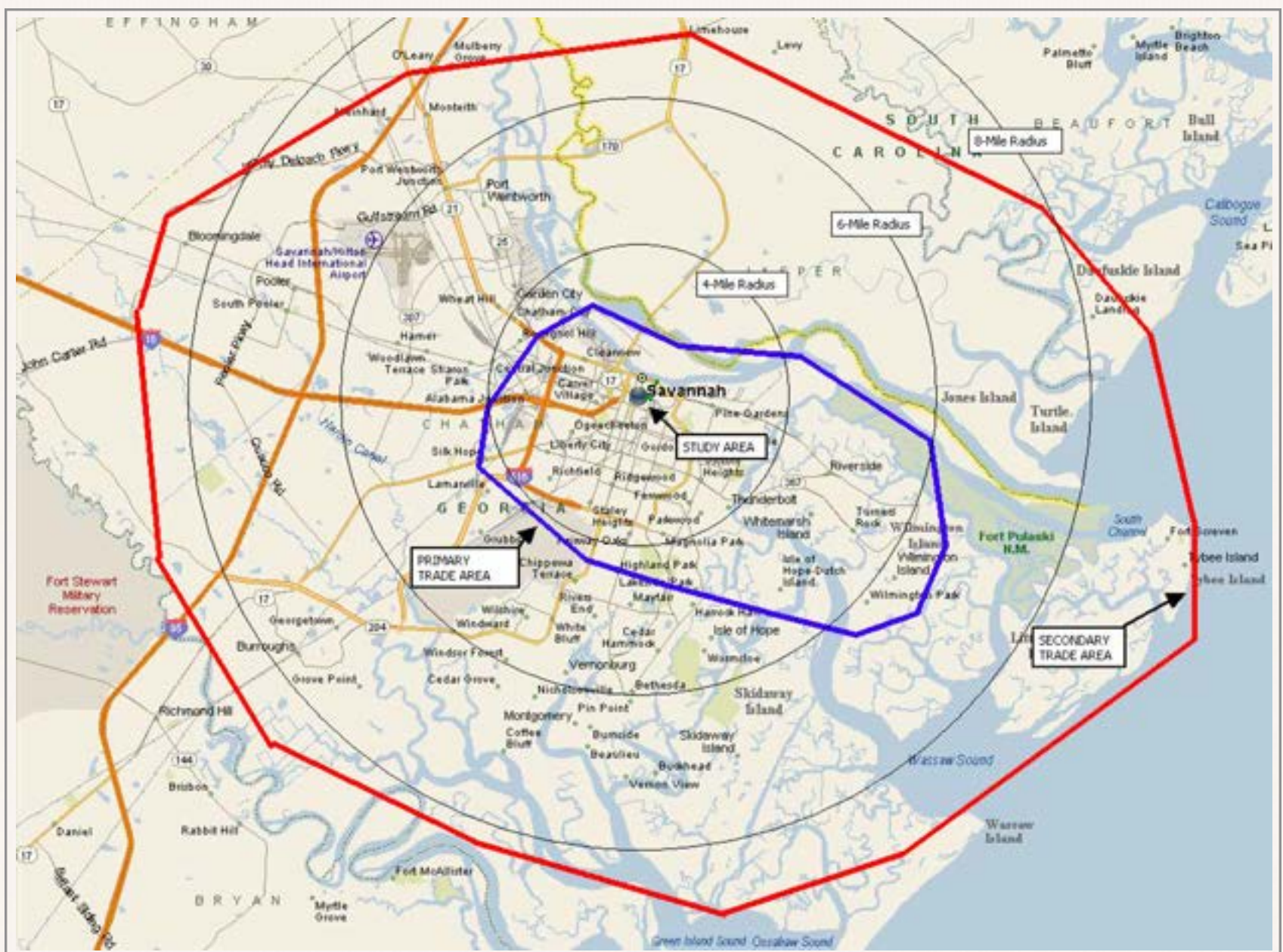
The following is a summary of the current supportable retail and restaurant development:

- 10,500 sf Limited-Service Eating Places
- 9,300 sf Full-Service Restaurants
- 8,800 sf Grocery Stores
- 8,000 sf Department Store Merchandise
- 5,900 sf Special Food Services
- 5,800 sf General Merchandise Stores
- 5,100 sf Office Supplies & Gift Stores
- 4,400 sf Apparel Stores
- 3,400 sf Book & Music Stores
- 3,400 sf Miscellaneous Store Retailers
- 3,000 sf Jewelry Stores
- 3,000 sf Bars, Breweries & Pubs
- 2,900 sf Specialty Food Stores
- 2,800 sf Home Furnishings Stores
- 2,500 sf Furniture Stores
- 2,400 sf Electronics & Appliance Stores
- 2,000 sf Shoe Stores
- 1,900 sf Beer, Wine & Liquor Stores
- 1,800 sf Pharmacy
- 1,400 sf Florists

88,300 sf Potential Total Additional Supportable Retail and Restaurant Space

By 2023, this demand could generate \$28.8 million in gross sales. This new retail and restaurant demand could be absorbed by existing businesses and/or with the opening of 30 to 45 new stores and restaurants. If constructed as a new single-site center, the development would be classified as a neighborhood center by industry definitions and could include 3-5 limited-service eating places, 2-3 general merchandise stores, 2-3 department merchandise stores, 2-3 jewelry stores, 2-3 full-service restaurants, and an assortment of other retail and restaurant offerings.

The Downtown Savannah study area has a 33.5-square-mile primary trade area (shown below in blue) and a 463-square mile secondary trade area (shown in red).



The downtown Savannah trade area

Public Involvement

The Downtown Savannah 2033 Plan utilized a unique public involvement process, that is often termed collaborative design. Organized around a week-long, completely public design charrette, SDRA and its design team invited the public in to help shape the plan at every stage. During the course of the charrette, nearly 300 people participated, either in large public review sessions, focus group meetings or by walking in and talking with the team. The sessions invited deep public input to the work, including questions about Savannah's future and downtown transportation. Hundreds of comments were left, and those have been captured in the Appendix.

About a month after the design charrette, SDRA hosted a three-day open house near Forsyth Park, with people again available all day and into the evening to gather input and feedback. Over a hundred people came through the doors during that open house. In addition, an extensive campaign on SDRA's website and Facebook page gathered public comment and feedback.

In all, over five hundred citizens have participated in the shaping of this Plan, and major elements of the design work have been altered due to public input, critique and discussion



During the course of the project, we asked the public to vote with their dollars on priorities for public infrastructure spending, and to vote on a favored short-term improvement. Each participant was awarded an allotment of “dollars” or “dots” to spend, with roughly equally-weighted items. Below are the results:

Priorities for public spending:

1. Bike Boulevards: \$160
2. Multi-use Trails: \$131
3. Street Conversion / Modifications: \$127
4. Naturalized Parks: \$113
5. Civic Street Improvements: \$96
6. Urban Parks: \$96
7. Civic Restoration (Corridor): \$86
8. Civic Restoration (Square): \$71
9. New Public Parking Garages: \$17

Which short-term improvement would you prefer to happen first?

1. Protected “bike boulevard” on Habersham Street south of Victory Drive: 46 votes
2. Additional street trees in the parking lane on Montgomery and Habersham Streets: 18 votes
3. Revert East Broad to two-way traffic: 17 votes
4. Montgomery Street Bike lanes: 14 votes



Focus Areas



For the purposes of this particular Plan, we chose to focus on three areas of greater downtown that are likely to see the most change in the next 15 years. At times, the Plan ventures outside of these boundaries as well for specific issues, but the concept is to focus on where the next generation of change is most likely.



This large area encompasses Yamacraw Village, the Indian Street area, many SCAD buildings, Frogtown, Kayton/Frazier Homes and the Canal District. It's been the subject of numerous plans over the years and an increasing amount of development. This Plan presents a unified framework for the entire area.

The heart of the proposed changes involve coordinating three major civic improvement projects: the I-16 Flyover Ramp Removal, the Canal District and removal of the Civic Center. Each project has undergone extensive scrutiny and development over the years, and each is moving forward in some fashion. This Plan agrees all three are worthy endeavors, and need to be coordinated so that downtown expands in a fashion that feels logical and natural. Specifically:

- Remove the entire Civic Center, reconnect the street grid, squares and historic ward lot pattern
- Remove the I-16 Flyover ramp and put in place a simple orthogonal grid of new streets and public spaces, which will also facilitate new development
- Reclaim land under I-16 for public space and connect it to the Canal District
- Coordinate improvement plans for Kayton/Frazier Homes to work with the plan and expand the street grid



The opportunities presented with a unified approach are endless. New public spaces and squares can be created where none existed before, such as along Martin Luther King, Jr. Blvd. Current spaces such as Battlefield Memorial Park can be reconsidered. Historic neighborhoods such as Frogtown can have their dignity and value reclaimed by removing high-speed roads. And exciting new neighborhoods can be built just west of I-16 tied in with the new Arena and future Canal District.



Aerial of MLK, Jr. Blvd. at the Flyover



Aerial of MLK, Jr. Blvd. after Flyover removal

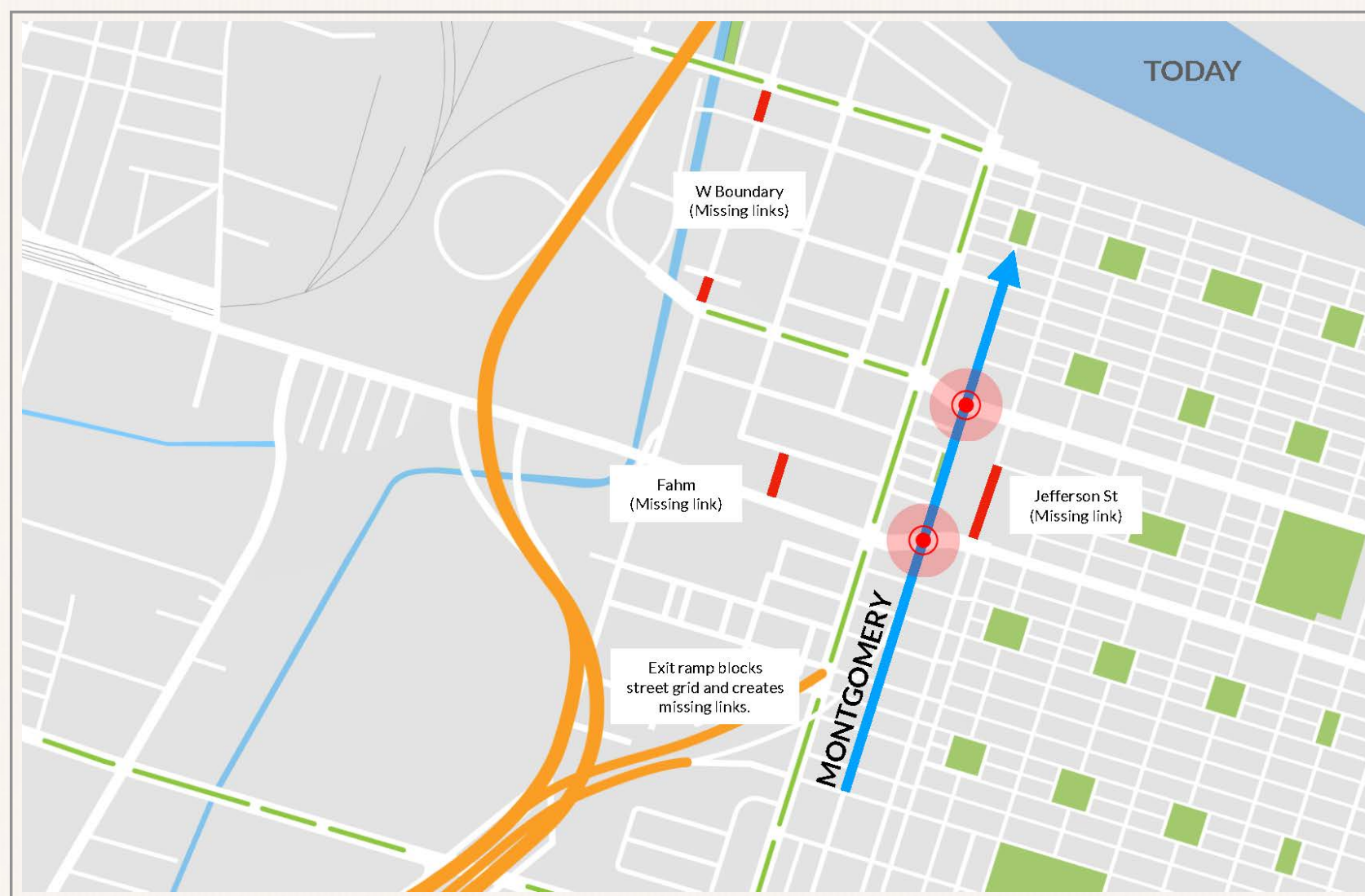


Proposed redesign of Battlefield Memorial Park and adjoining grounds

But where will all of the traffic go? This is a common question for any consideration of changes to I-16 and commuting patterns.

In examining traffic patterns on the west side of downtown, two elements are critical to understand:

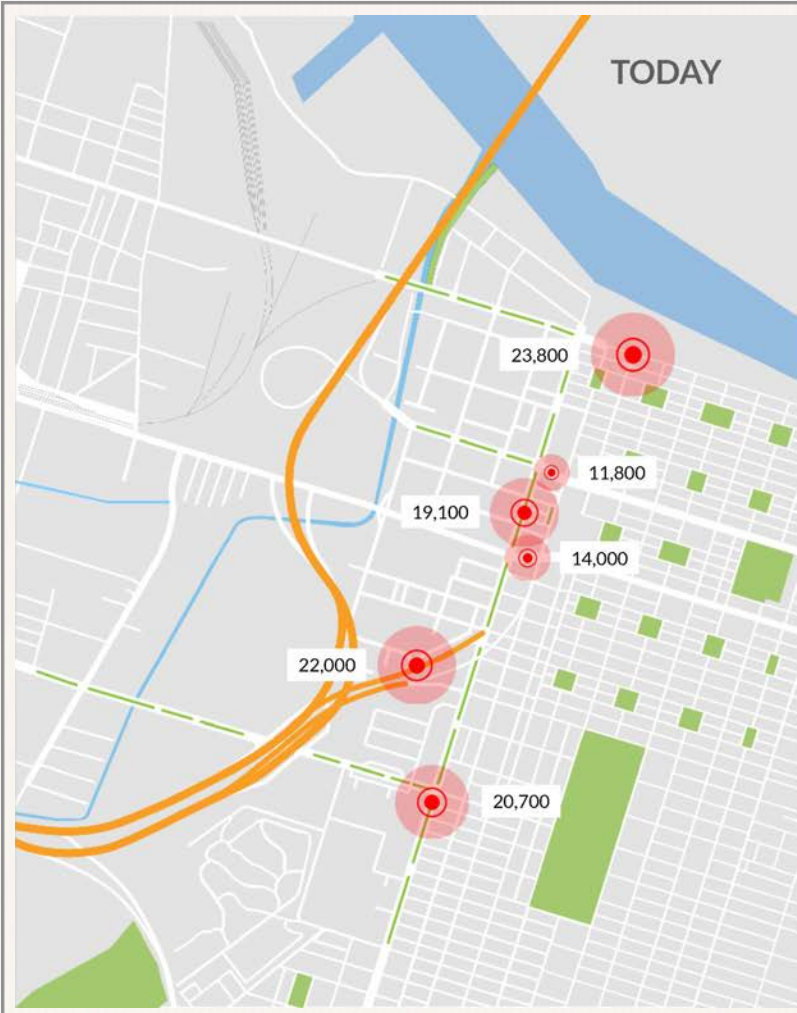
- The lack of a through street network west of Barnard Street causes most of today's congestion, since nearly all traffic funnels through two intersections on MLK, Jr. Blvd. A better network will help to resolve this issue



The missing links in today's street network on the west side of downtown

- The actual volumes of traffic are quite low, especially compared to other high-volume traffic areas in the city.

Experience in numerous other cities has shown that removal of freeway legs, combined with reconnecting the street grid, does not result in traffic gridlock. In fact, it's nearly always the opposite case because a grid performs better than any single street by dispersing traffic and providing options.



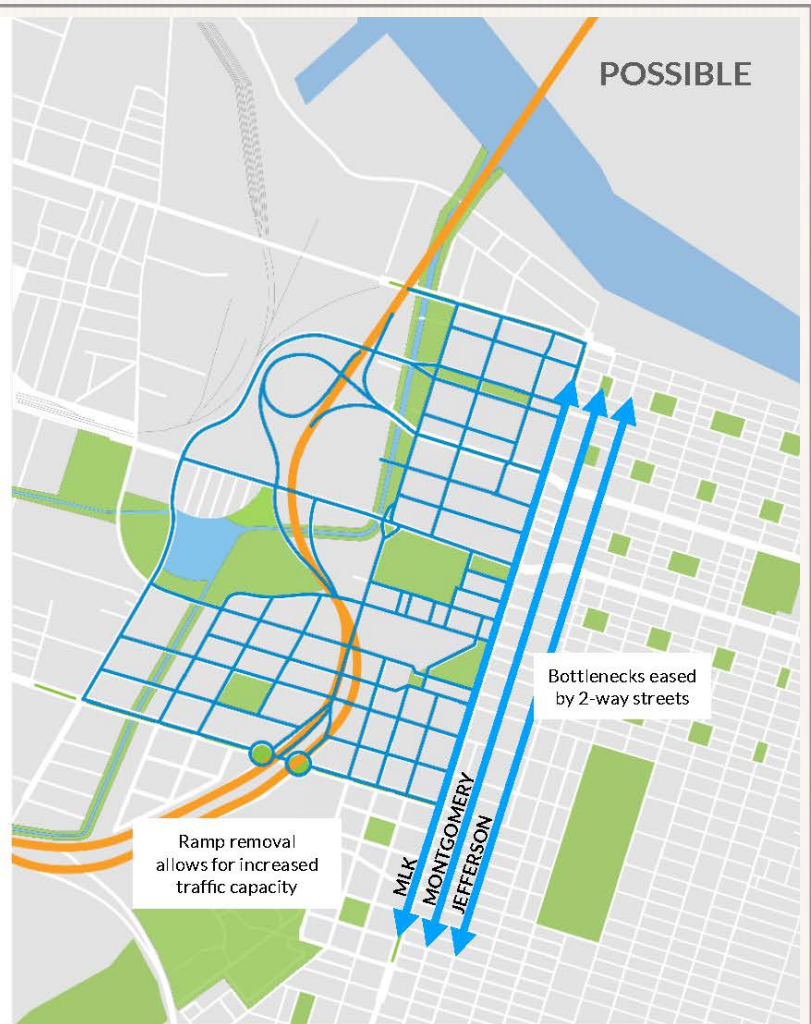
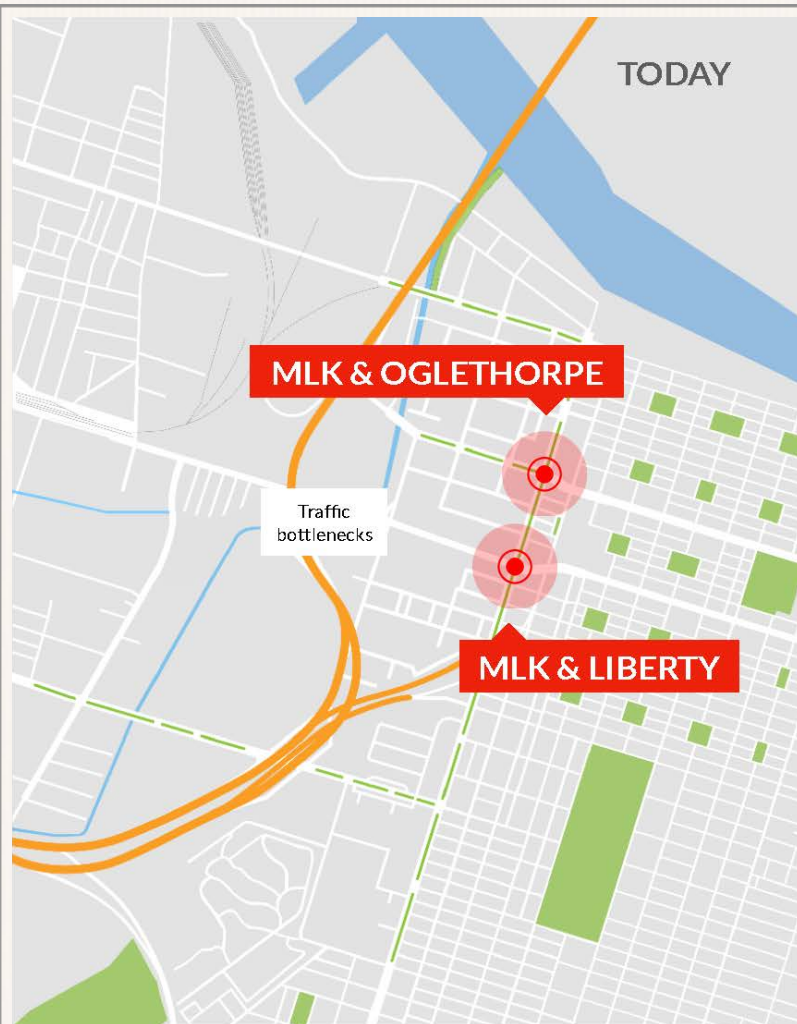
DAILY TRAFFIC AMOUNTS

OFF THE MAP

DeRenne - 36,000 to 69,000
 Abercorn (Southside) - 31,000 to 52,000
 Eisenhower - 17,000 to 22,000

CONCLUSION

Actual traffic amounts are insignificant. The lack of a grid causes today's problems.

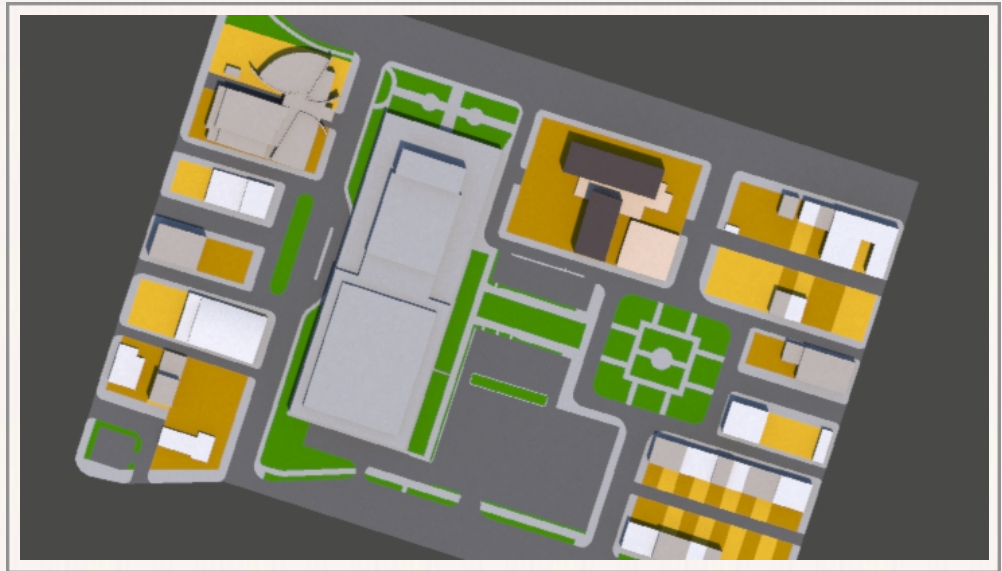


Bottlenecks caused by the missing links, and how ramp removal restores the grid

The impending construction of a new arena presents an opportunity to correct a major flaw of the urban renewal era in Savannah: the construction of the Civic Center and the loss of Elbert Square.

The Plan proposes that the Civic Center be torn down in its entirety. Both the current arena and theater configurations can be accommodated in a single, new modern facility. Doing so allows the entire ward to be reconstructed according to the original platting.

With the removal of the Civic Center, MLK, Jr. Blvd. will no longer feel “walled off” and will be brought back into the downtown fabric. The newly-available and valuable land can either be sold for development (to help pay for other civic improvements) or it can possibly accommodate a new Municipal Complex.



Existing Civic Center plan - drawings by Jason Combs



Potential rebuilding of Elbert Square and the lost ward



Aerial view of potential rebuilding of Civic Center site



The northern end of this study area encompasses a diverse blend of industrial development, new housing, public housing, SCAD buildings and more. Again, the concept is to ensure that the whole is greater than the sum of its parts by considering how change can work together. In this area, that means:

- Anticipating a redevelopment of Yamacraw Village as mixed-income housing and a seamless connection north and east
- Continuing the canal improvements from the Canal District north to the river
- Connecting Boundary Street through to Bay Street and eventually Indian Street
- Utilizing land under the bridge for creative community space and continuation of the canal trail to the river

On the southern end of the study area, the primary opportunity is to rethink how the public housing and adjoining uses can connect seamlessly into the downtown fabric to the east. As Kayton/Frazier Homes are rebuilt over time, a new street grid can be built and new public spaces in the Savannah fashion. Gwinnett Street can take on the character of streets like Liberty or Oglethorpe. Development emerging to the west can have a connected feeling despite the presence of the interstate. In fact, since it is elevated, it allows for new spaces and connections underneath that enhance future development.



East Downtown



Just as the West Downtown plan aims to unify a variety of well-intentioned but uncoordinated plans, the East Downtown plan also looks toward a unified future for a variety of ongoing and anticipated developments.

This area includes projects from the river south to Gwinnett Street, from the Truman Parkway west to East Broad Street.

One of the key principles for development in this area is to preserve as much of the low-lying land as possible. Future needs for stormwater management will require a great deal of land. A simple transfer of development rights from some low-lying property to the higher ground would enable land to be preserved, and made into attractive public space, while also creating important new opportunities for residential and mixed-use development.



Looking west from a new nature preserve to new development south of President Street

New development can also be enhanced by extending Oglethorpe Avenue directly to the east, in a similar design manner as it is in downtown. The street itself can divert around a historic church, creating a mini-square, as it proceeds east.



Current view at end of East Oglethorpe



Potential view as East Oglethorpe is extended and a new square is created for the church

The East Downtown expansion area also utilizes several concepts from the Legacy Project undertaken by the Congress for the New Urbanism in March of this year. Specifically:

- Treating Wheaton Street like an extension of Liberty Street with a tree-lined median
- Altering the street grid in and around Hubert Middle School (and a redesigned and constructed Hubert) over time, so it better connects to the north and west.



- Adding two new public spaces along Waters Avenue



Aerial view of the intersection of Wheaton Street and Waters Avenue.



Proposal for public park defined by mixed-use buildings at the intersection of Wheaton Street and Waters Avenue.



Aerial view of the retail business Its Amazing located on the northwest corner of Waters Avenue and 37th Street.



Proposed public park and mixed-use, mixed-income building and townhomes on underutilized block.

- Improving Atlantic Avenue north of Baldwin Park to Gwinnett, so it's a “shared street” that prioritizes walking and cycling while still accommodating vehicles. The double allee of palm trees is continued from Baldwin Park all the way north.



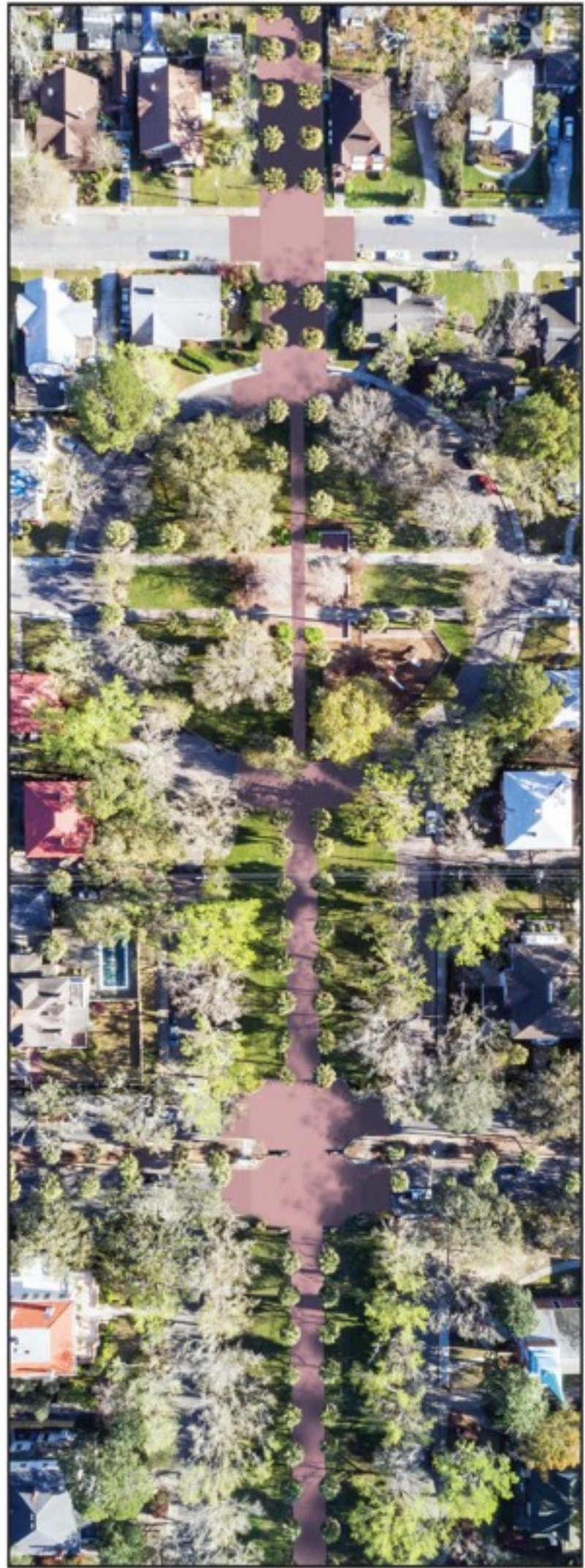
Atlantic Avenue, looking north from Baldwin Park



Same view, with new palm trees, pavement and pervious parking areas.



Aerial view of Atlantic Avenue on axis with Baldwin Park.



Aerial view of proposed elevated brick pedestrian table for Atlantic Avenue, lined with a double row of palm trees.

Mid-City



While the multiple neighborhoods south of Forsyth Park go by a variety of names, for the purposes of this Plan we used the all-encompassing term “Mid-City.” This area essentially runs from Henry Street south to 52nd Street, and from Ogeechee Road to East Broad Street.

Mid-City is in many ways the new frontier for redevelopment, renovations and infill development in Savannah. As downtown continues to grow and change, more and more people are looking farther south to these downtown-adjacent neighborhoods as places to live, to go for entertainment and to work.

Since these are largely intact, historic neighborhoods, the Plan has fewer big changes or projects suggested, except where opportunity allows. Most improvements shown can be made incrementally. However, this area will still change substantially over the coming years, and the concepts shown suggest how to best plan for change and make these neighborhoods as livable as possible.

Victory Park

The most dramatic, sweeping proposal is to create “Victory Park” along Victory Drive between Bull Street and Martin Luther King, Jr. Blvd. Currently, Victory Drive in that section is a barrier between neighborhoods. Traffic is heavy, there are few or no sidewalks or landscaping, and crossing the street on foot is treacherous.

The Plan looks to utilize the current alignment of West 43rd Street as the new west-bound lanes of Victory Drive, and to utilize the existing Victory Drive for east-bound lanes. Each side would have two lanes of traffic, plus parking on the street. This allows both directions to have significantly improved sidewalk and tree lawn areas, and makes all intersections much more navigable on foot. Most notably, Bull Street and Victory would be



The green areas have a deficit of park space

much simpler and easier to cross, allowing for the current redevelopment energy to extend to the south.

The new alignment also creates an opportunity for a signature park, in an area in short supply of park space. While a few historic structures would have to be relocated over time, the vast majority of structures in this area are not historically contributing buildings. Should the larger park not be feasible, the two end blocks could at least become small parks with monuments and attractive landscaping. That alone would help resolve the awkward geometry and create desirable public spaces along two corridors that need it.



Victory Park, between Bull Street and Martin Luther King, Jr. Boulevard



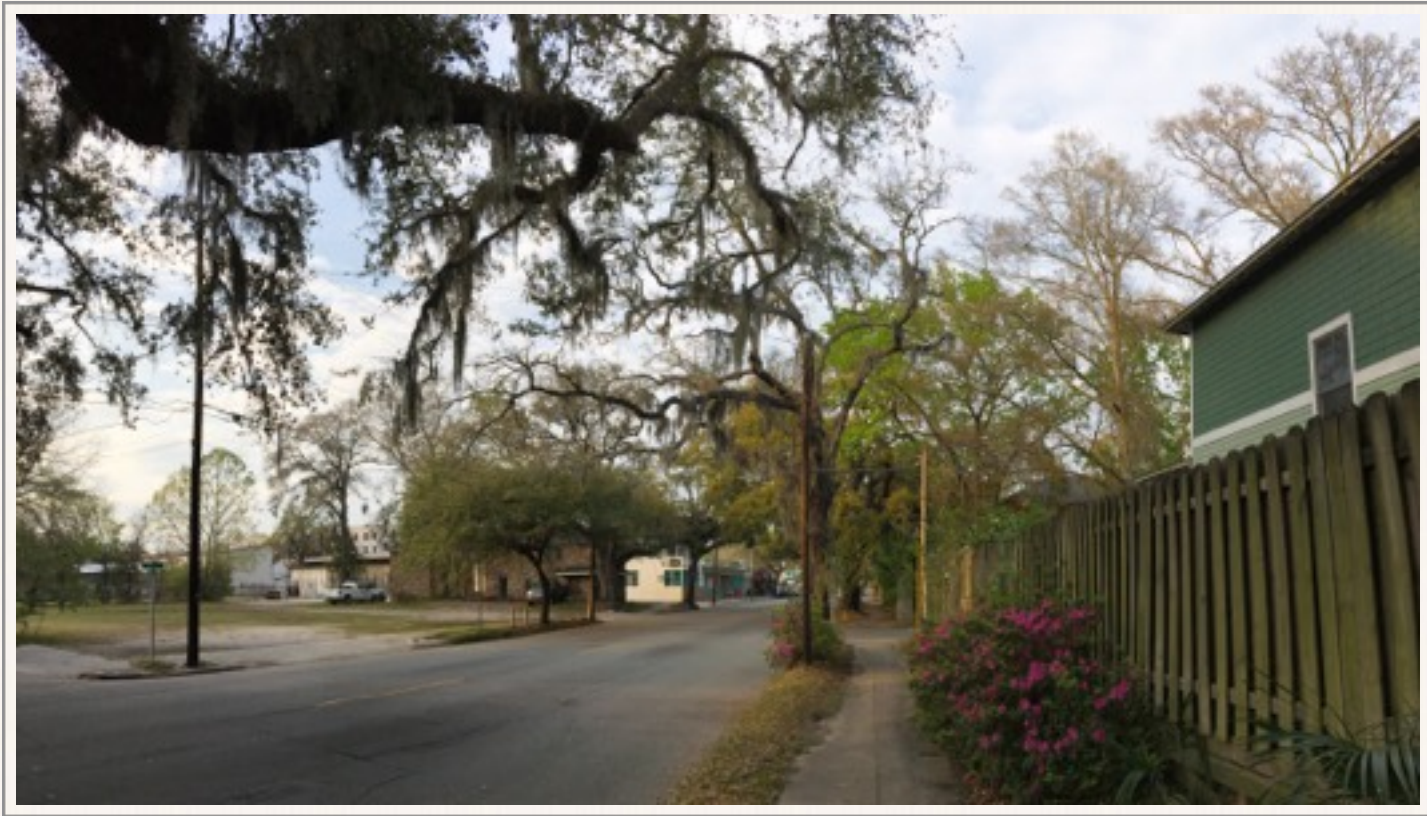
An aerial view of Victory and Bull, looking west



The same aerial view, showing Victory Park and surrounding development

Bingville

South of Victory Drive along Bull Street is the Bingville neighborhood, which is another area that is already changing. It's obvious it's likely to see more change in the coming years. The Plan anticipates change, and shows what is possible along the Bull Street corridor, with a new neighborhood center, possible changes to homes on the east side of Bull Street and new bicycle infrastructure.



Bull Street, south of Victory Drive



Same view, with a new neighborhood center and renovations along Bull Street

Rail/Trail

A major opportunity prominently affecting Mid-City prominently is the railroad that cuts across it diagonally. While seen as a negative for obvious reasons, it actually presents a chance for a great civic amenity. The Plan anticipates using the railroad right-of-way for a multi-use path, next to the existing rail line. This Rail and Trail alignment is something that has been accomplished in dozens of other communities nationwide, and would be a tremendous asset for Savannah. The concept is explored in greater detail in Chapter 4.



37th near Price, looking northeast



Same view, showing rail with trail and new development

Continued Redevelopment and Cycling

Today, most of the attention in Mid-City is on the Bull Street corridor. But over time, substantial similar activity is likely to occur on many of the north-south mixed-use corridors. Habersham Street, in particular, is one street that is almost certainly going to change. The Plan illustrates one location on Habersham to visualize the possible change, and shows how improvements to cycling and street trees can also help the entire neighborhood as it grows.



Habersham Street, looking north at 42nd Street



Same view, showing protected bike lane, street trees and new development

Public Space Improvements

Throughout Mid-City, a number of opportunities exist to dramatically improve public space, and to raise the streets, squares and parks to the same level as those in the Landmark Historic District.

Thomas Square is a notable example. The square itself has been carved up with parking and driveways, disconnecting it from the surrounding streets. This Plan proposes to remove the parking and drives (some new parking is added on Drayton Street and 35th Street), make 35th Street a shared space, and look for opportunities to add a cafe adjacent to the library in the square. This would help bring more consistent, positive activity to the square, and welcome more people to use it regularly.



Thomas Park retrofit

Another long-term opportunity to improve public space and connections is at the terminus of Washington Avenue, west to Hopkins Street. West 47th and Orchard Streets combine to create a very small block from Martin Luther King, Jr. Blvd. to Florance Street. Similarly, between Barnard Street and Martin Luther King, Jr. Blvd., a series of buildings blocks off the connection between Washington Avenue and West 47th Street. This Plan proposes a bold, long-term concept of connecting these streets, so a beautiful boulevard would run from Hopkins Street all the way east past Daffin Park to Bee Road. Not only would this be a long, beautiful street connecting some historically separated neighborhoods, but it would also serve as an important bikeway link across the city.





Mobility



As SDRA worked on the long-term character and development potential of our study areas, we used a series of key principles for mobility.

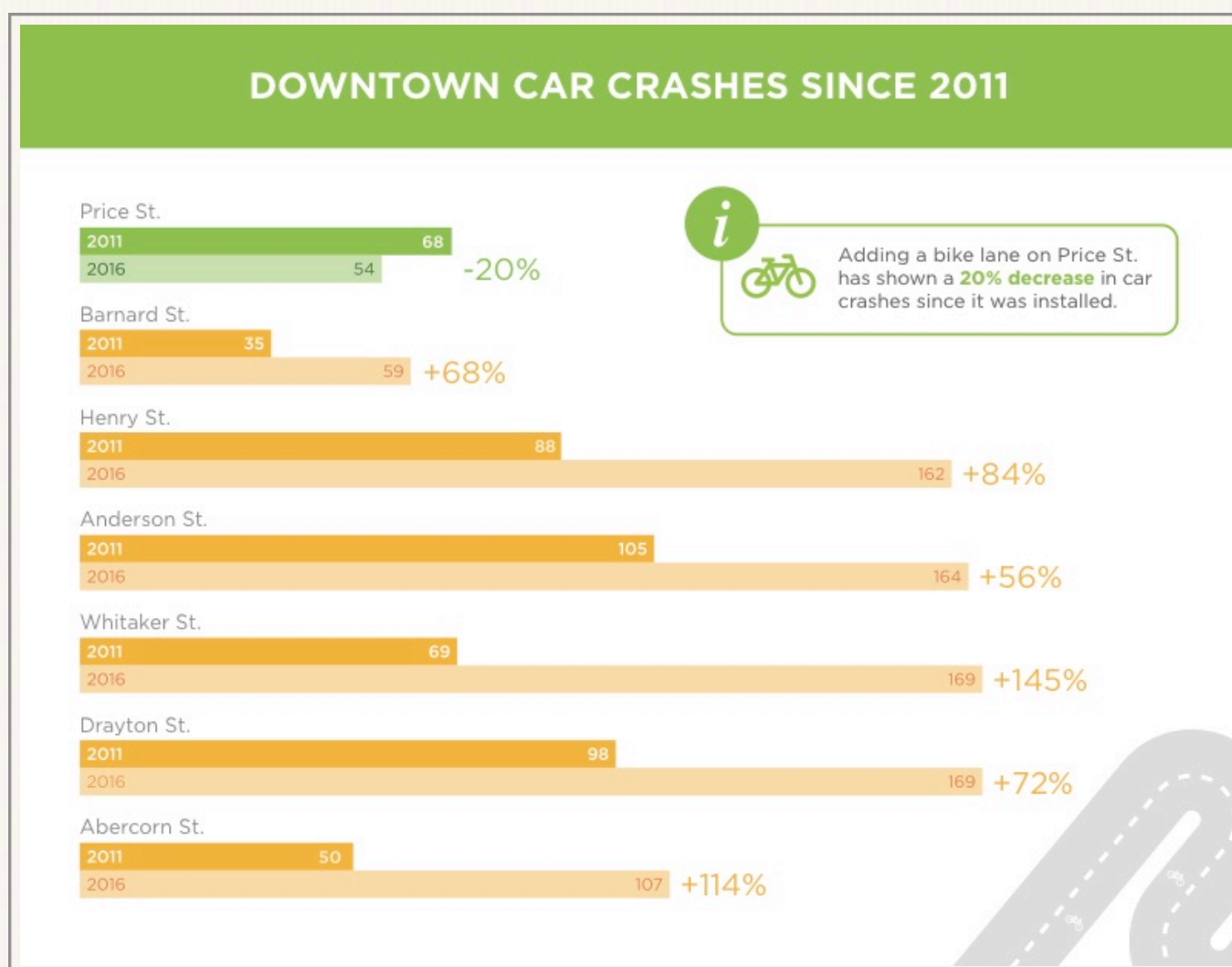
1. All citizens should have meaningful options for walking, biking, public transportation and driving.
2. Street networks function better for mobility than corridors.
3. Two-way traffic is preferred over one-way traffic for safety and value.

The pages that follow show more detail on each mobility principle and concept, along with case studies

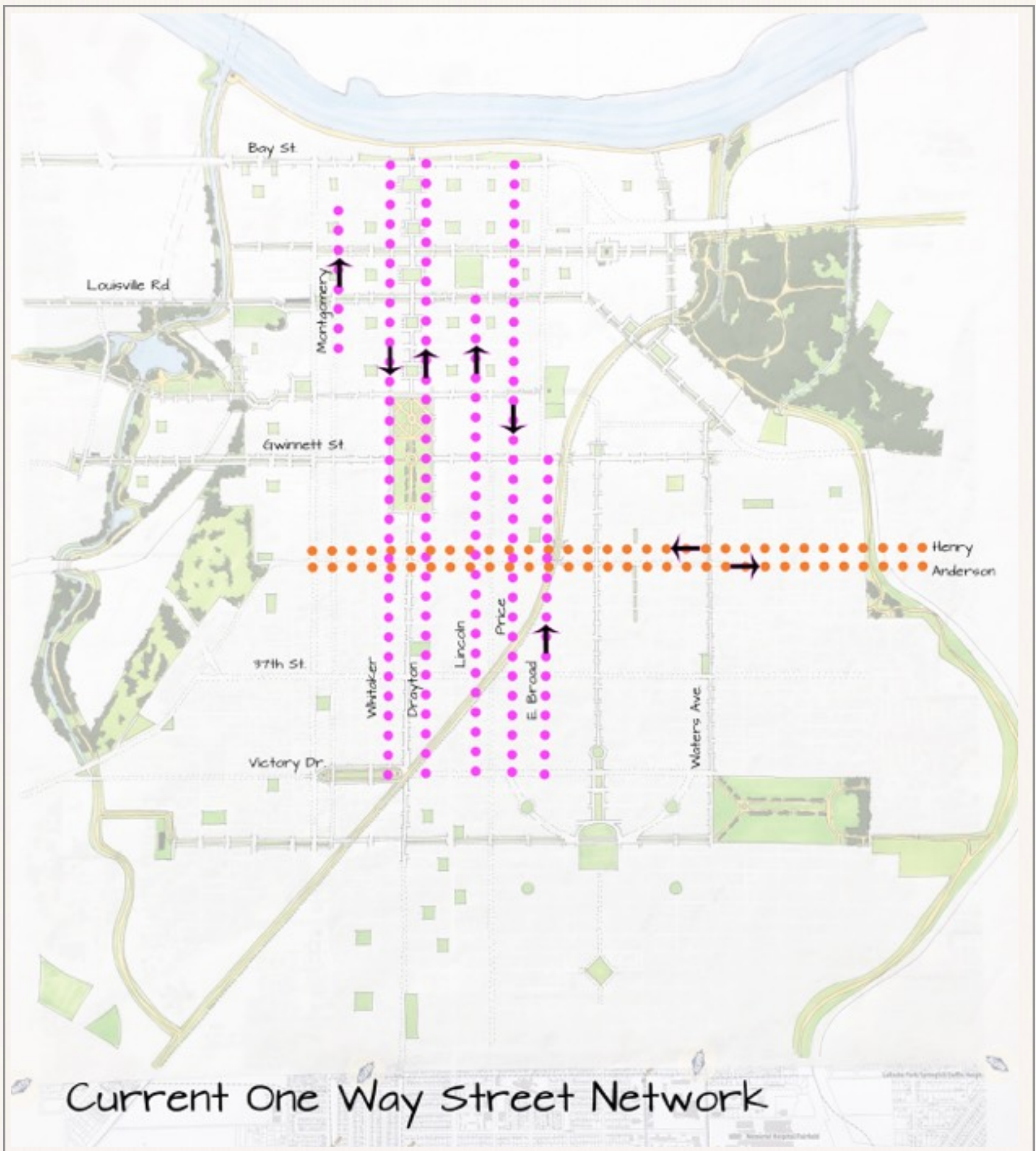
Street Network

Savannah's downtown today is blanketed by a network of one-way streets, mixed in with two-way streets. The pattern was created in a previous era in order to move traffic quickly in and out of downtown. Unfortunately, the pattern today causes numerous problems:

- The one-way streets have a very high amount of severe crashes of all types, since they encourage speeding in an otherwise low-speed network.
- The one-way streets degrade the livability of the properties on them, and hurt quality-of-life for all people living downtown.
- The one-way streets cause tremendous confusion for drivers, especially the large number of visitors who come to Savannah on a daily basis.



Note the increase in crashes on all streets except for Price Street



Since Savannah's downtown does not have a typical 9-5 commuting pattern, the demand for rush-hour capacity is not relevant. Traffic volumes are noticeably low for a downtown, and peak hour congestion only happens where the street network is disrupted or not connected. This Plan proposes to revert all of the fast one-way streets back to two-way traffic, with parking on the street. In addition, it is recommended to use principles of access management on all major streets.

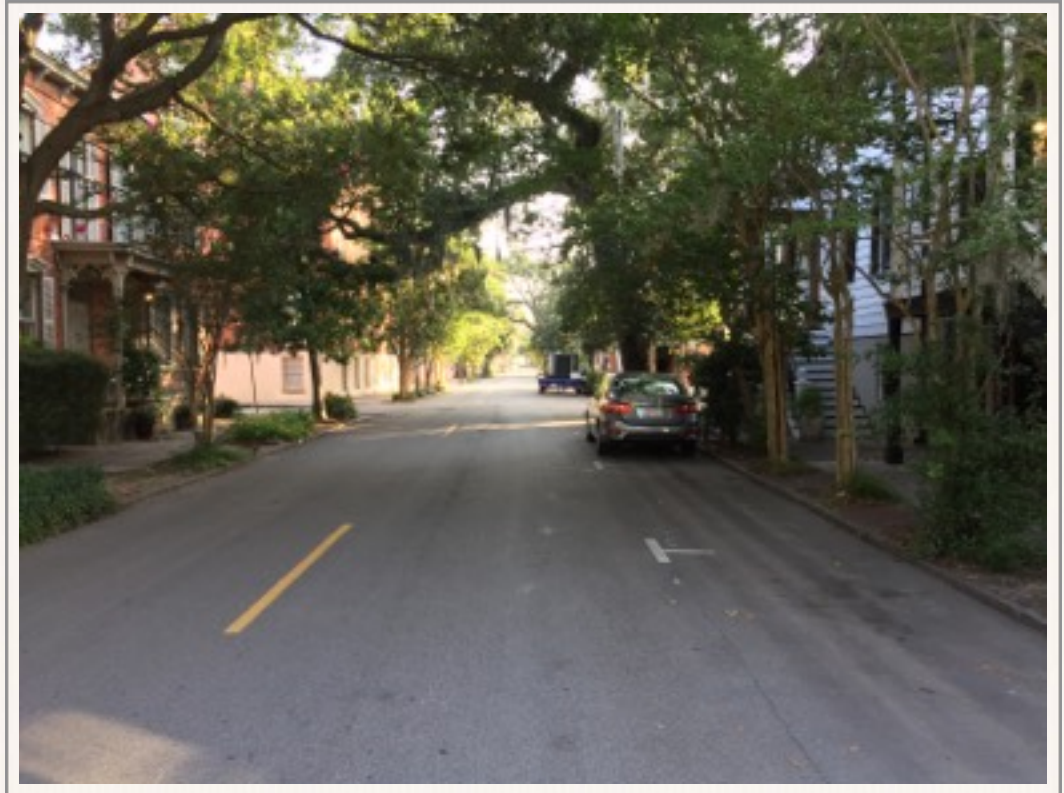
The resulting two-way network will have the following immediate benefits:

- Traffic speed will decrease, which will dramatically enhance public safety. On similar streets that have been traffic calmed, it's not uncommon to see crashes of all types reduced by thirty to fifty percent.
- Property values will increase on the reverted streets. Again, repeated examples from Savannah and elsewhere have shown the direct benefits to properties in urban neighborhoods when streets are reverted from one-way to two-way and traffic calmed.
- The enhanced livability that comes from reverting these streets will positively impact all properties downtown, not just those which front the one-way streets today.
- Traffic will flow more smoothly with a simple, predictable network of two-way streets. Drivers will understand that each street is a through street, and not be searching for faster outlets, which often cause longer trips and congestion.
- Neighborhood-scale retail will be viable in more locations. One-way streets reduce the visibility of stores, which makes them less viable operations.

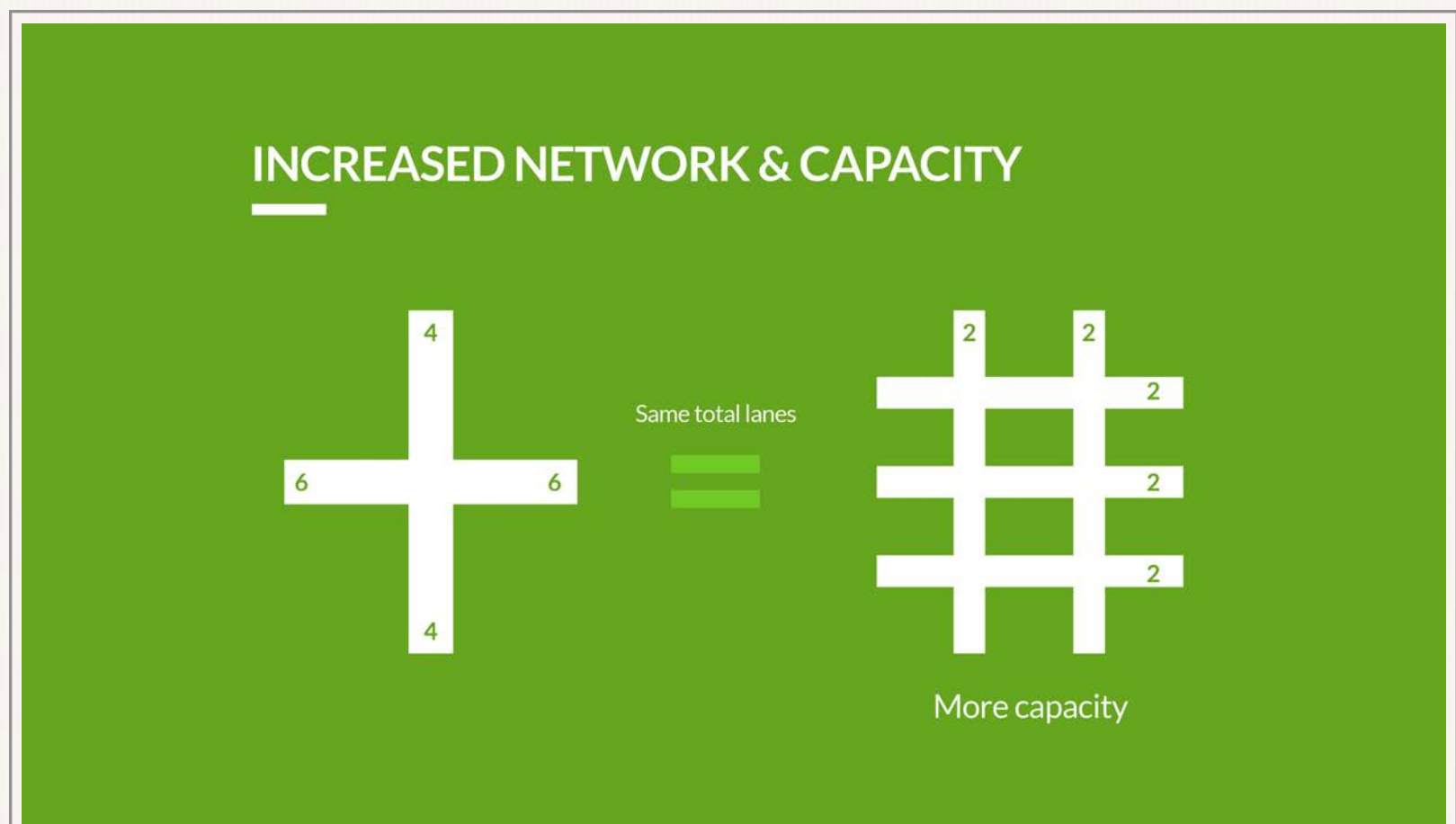
Cities throughout the country have been reverting one-way street networks in downtowns back to two-way for about two decades now. Just in the southeast, cities such as Charlotte, Chattanooga and Atlanta have either begun or are completing major efforts to revert street networks. The needs of a previous era are no longer relevant to the future, and we've learned by now how dangerous and destructive these designs can be.

Considerations for reversion in Savannah should include:

- A phasing plan for making alterations. Certain streets are easier to change (such as East Broad Street), and others will take more time and resources.
- Coordination with trolley companies. A two-way network will need close management of slow-moving vehicles, especially during peak times.
- A plan to manage or remove large buses and tractor/trailers from downtown streets, and/or manage delivery times for large trucks.
- Public education on the change



Lincoln Street, north of Oglethorpe. This section is effectively what is proposed for Drayton, Whitaker and Price Streets, except at Forsyth Park where the protected bike lane replaces on-street parking.



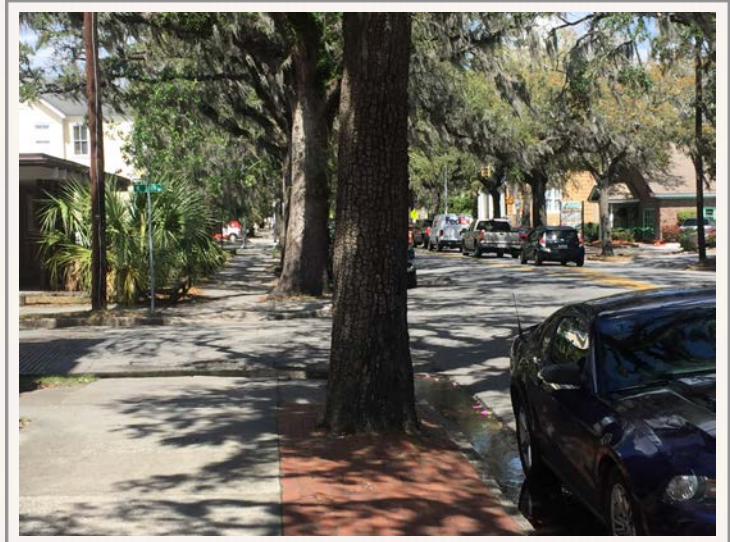
Savannah's Tree Canopy

Walk around Savannah today and you are largely enjoying a canopy of live oak trees that was planted a hundred years ago or more. These trees are not just beautiful - they provide the shade that makes the city livable in the hot summer months, helps to cool the streets, sidewalks, and air and absorbs rain that frequently drenches us.

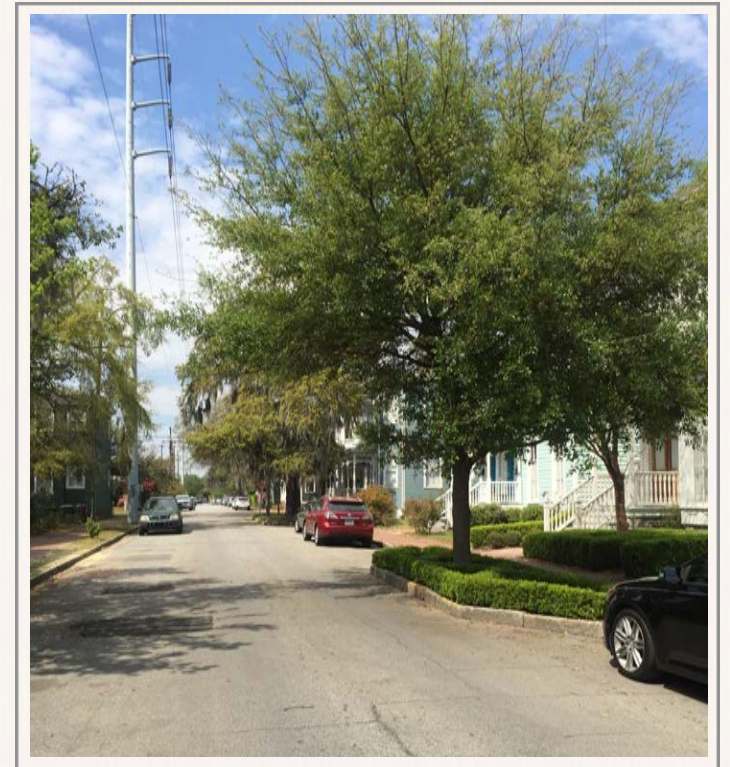
The problem is that these trees are dying off.

A hundred years ago, most of the streets in Savannah were dirt, and therefore the live oak trees had ample room to spread their roots and grow. Now, they are often encased in pavement and small tree lawns. New live oak or canopy trees simply will not grow to the same, mature size unless there is more room for the roots to take hold. It should go without saying that without a healthy tree canopy, Savannah would be intolerable for many months.

While every solution should be explored to help extend the current canopy's life, and to plant new trees that can thrive, the Plan suggests we look for additional space in the street to create planting areas. This can be accomplished quite easily by occasionally removing a street parking space and creating a planter area. Fortunately, we have several examples where this has already been done. The Plan recommends this concept be instituted on a systematic basis, on all streets and corridors that have the space.



Typical current street tree condition



Taking a parking space away for a tree

Active Transportation

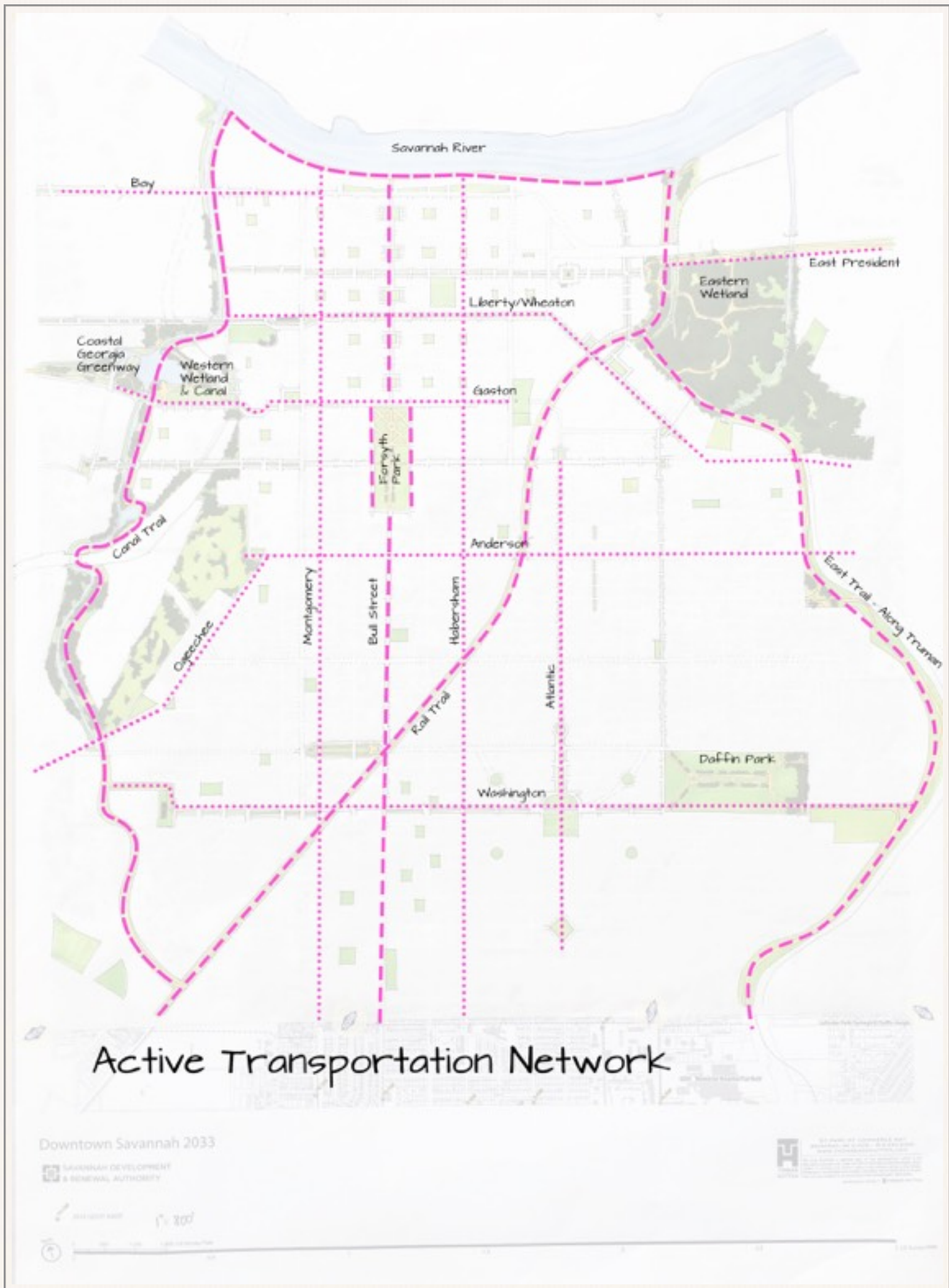
More and more citizens are demanding active transportation options as a means of getting around town. Whether walking, running or biking, it's clear that there's tremendous pent-up demand for both recreational and utilitarian needs. In fact, these are the primary transportation modes of many residents.

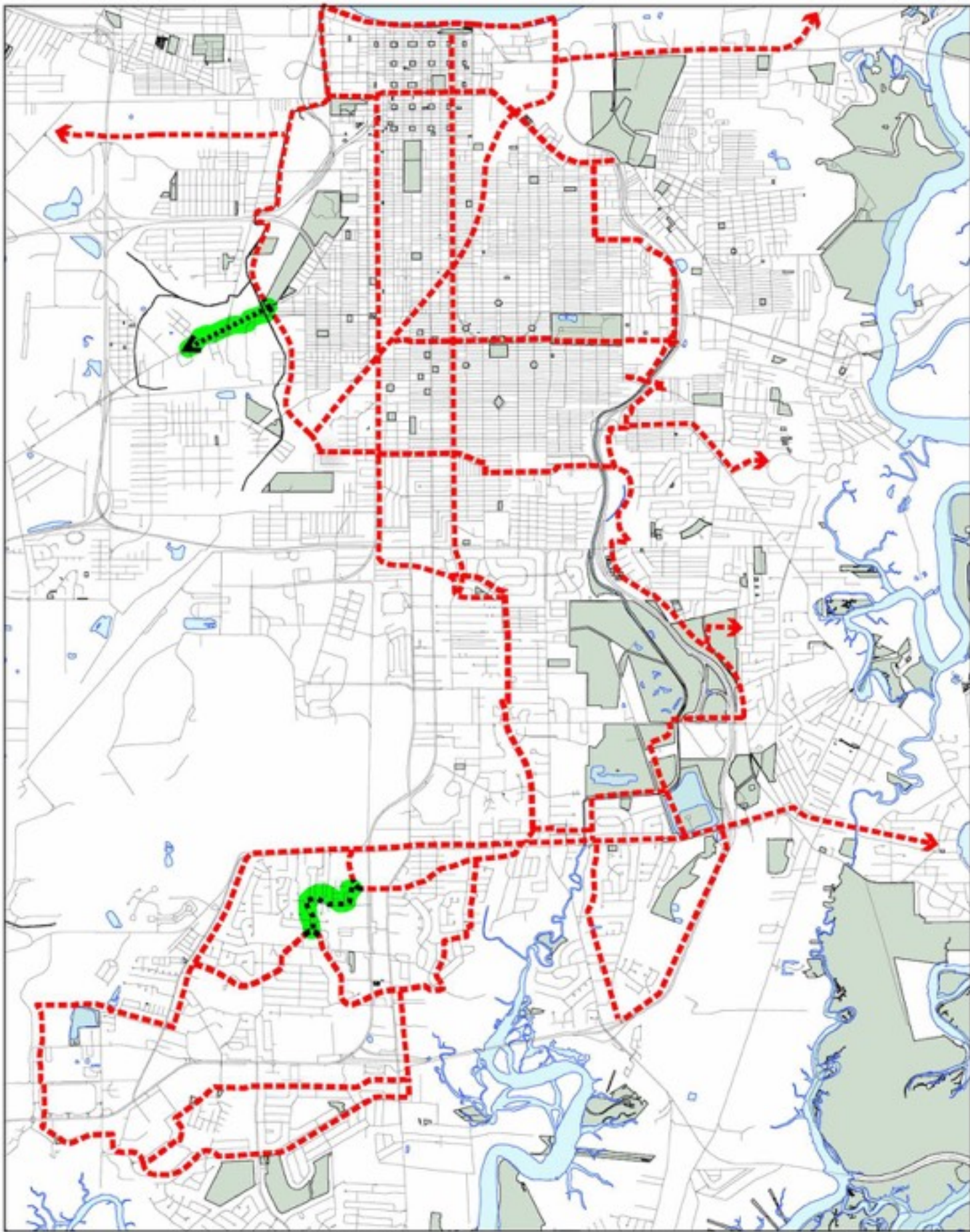
The good news is that Savannah has a unique opportunity to build upon its previous efforts and create a first-class network that not only loops around and through downtown, but also connects to similar paths and lanes citywide. These types of facilities mix perfectly with urban lifestyles and the neighborhoods that exist in the greater downtown area. They complement the original design intent of walking, and help to reduce the demand for driving and parking.

The phases highlighted here in downtown offer the opportunity to implement some early phases of the Tide to Town plan, which connects the entire city of Savannah. Building off of the Truman Linear Trail and proposals for the Springfield Canal Trail, Tide to Town will consist of 88 linear miles of off-street paths and on-street protected paths, from the Southside all the way to River Street.

Examples from Georgia are pictured below:







TIDE TO TOWN URBAN TRAILS & GREENWAYS
SAVANNAH, GEORGIA

0 0.25 0.5 1 Miles



BARGE
DESIGN SOLUTIONS

Public Transportation

A cornerstone of any successful city of Savannah's size or larger is a meaningful network of public transportation which can move people through the city at all times of day. No successful, thriving urban area exists without a strong backbone of public transportation. As Savannah continues to develop, the importance of its public transportation will only grow.

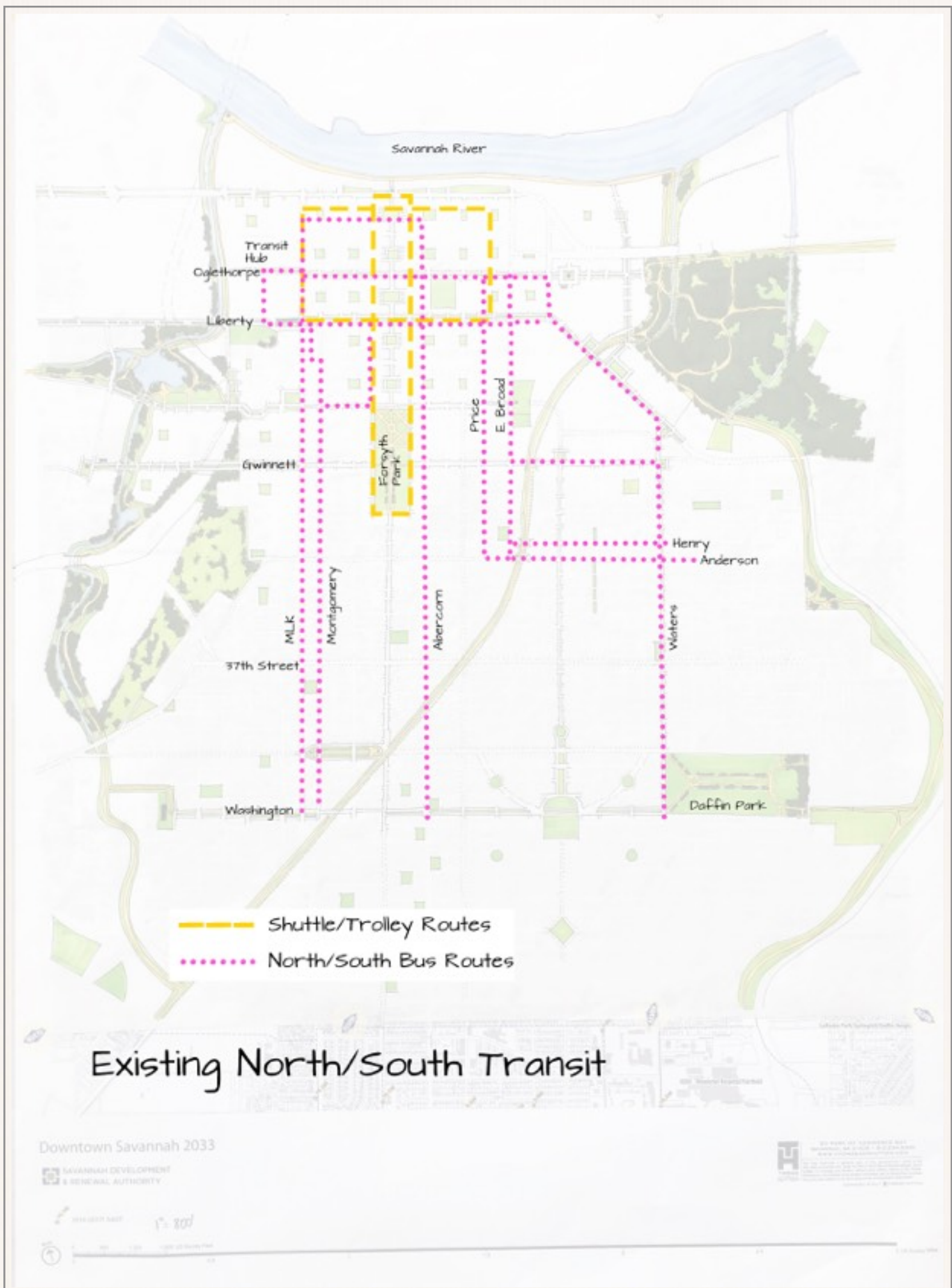
In recent years, the revamping of the dot shuttle has been a great success. The simple, logical routes are working to encourage more people to use the shuttles instead of driving and parking. As the shuttle expands its hours, it is likely more and more people will use the service for entertainment and commuting.

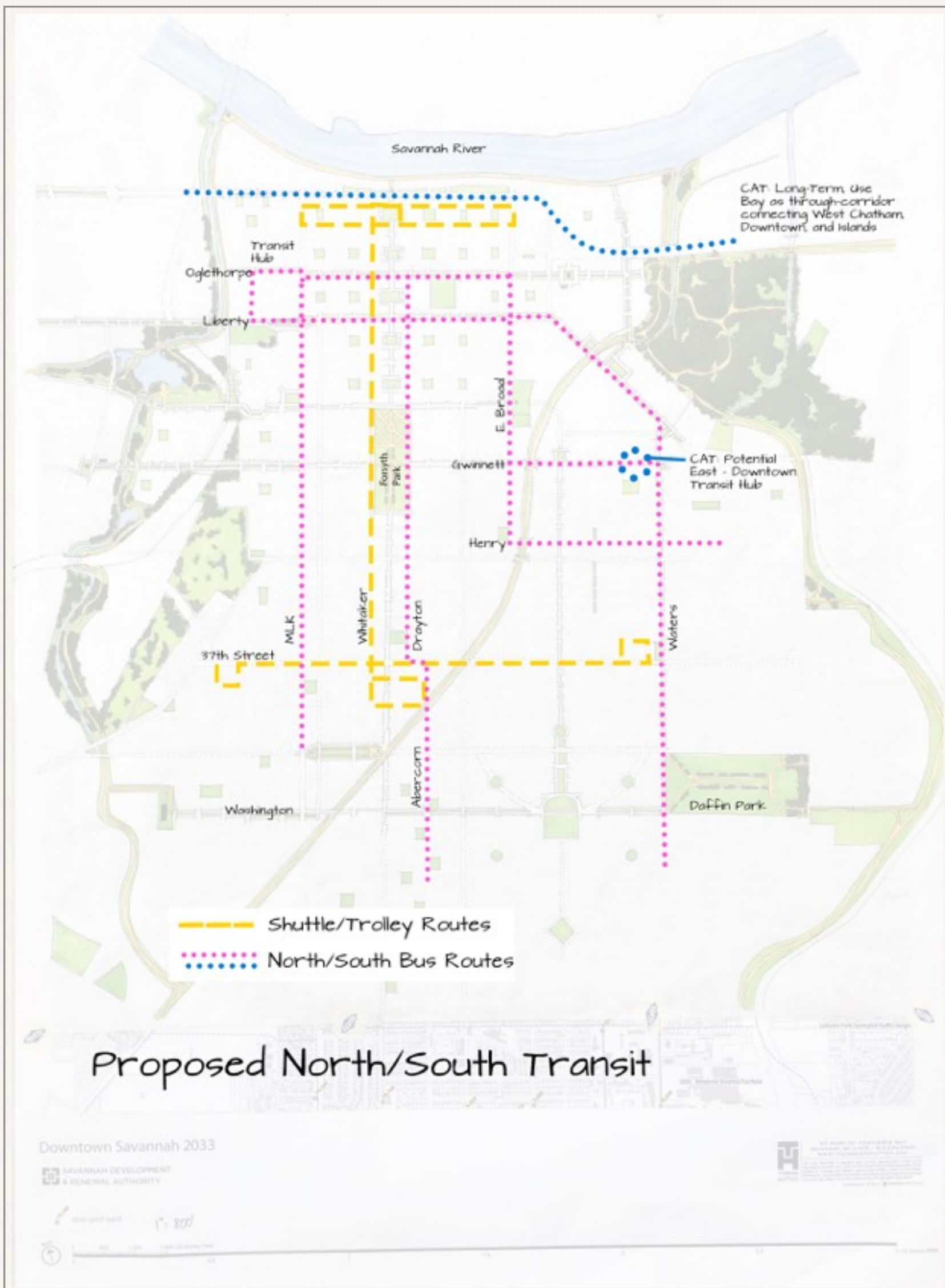
The free service within the greater downtown area aligns with the experience of other cities utilizing new methods to increase ridership. Baltimore, for example, is a leader among American cities offering a number of free, heavily-used bus routes into its downtown from the immediate neighborhoods. Kansas City is offering free service on its new, successful streetcar line connecting downtown to adjoining areas. Many other cities are also experimenting with similar results.

The benefits are numerous, since the biggest pool of potential transit riders are in the more densely-populated neighborhoods within a few miles of downtown. If they have reliable, quality service, it enhances the desirability of those neighborhoods, reduces demand for cars, and completes a virtuous circle that allows them to continue to grow and urbanize.

The Plan anticipates two primary changes to today's transit system; both of which are illustrated on the following pages.

1. The two-way street network will simplify routes and turning for long-distance routes.
2. The dot shuttle will eventually expand geographically.





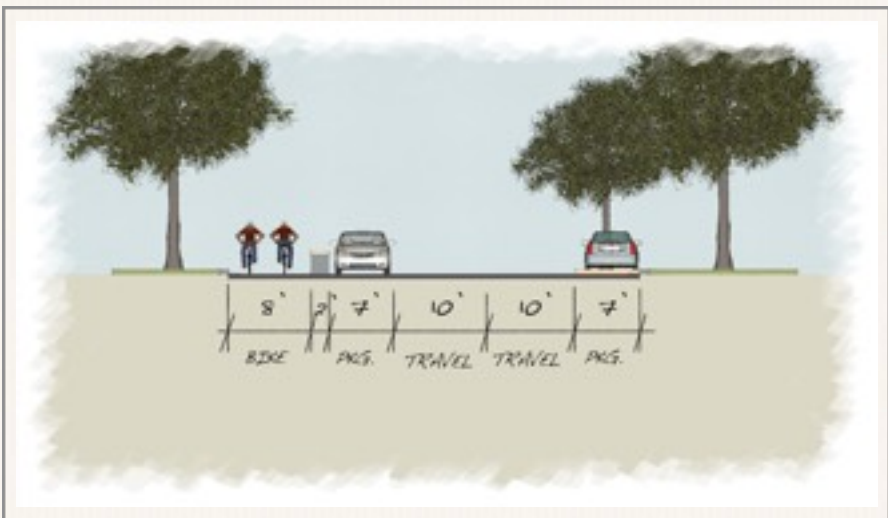
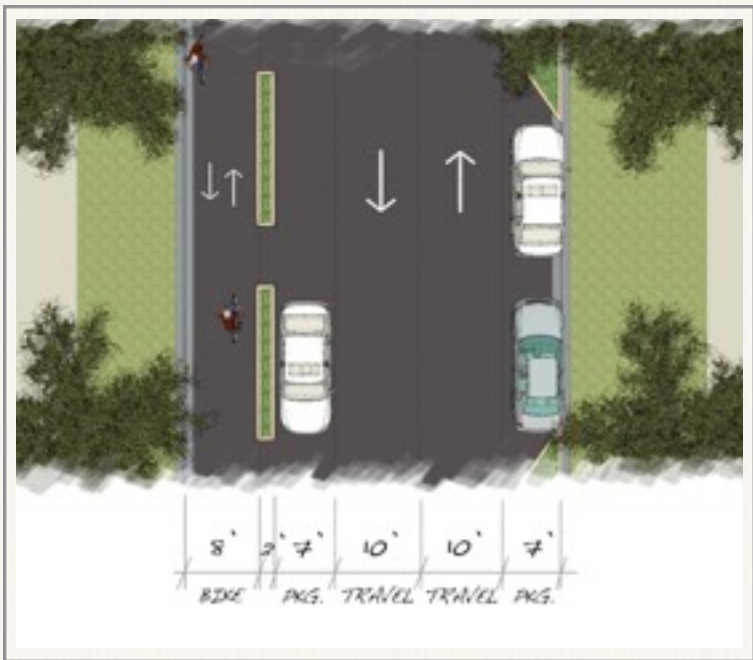
Street Design and Sections

The Plan suggests the following designs for certain streets, consistent with the following principles for street design:

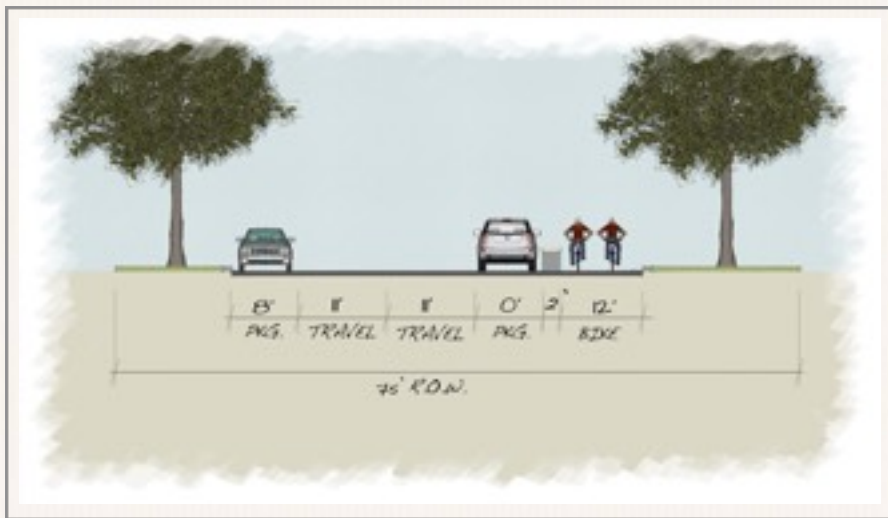
- For the vast majority of streets in downtown, streets should have a target speed of 20-25 mph. For major streets, a target speed of 25-35 mph is recommended. These are consistent with best practices from NACTO and ITE.
- For major streets, limit driveways and entries per access management principles.
- For bikeway design, refer to the NACTO Urban Bikeway Design Guide. Where possible, use protected bike infrastructure as illustrated below.



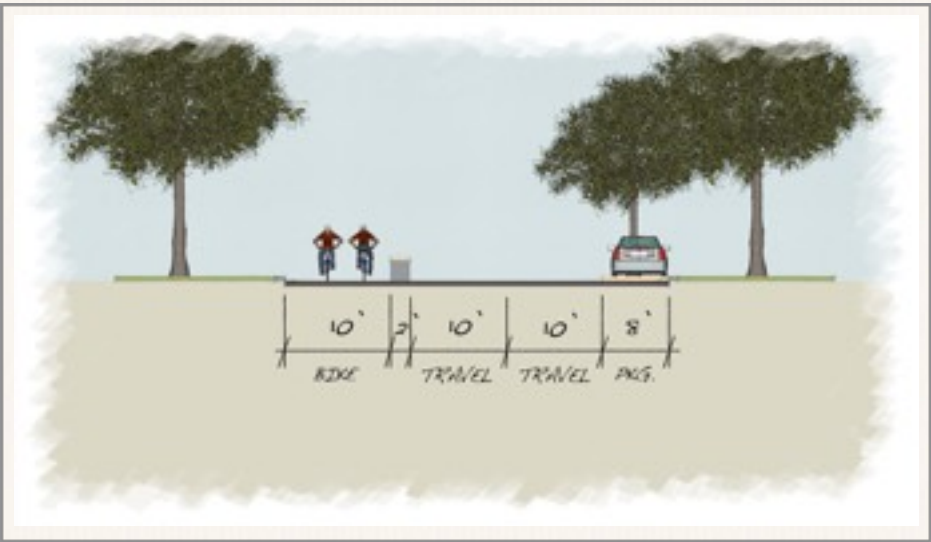
Bull Street, south of Forsyth Park:



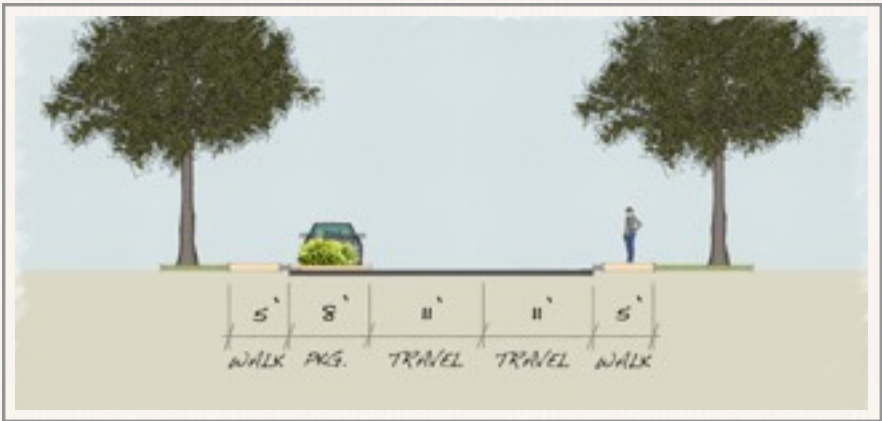
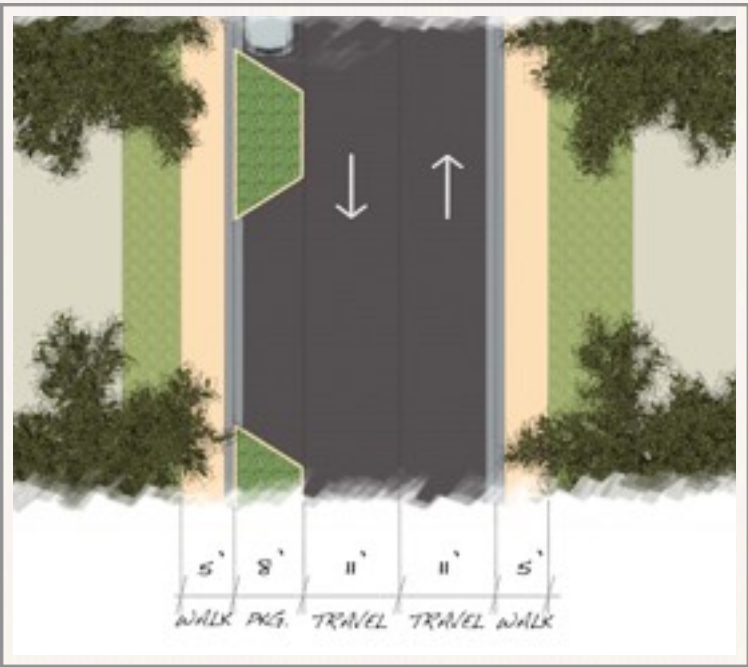
Montgomery Street, from 52nd Street to Liberty to Oglethorpe:



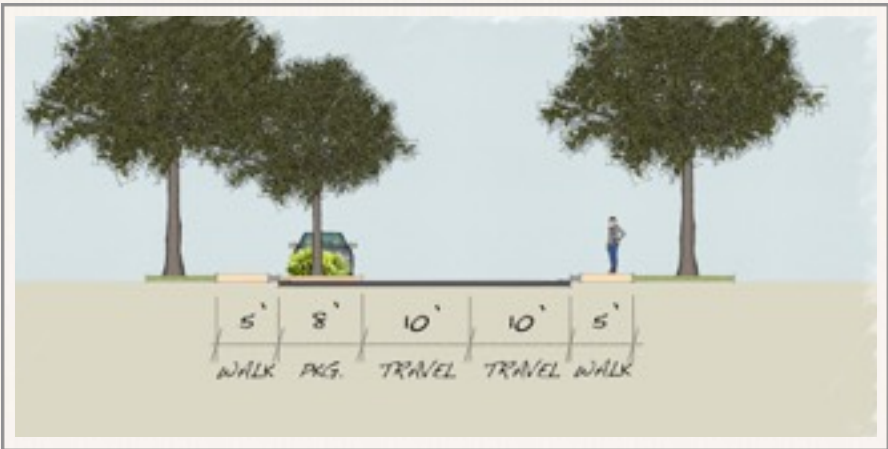
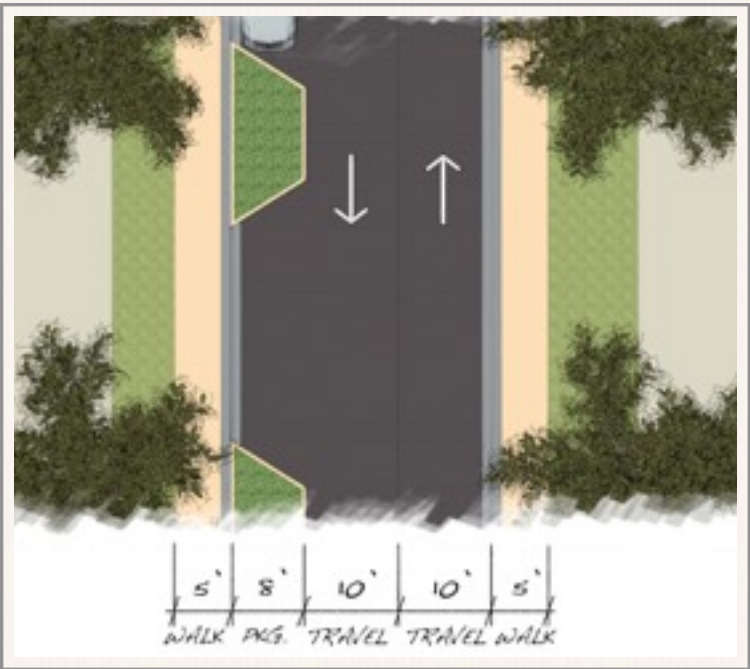
Habersham Street, from Victory Drive to Gaston Street:



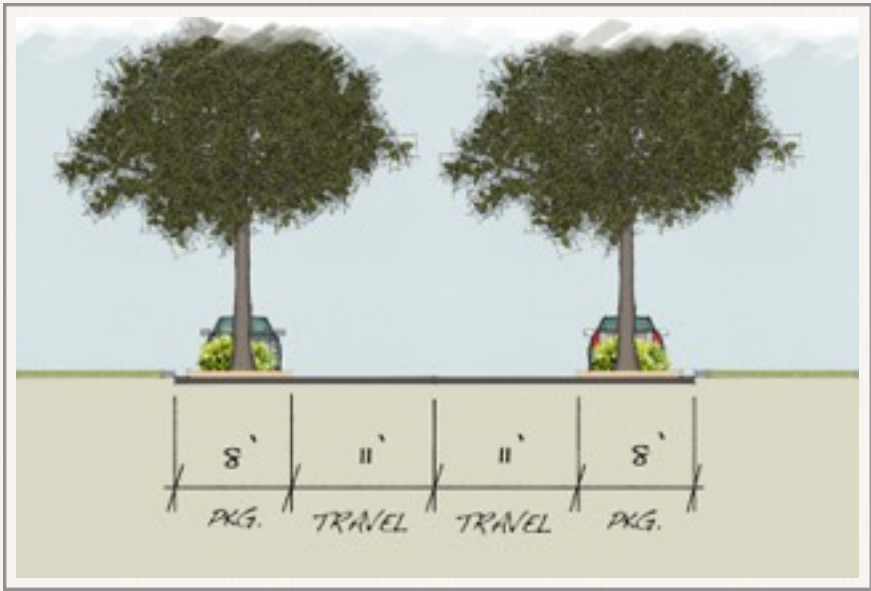
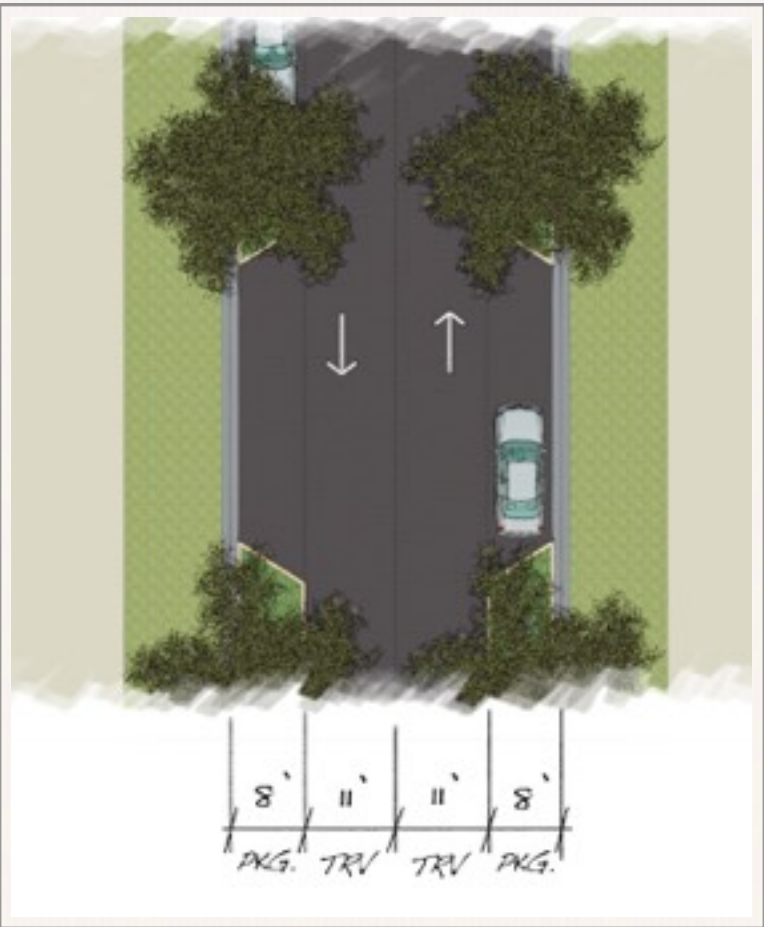
East Broad Street, from Victory Drive to Gwinnett Street:



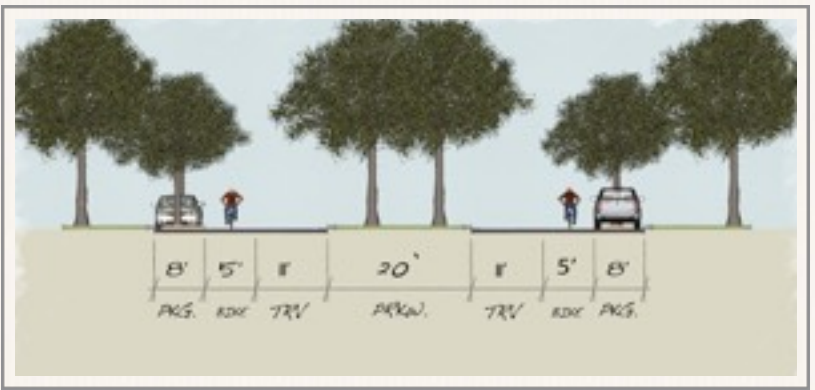
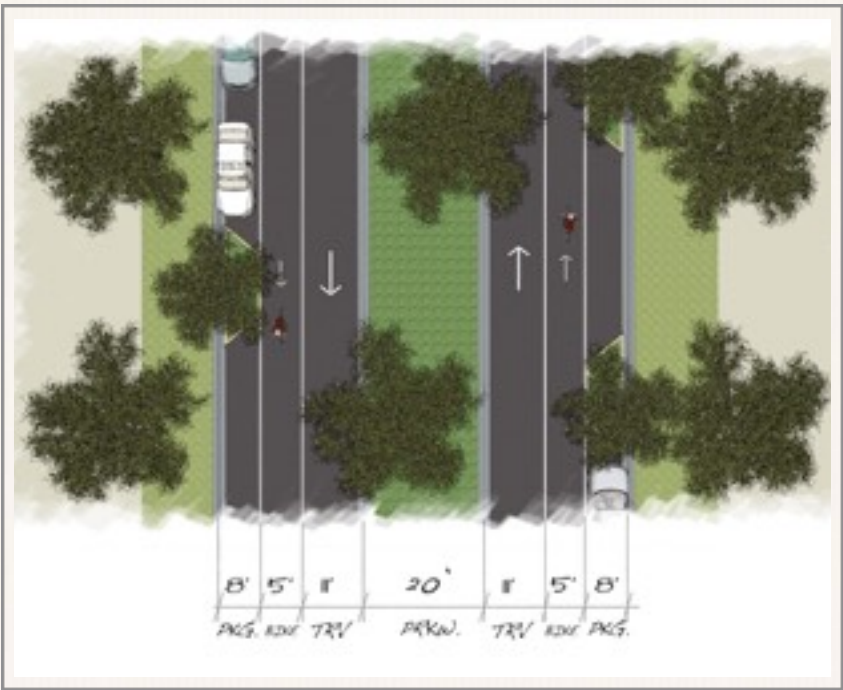
Whitaker, Drayton and Price Streets:



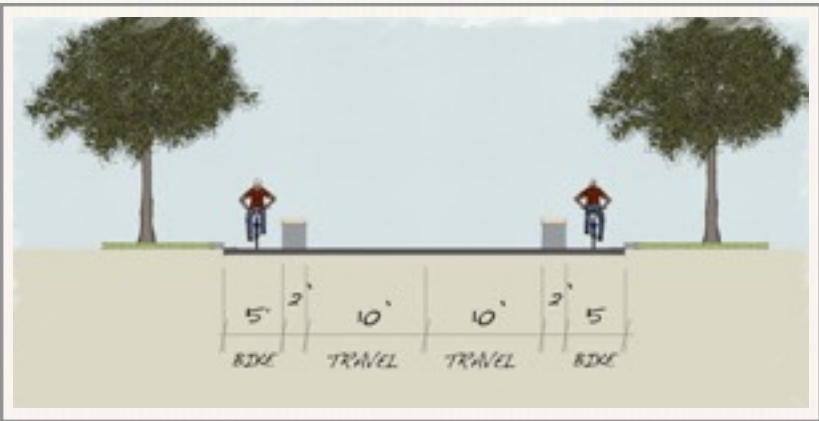
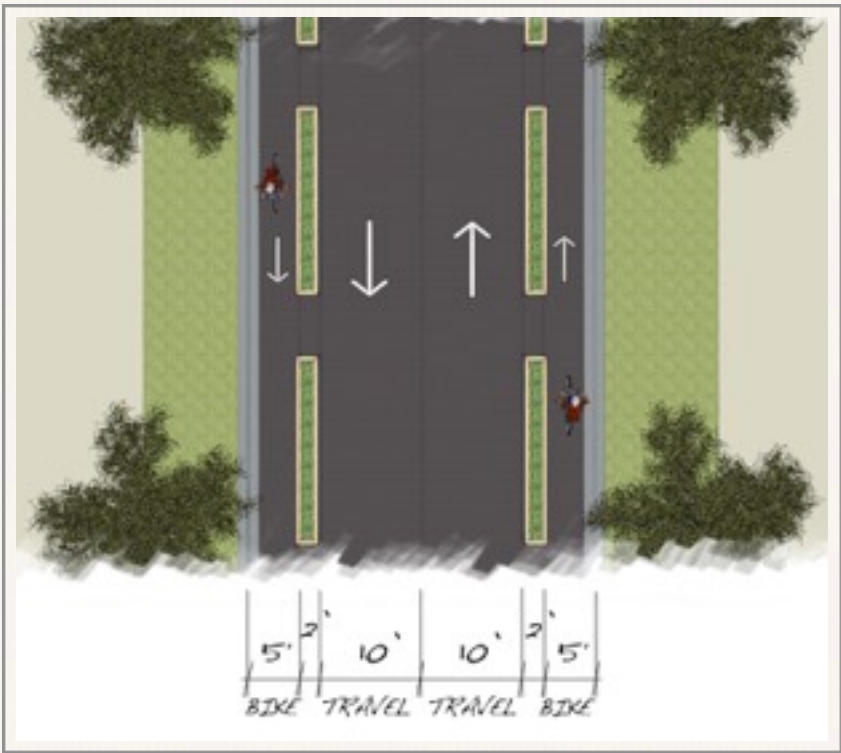
Abercorn Street, from 37th Street to Victory Drive:



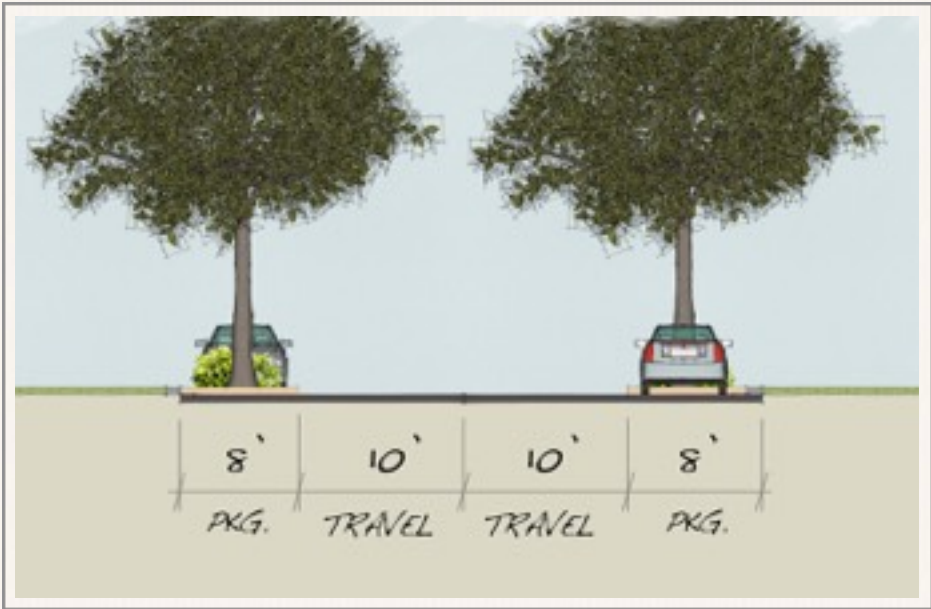
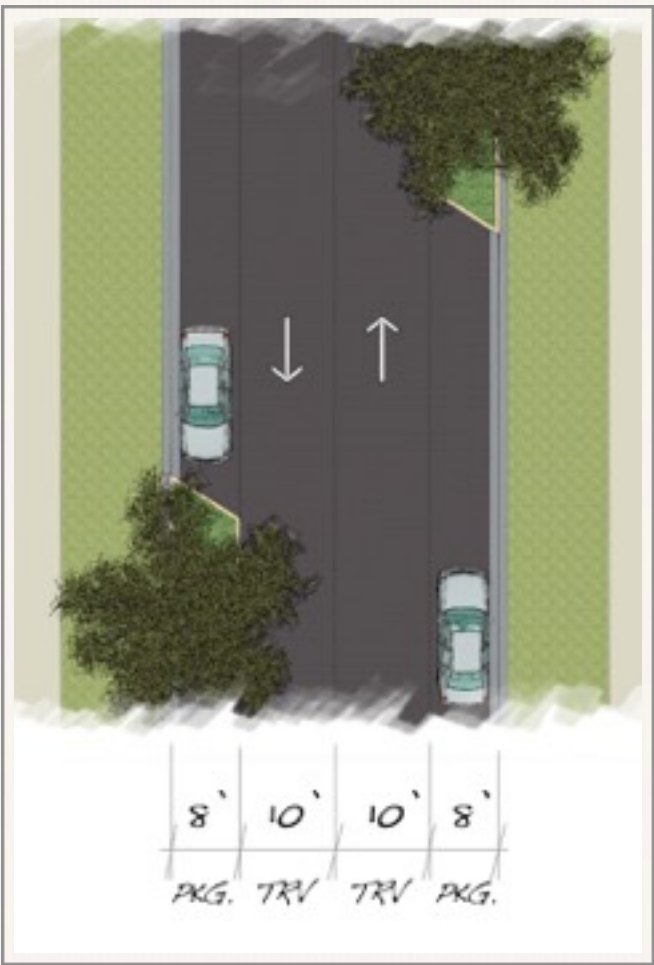
37th Street, from Habersham to Ogeechee Road:



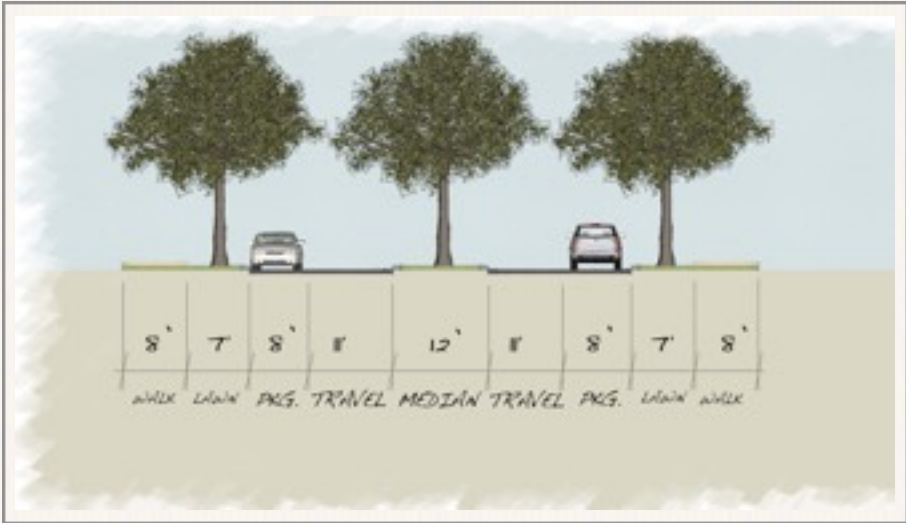
Anderson Street:



Henry Street:



Gwinnett Street, from Martin Luther King, Jr. Blvd. to Stiles Ave.:

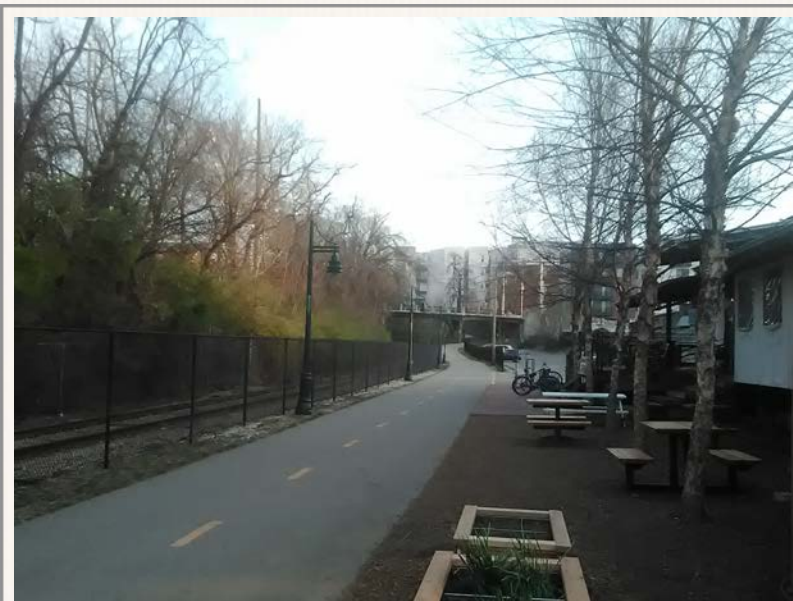


Rail / Trail

Like many older cities, Savannah has a variety of transportation infrastructure crossing through its streets. The mixture of railroads, waterways and streets is not uncommon. What is unique is how a railroad cuts through at an angle through so many different neighborhoods, and that it contains an unusually large right-of-way. Today this railroad is mostly thought of as a nuisance. The Plan anticipates working with the railroad to create a trail within the rail right-of-way, so it can become a feature to be celebrated and enjoyed, and a key link in the active transportation plan.

While at first blush, it may seem unusual to have a trail in an existing freight right-of-way, it is not uncommon. According to a report from the US Department of Transportation, there are currently at least 65 such rails with trails in existence today in the United States. Pictured below is a very successful example from Fayetteville, Arkansas.

The Plan anticipates using a rail with trail for the portion that cuts through the city from at least the Springfield Canal up to near President Street, where it can link to the proposed Bilbo Canal trail.

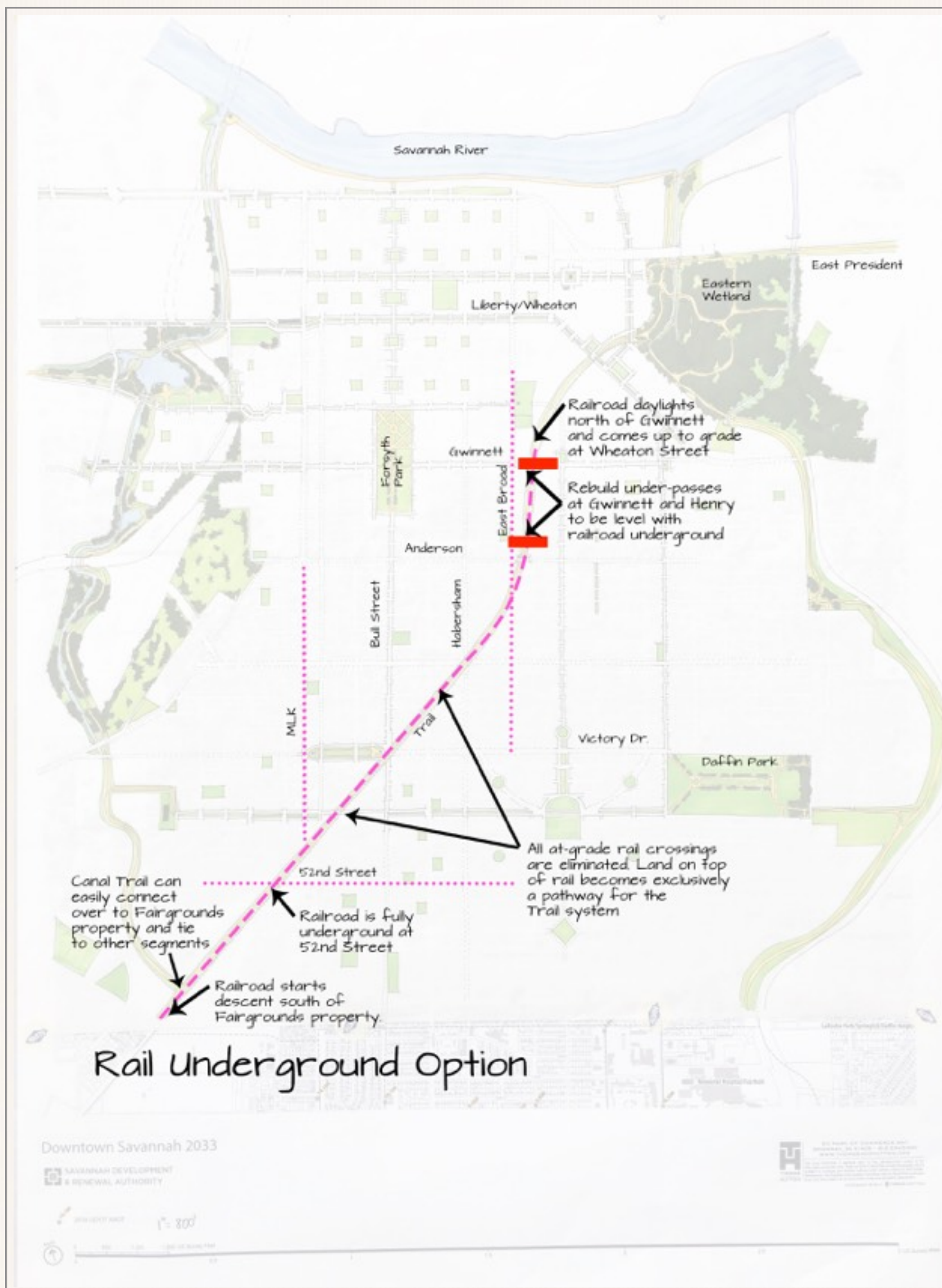




Railroad Option: Underground

While the Plan proposes working today to implement the rail with trail, another option to create value and alleviate the nuisance issue with the railroad is to work toward putting a portion of the rail line underground. A great deal of the rail line runs on the high ground for downtown, and could be tunneled to solve crossing issues and create a trail feature on top of the tunnel. A map on the following page shows the potential extent of where the line can be most easily placed underground.

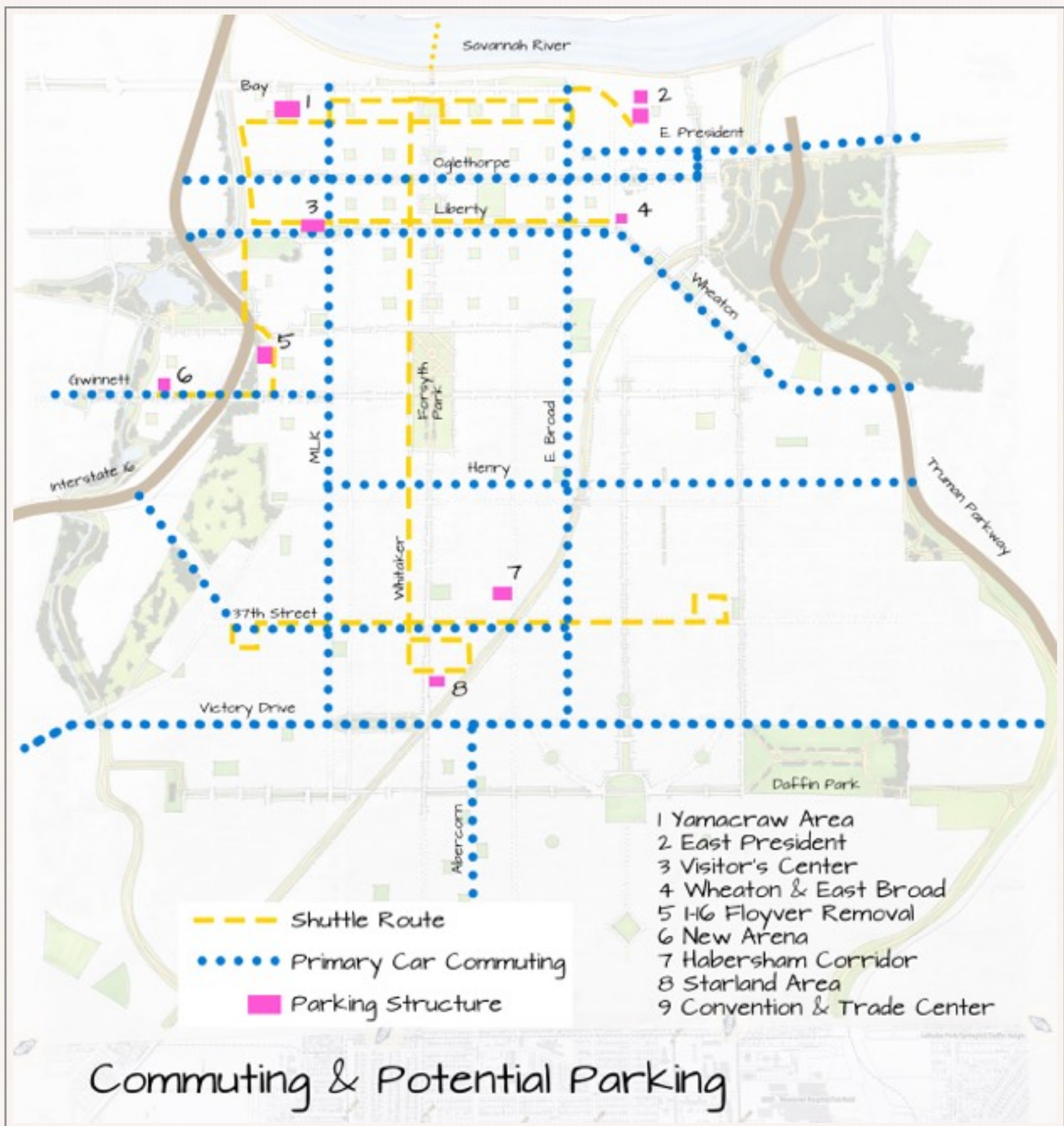
The benefits of working to place it underground are obvious: it would eliminate the noise issue at most street crossings; it would create a cleaner and more attractive trail amenity at ground level; and it would likely enhance all real estate value within many blocks of the current railroad. Further, it makes operations easier for the railroad itself, which is likely to expand its usage in coming years with further industrial development along East President Street.



Commuting and Parking

Even with better transportation options, there's no doubt that people will still be driving into downtown in large numbers for many years to come. In fact, regional growth to the west (in an entirely car-dependent fashion) ensures more traffic and more pressure on parking demand. The Plan recognizes this reality, and is guided by these key concepts:

1. Where possible, we should attempt to reduce the demand for driving and parking in downtown. Downtown's streets can only handle so much car traffic before they become unlivable. Sacrificing livability for commuting (especially fast commuting) is a recipe for economic failure and harms the City's tax base.
2. Encourage people to utilize transportation other than driving, by providing high-quality, meaningful options. This is especially helpful for people who live within three miles of the downtown core.
3. For people commuting into downtown, utilize parking garages on the periphery of downtown, and tie them to the dot shuttle and biking options to minimize driving into downtown itself. This reduces traffic conflicts and the need for expensive parking where land is the most valuable.
4. Find opportunities for even more remote parking options on cheap land, which can accommodate visitors, people working downtown and anyone who wants a free or cheaper option.
5. With two-way streets throughout downtown, encourage commuters to use East Broad and Martin Luther King, Jr. Boulevard through directional signage. Fast commuting should not be encouraged through the middle of downtown neighborhoods very active with pedestrians and cyclists. Along East Broad and Martin Luther King, Jr. Boulevard care should also be taken to slow design speeds in areas of heavy pedestrian traffic.



Potential locations for commuter parking garages:

Savannah Convention Center, Canal District, Visitor's Center, Yamacraw/Indian Street, Savannah River Landing, Wheaton & East Broad, Bull Street Corridor, Habersham Street Corridor

Truck Traffic

For many years, one of the greatest trouble spots for downtown has been the design of Bay Street, and the need for it to move significant truck traffic east and west. As the only designated truck route, Bay Street carries nearly 3,000 trucks per day through the heart of the Historic District and disrupts the quality of life and experience of downtown. Bay has also been a deadly street for pedestrians and cyclists. However, the trucks represent a critical need, and support vital industries and employers both east and west of downtown.

Many previous studies have shown there are no easy options to remove the truck traffic from Bay Street. All solutions either come with great expense, or with some shared sacrifice. This Plan recognizes reality and agrees. While it's true that trucks could be diverted from Bay Street today, the consequences of doing so are difficult to measure. At a minimum, doing so would harm the livelihood of drivers who would then need to drive many miles out of their way on a routine basis.

This Plan recommends two very different actions be considered.

1. First, in the short term, allow trucks to utilize more of the downtown street network, in order to disperse the traffic. While no one truly wants heavy truck traffic in their own area, the reality of allowing vastly more options is that no one street would be over-burdened by thousands of trucks per day. Using, for example, East Broad, 37th Street, Boundary Street and Liberty Street more frequently would help to relieve issues on Bay Street.
2. Work toward extending the Truman Parkway across the Savannah River, to connect with US 17 in South Carolina. While this would be a very expensive endeavor, it would enable all truck traffic to be removed from Bay Street, and force it to loop around downtown.

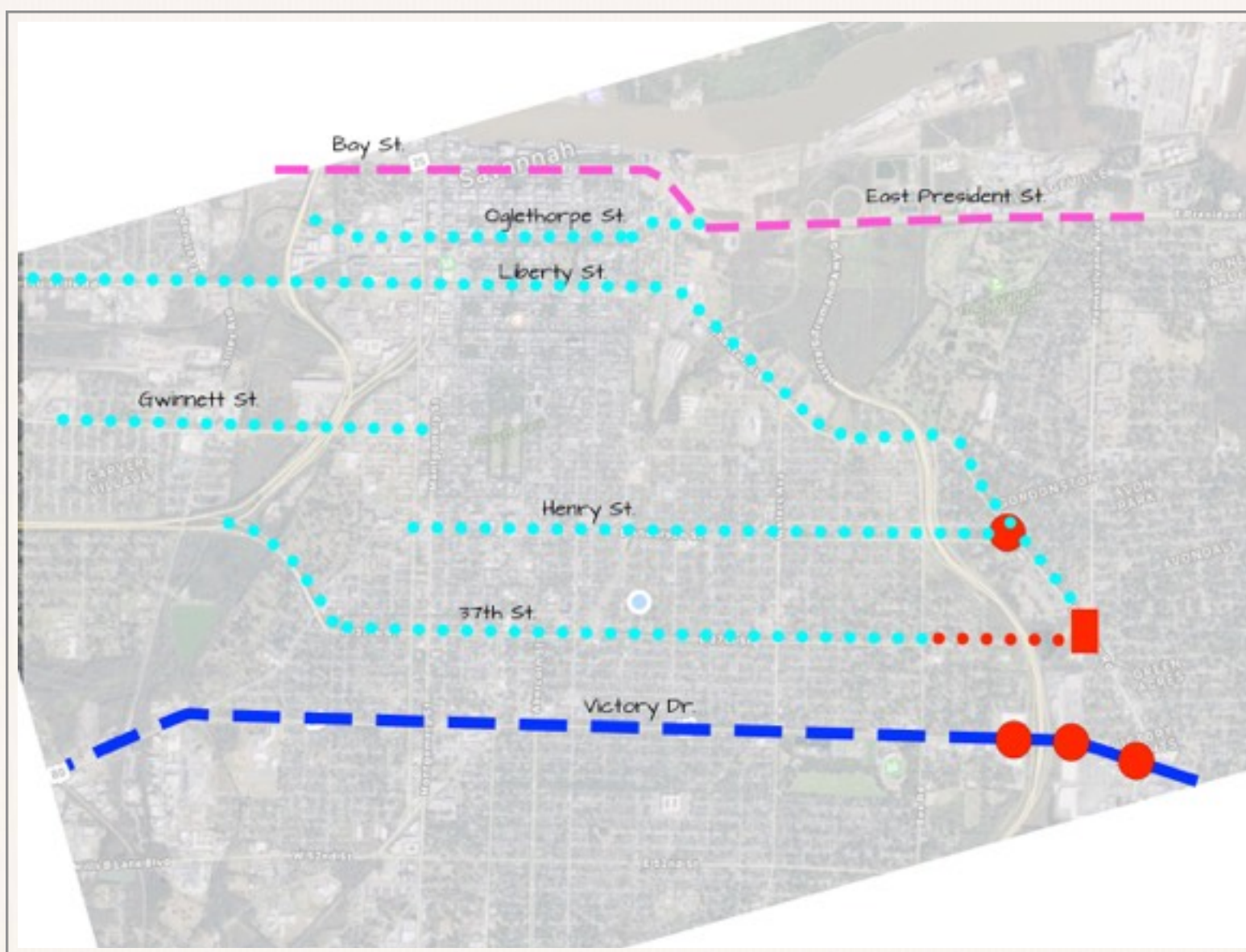


East-West Traffic

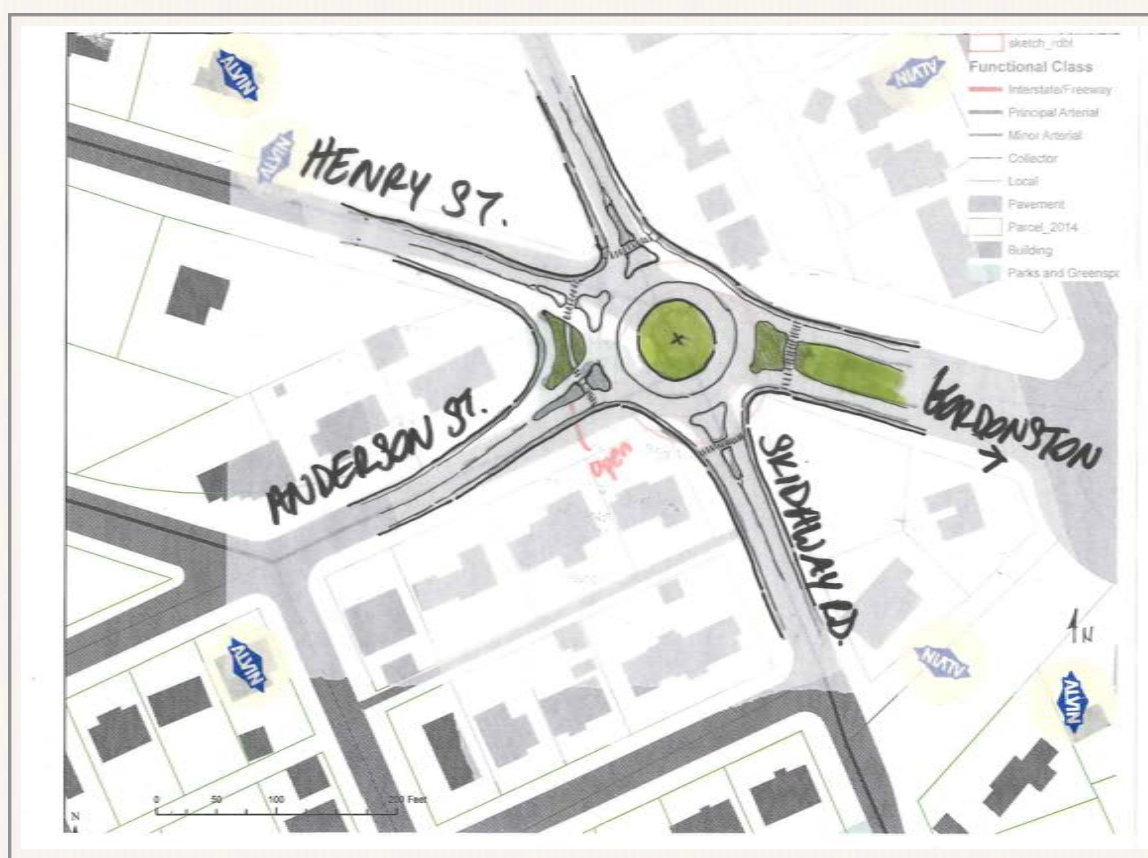
Another common refrain in Savannah is the need for better east-west connections across the city, from west Chatham to the islands. Since Savannah largely grew in a north-south fashion (aligning with the high ground), it's not surprising there are few opportunities for roadway connections. The Plan identified a few potential improvements, which are noted below. It should also be noted, however, it's commonly known now that as traffic capacity expands, cars tend to fill it. Known as "induced demand," it's been well-documented that additional roadway capacity tends to create an incentive to drive more, until ultimately demand again causes similar congestion issues. Where possible, the Plan recommends to tie improved east-west connections to the ability to create more transportation and lifestyle options, and to enhance safety of all.

Recommendations:

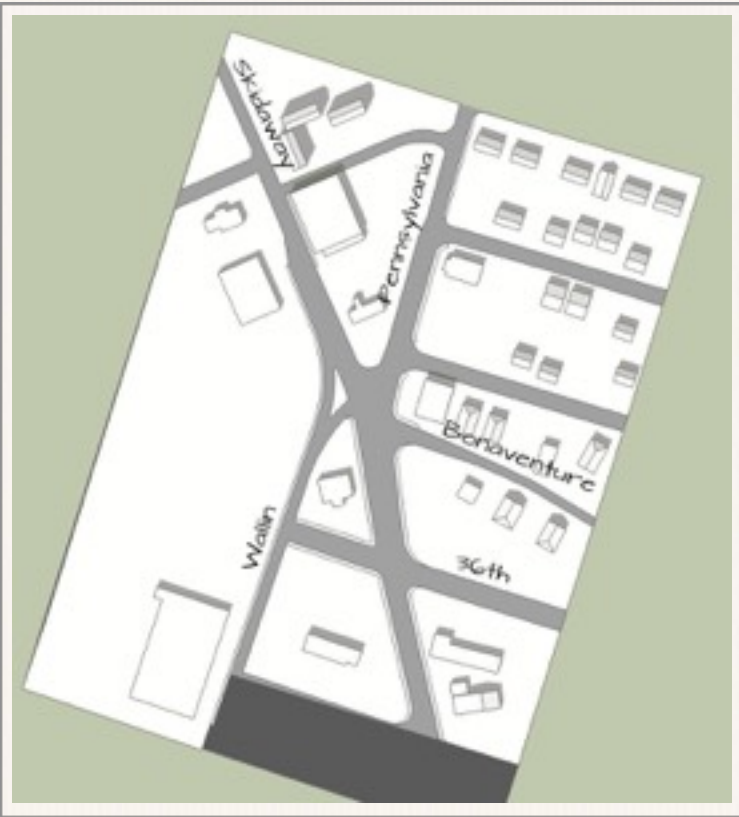
1. Study in detail the design and construction of roundabouts along Victory Drive near the Truman Parkway and east to Skidaway Road. Roundabouts serve two important functional improvements: they reduce injuries and fatalities in some cases by nearly 100%. They make for better pedestrian connections and they keep traffic flowing better than signals.
2. Design and construct a roundabout at the intersection of Skidaway Road, and Henry/Anderson as two-way streets.
3. Consider connecting 37th Street across to Skidaway Road, and completing a new square at the intersection. The square can resolve current conflicting street intersections and create a public gathering space / neighborhood center for the Gordonston area.



Key east-west traffic corridors in greater downtown, and possible improvements



A proposed roundabout at Skidaway Drive and Anderson/Henry



The current "5 points" intersection along Skidaway Drive near Bonaventure Road



A proposed redesign of the intersection to create a park space and neighborhood center



A view of the new neighborhood center. Drawings by Jason Combs

Bonus: Shared Space Design

In many cities, the new best-practice in street design is called Shared Space, or Shared Streets. These designs are generally curb-less, and allow all users to operate slowly within the same physical environment. Cars, bikes, pedestrians and more all share the same space; the pavement is often textured; and all vehicles move slowly. Numerous examples have shown this to be a very safe design approach, in the right context. Below are some examples of shared spaces in other cities.

Where might shared spaces work in Savannah? While the Plan didn't suggest any specifically, shared spaces could be implemented in any of the squares, around any of the larger parks, or in some special locations such as in front of the Cathedral. This design approach is certain to take over many similar types of active pedestrian cities in the coming years, and in many respects it harkens back to how Savannah's public spaces were originally used.





Development



As with Mobility, the Plan embraced a set of principles related to development:

1. Development is not a dirty word. Urban development creates value, access to opportunity and builds wealth for all. Suburban-style development in a downtown area, however, can destroy value and limit opportunity.
2. Density, paired with walkability, helps to support local shops and services.
3. Buildings that reflect the “genetic material” of Savannah should be the easiest to permit and approve for new construction.
4. Cities and neighborhoods are most resilient when they have a wide diversity of types of buildings. This not only allows for multi-generational and mixed-income living, but also protects a city from the whims of real estate cycles.
5. In keeping with our persona, Savannah should aspire to beauty and good proportion from new architecture. New buildings should enhance our legacy.

Legalizing Savannah

When cities began to adopt zoning in the 1920s, it was often with the mindset of the new, modern city. This idea was intended to discard much of the historic city, and replace it with low-density, suburban development that required a car to access. Savannah's zoning code from 1962 embodies much of this spirit, even in the downtown zones.

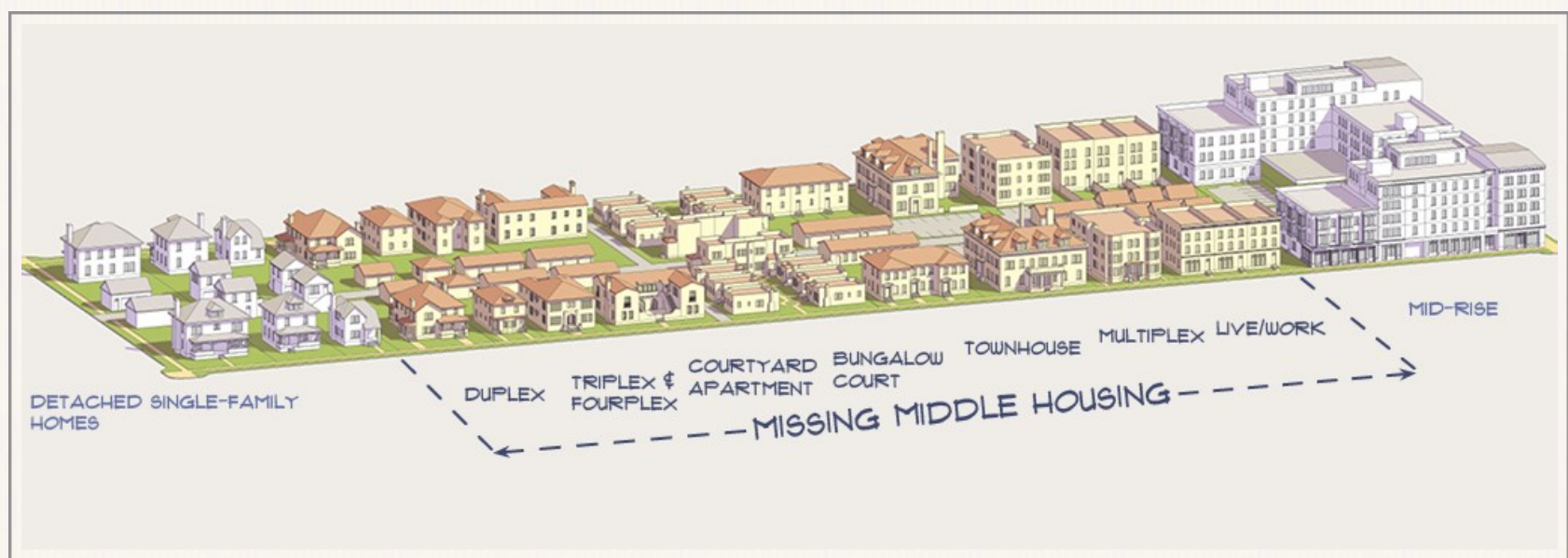
Fortunately, people began to push back from these notions in the 1960s, and created the historic preservation movement. With its success, we've reached a crossroads now where new construction is in high demand in Savannah.

Unfortunately, that old zoning code does not readily allow the construction of new buildings that fit Savannah's historic pattern. The Plan suggests this mistake should be remedied as we move to a new zoning code.



Missing Middle Buildings

Missing Middle is a range of multi-unit or clustered housing types compatible in scale with single-family homes that help meet the growing demand for walkable urban living. These types provide diverse housing options along a spectrum of affordability. They include duplexes, four-plexes, and bungalow courts, to support walkable communities, locally-serving retail, and public transportation options. Missing Middle Housing provides a solution to the mismatch between the available U.S. housing stock and shifting demographics combined with the growing demand for walkability.



In Savannah, our neighborhoods are dotted with virtually all of the Missing Middle Housing Types. The neighborhoods north of Victory Drive, and even portions of Ardsley Park are replete with duplexes, carriage houses, small mixed-use buildings and more. Unfortunately, most of these types are either not allowable in today's zoning codes and city ordinances, or functionally not allowable because they require so many variances.

Cities across the country are also struggling with this dilemma, and are repairing their codes so these types can again be permitted easily. The Plan recommends that Savannah undertake this as part of NewZO.

NewZo

The City and Metropolitan Planning Commission have been working on a new zoning ordinance for over a decade. While the effort has had many unfortunate starts and stops, it appears to again be headed to public bodies for consideration.

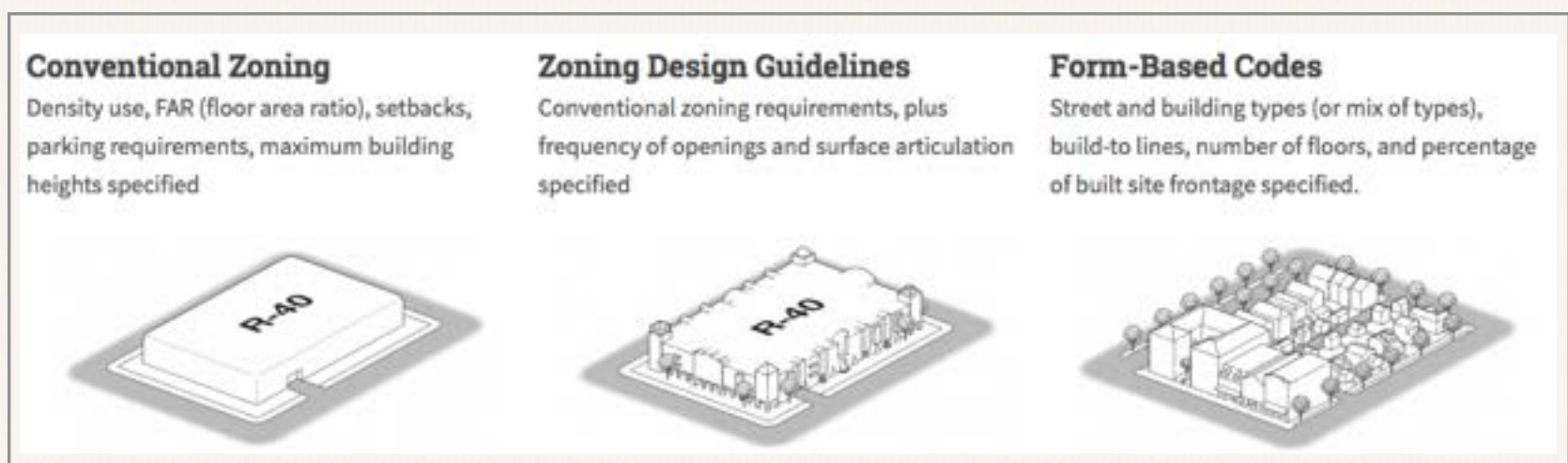
There's no question that Savannah is in desperate need of a new zoning ordinance. Virtually everyone who utilizes it agrees. In order for the new ordinance to be effective though, it needs to embrace current best practices in zoning and development review. And NewZO must work to legalize Savannah's basic building types for infill development and new construction, or it will have done little to make a difference in the years to come.

The Plan supports the Healthy Savannah coalition's NewZO recommendations, and offers the following for incorporation into the final document:

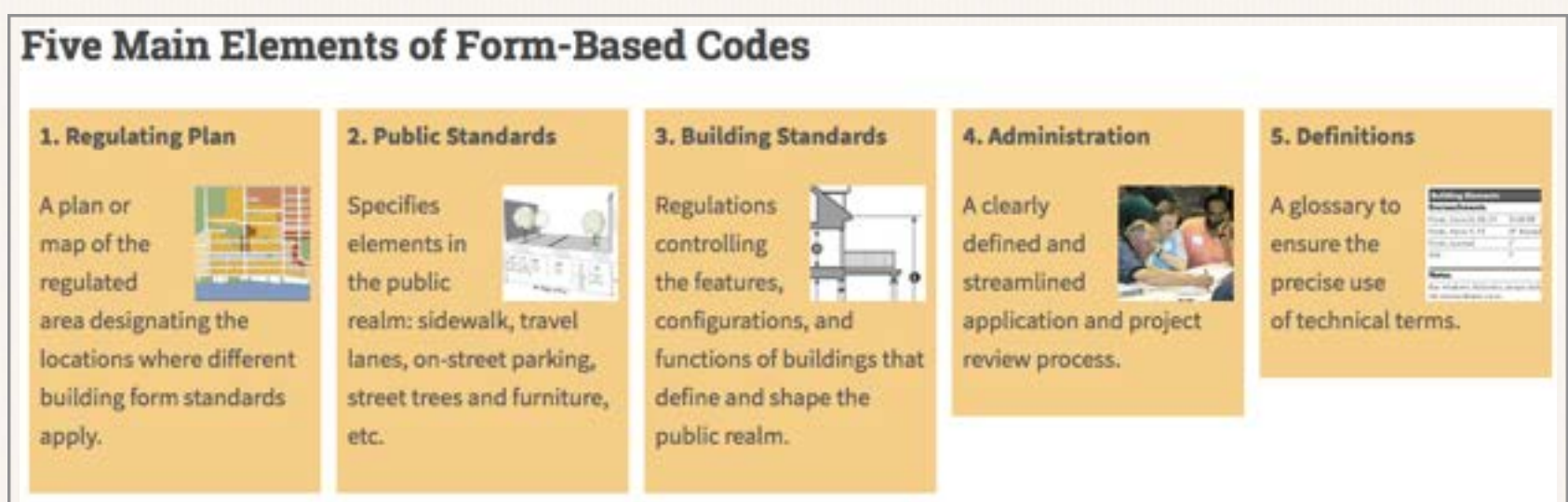
1. Remove artificial limits on density in all D and T districts, especially "per unit".
2. Correct setback requirements that do not allow for Missing Middle buildings.
3. Reform parking requirements so Missing Middle buildings are not required to provide onerous amounts of off-street parking, and that they can utilize a pay-in-lieu fee to opt-out of off-street parking.
4. Raise building coverage limits to ensure Missing Middle types are allowable by-right.
5. Allow Accessory Dwelling Units (carriage houses) by-right in all neighborhoods.
6. Reform impervious surface requirements in the City's ordinances to exempt smaller projects and Missing Middle types.
7. Ensure that downtown expansion areas follow the Savannah pattern of block size and lot size.
8. Allow more flexibility on temporary uses, especially for longer periods of time.

Form-Based Codes

Once NewZO has been adopted, it is imperative Savannah begin to embrace the next generation of zoning tools, which are typically called form-based codes (FBCs.) FBCs were first put into use about 20 years ago, and have become widely adopted in communities across the country. The City of Miami replaced their entire ordinance with an FBC approach, and other cities are working towards it.



The virtue of an FBC is that it is tailored specifically for walkable, urban development. It places design and building form on top of the priority pyramid, since building uses change frequently in the urban condition. FBCs streamline regulations and review processes, but provide a more predictable outcome for all because they graphically depict what is allowed and encouraged.



Building Heights

While the Plan does not specifically address building heights and locations, it does suggest it's time to start a greater discussion about building height in Savannah. Just as our Missing Middle types are not allowable today, we have many historic buildings that would not be allowed simply because of height. In addition, we have several streets that have very wide rights-of-way that are limited to relatively short buildings in today's regulations. A basic principle of design is that wider streets need more height, or they don't feel "enclosed" enough and comfortable for pedestrians. When humans don't feel comfortable on a street, it reduces value, foot traffic and it can reduce public safety.

We have many beloved taller buildings in Savannah, and we should be open to a conversation about what and where height is appropriate, and what is economical. Since a large majority of properties are protected from demolition, the amount of land available for development is quite small. Limiting those remaining sites to three stories will hamper our ability to meet the demand, and have a negative impact on affordability and the viability of local shops and services.

Again, the Plan did not have the time to weigh in with specific recommendations, but it does suggest a deeper conversation is necessary.



Lean Urbanism Pink Zone

Lean Urbanism is an approach to community building which requires fewer resources. It is a response to the requirements, complexities and costs that disproportionately burden small-scale developers, builders, and entrepreneurs. The Project for Lean Urbanism is developing tools and sharing techniques to better enable small-scale development and entrepreneurial activity. It focuses on incremental, successional growth, by reducing the resources required for compliance, and by providing ways to work around onerous financial, bureaucratic, and regulatory processes. The tools and techniques will be released freely, for all to use. These tools, along with the focus on requiring fewer resources and working around onerous processes, will allow more people to participate in the building of their homes, businesses, and communities.

A Pink Zone — an area where the red tape is lightened — is the locus for implementation of Lean strategies and improvements, and it identifies an area where new protocols are pre-negotiated and experiments are conducted, all with the goal of removing impediments to economic development and community-building.

In Savannah, Savannah Development and Renewal Authority (SDRA) has been working with the Project for Lean Urbanism on two potential Pink Zone locations - one that straddles a portion of Waters Avenue, and one that works within the MLK/Montgomery corridor area. SDRA and City staff have been working with the team to identify the specific tools that can enhance small-scale development in these particular areas. Ideas explored include easing certain zoning and storm water requirements through an Overlay Zone, pre-approving small building designs, such as carriage houses and duplexes, and using City-owned properties to incubate temporary markets.

Two Pink Zones

Mongomery/MLK and Waters Ave.

Pink Zone Location 1



Pink Zone Location 2



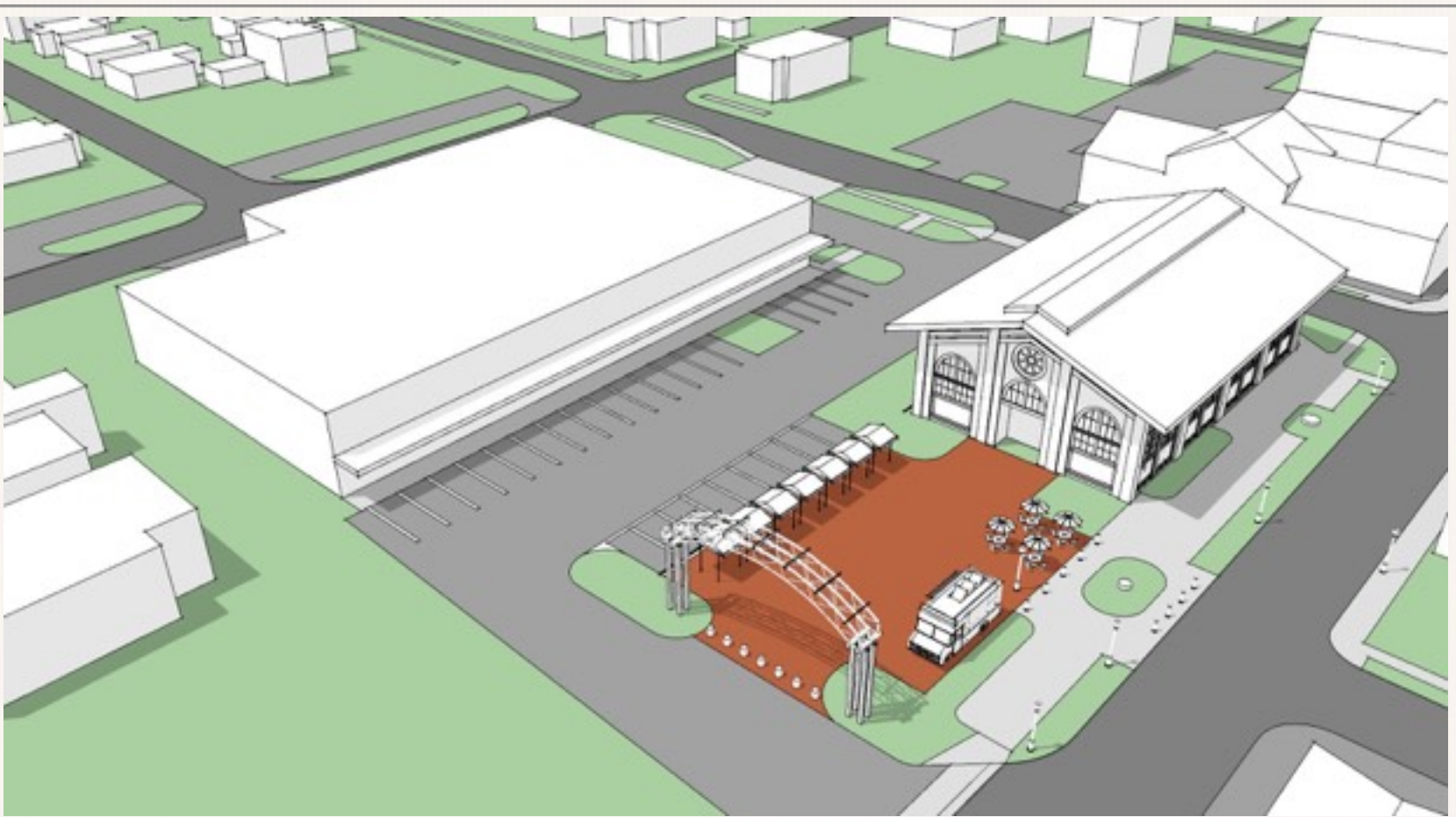
Two potential Pink Zones have been studied in Savannah. Currently plans are moving ahead to focus on the Waters Avenue site first. The area is likely to be expanded beyond what is shown in the drawing.

The series of drawings on the following pages show how Lean Urbanism principles can be used on the City-owned property and 37th and Waters. This is one example, and does not also preclude the option shown in the CNU Eastside charrette that includes a park on the site.

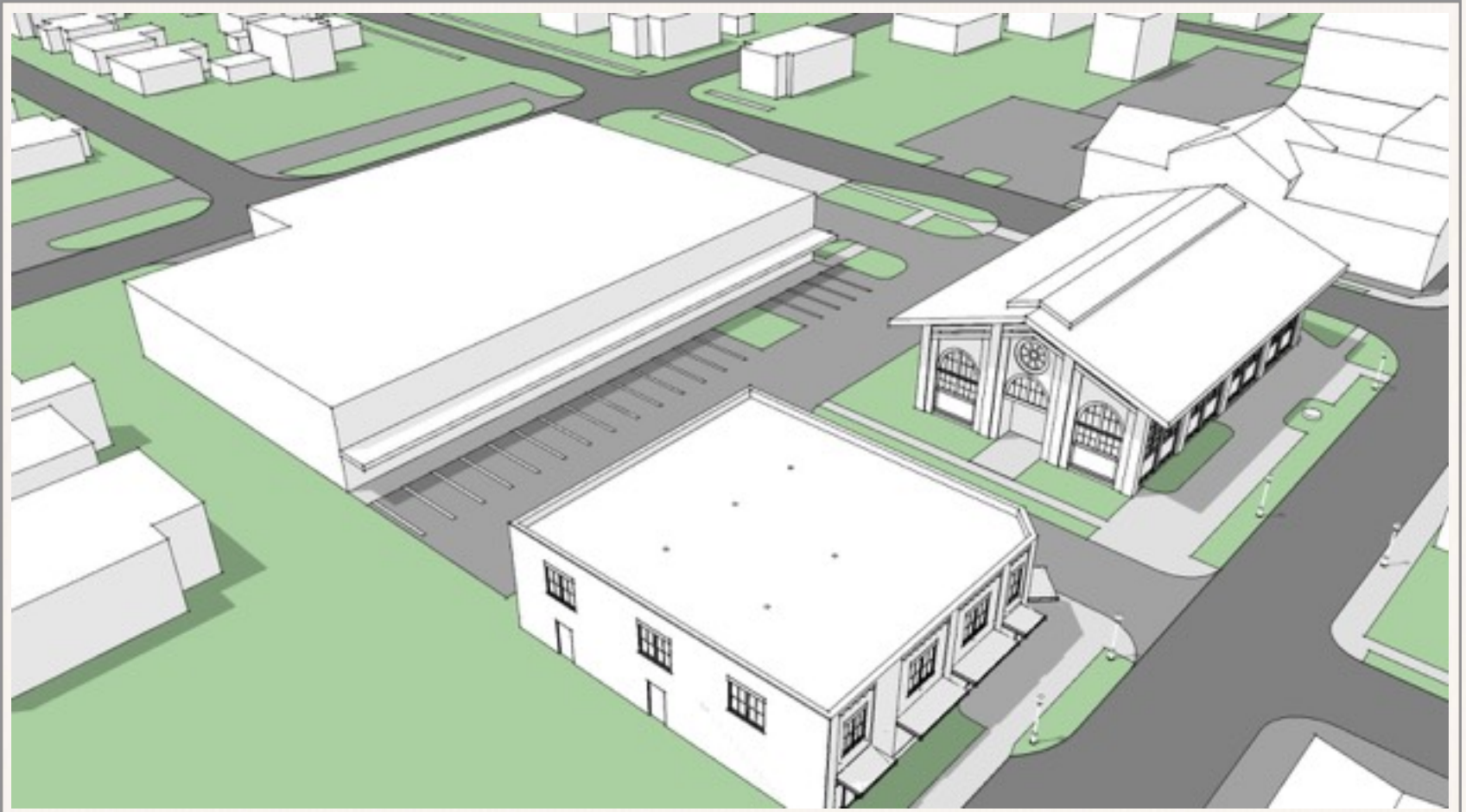
The concept illustrated allows the City to add activity incrementally, while still using the existing building. Doing so will help to build foot traffic at this key corner, which will enhance its marketability. A gradual approach allows for the possibility of many owners for the site, which favors locals, and a wider variety of types of buildings, designs and uses. In the end, the pattern ends up more like familiar Savannah neighborhoods and not one, large building.



In the first phase, a temporary outdoor market can be located on a portion of the parking lot



Once a market establishes success, a market building can be constructed to enable indoor-outdoor and year-round activity.



In the third phase, a new drive is built that aligns with the street, and a new mixed-use building is constructed facing Waters Avenue. All of this can co-exist with the existing building.



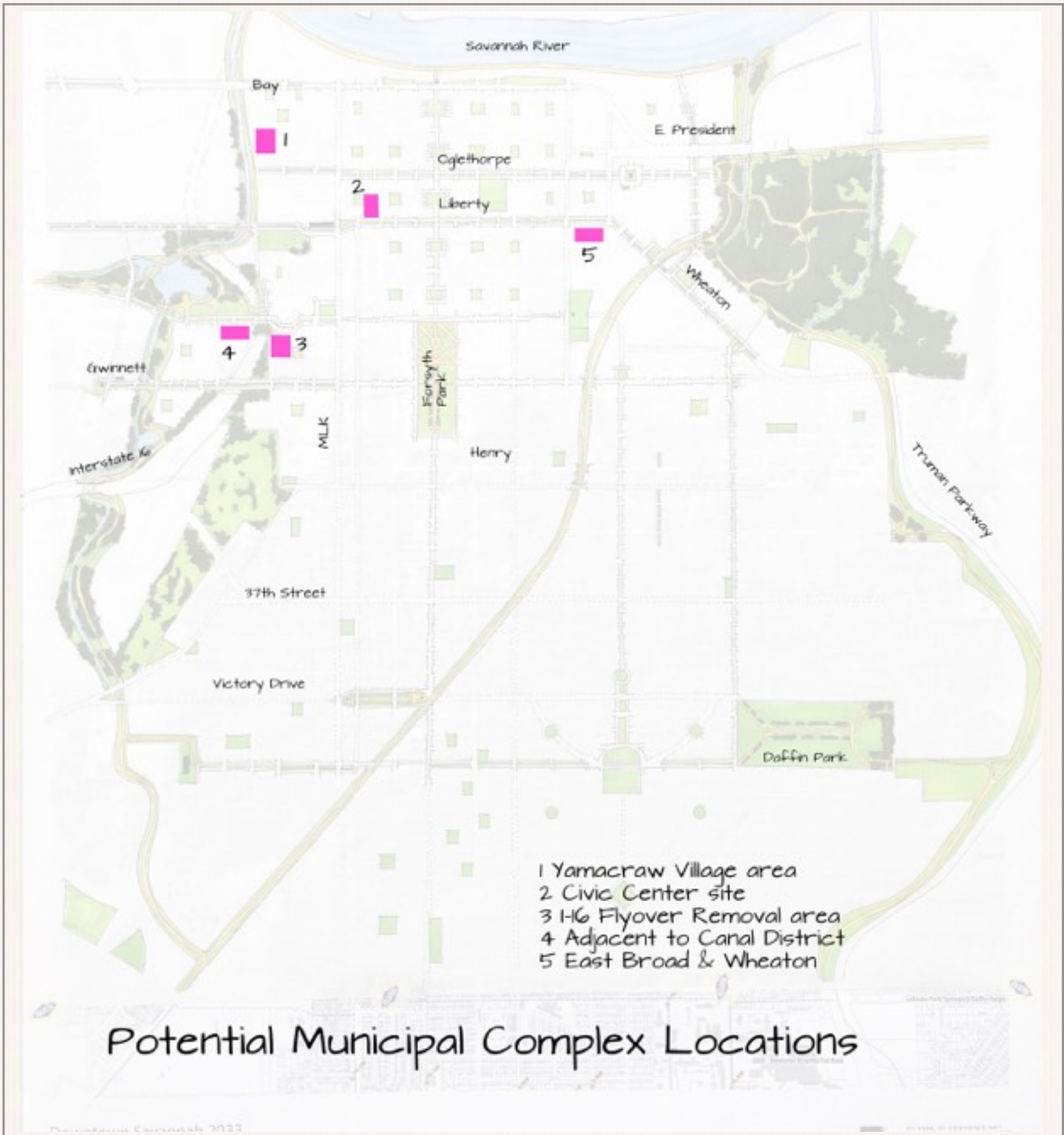
In the final phase, the existing building is torn down, the street reconnected through, and the site is platted into a series of typical lots and sold for mixed-use and residential development. All drawings by Jason Combs

Bonus: Potential Municipal Complex Locations

In recent years, the City of Savannah has been considering the design and construction of a new Municipal Complex, in order to house many City functions under one roof. Currently the City operates its administrative functions from a number of different facilities, spread out all over the city.

The Plan looked at a few priority locations in the downtown area that could serve as a place for a new Municipal Complex. While each of the four sites shown would physically work, these considerations are suggested as the City looks to make this critical, long-term decision:

- Providing the City with a new facility that places it in an important, civic location. The current City Hall terminates the north end of Bull Street, which obviously is such an important location. To the degree possible, the City should look for such a prominent location in its new facility.
- Adjacency and access to downtown on foot, for employees and for citizens
- The ability for a new facility to catalyze other development nearby, because of the presence of hundreds of employees
- The highest-quality of design for the building, honoring Savannah's long tradition
- Maximizing opportunities for both residents and employees to arrive on bicycle and public transportation





Appendix

Project Team:

Savannah Development and Renewal Authority

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Zimmerman / Volk Associates

Funding support from:

Savannah Downtown Neighborhood Association

American Institute of Architects, Savannah Chapter

Ardsley Park / Chatham Crescent Neighborhood Association

Creative Approach

Items requiring further study

In the course of the project, a number of other topics and issues were discussed at length and studied that did not make it into this Plan. Each of these deserves further analysis and solutions from the Savannah community. Topics include:

Economic development planning and tools

Affordable housing support programs

Civic resilience, especially for sea-level rise and hurricanes

Homelessness and support services

Emerging transportation technologies

Effective management and policing of public space

Public Involvement Detail

Charrette Comment Boards:

This is my Savannah . For someone who has never heard of Savannah and knows nothing about the city... What is the one physical place or feature you want to share as the best representation of Savannah? More importantly, why?

- Walkable downtown spaces because of mix of green (Forsyth, Squares), retail and commercial / residential
- Forsyth from Bull and Park to the fountain
- First African Baptist: Original builders of Savannah and forgotten residents
- Position of palm trees with live oaks. Trees are a key element
- Parks
- Environment
- Forsyth Park
- Squares of Savannah
- Biking
- Parks and squares – diversity
- Wright Square
- Telfair Square
- River Street
- Forsyth Park
- Squares and parks (including trees)
- The churches
- Broughton Street and Victory Drive
- Historic Districts and Architecture
- Telfair Museum
- West Savannah and East Savannah (Not all of Savannah is in the landmark district)
- Forsyth Park
- Bull Street: Fabulous mix of everything. Residential, commercial, religious, green space, bars and restaurants. It's my go-to as a resident and for friends visiting and tourists.
- Trees: Conveys the “southern” image and distinguishes Savannah overdeveloped concrete urban areas
- Trees!
- City trees and urban landscape on tree lawns and squares
- Jones Street: beautiful homes, examples of mixed uses
- Victory Drive, Drayton, Johnny Mercer, The Trees
- The walk down Bull Street from Forsyth park
- Walkability and trees
- All of Bull Street from Savannah River to Little Ogeechee River. It goes right down the middle and serves as a timeline of the city's north-south growth. Touches or goes through several principal neighborhoods

- River Street historic district for history and charm
- Squares and public green space
- Forsyth Park, City Hall, Daffin Park
- Historic District
- Bull Street Squares
- Chippewa Square
- Perfect embodiment of downtown: retail, residential, historical markers, entertainment, benches, beautiful monuments (except for St. Patrick's Day)
- Forsyth Park: All major aspects of Savannah can be observed or represented there
- Forsyth Park based on these experiences: historic districts and Victorian district, architecture, mix of locals and visitors, public spaces and nature, local businesses, special events
- Monterey Square: Combination of stunning trees, square scape, and historic homes
- Oglethorpe Plan (street grid, squares, Forsyth Park) It is our most unique and distinguishing feature. Also, our urban forest and tree canopy.
- The trees: Every visitor I ever hosted or toured comments this is the defining characteristic of Savannah
- Forsyth Park: Green space and activities, mixed commercial, communal spots (Sentient Bean, Brighter Day)
- Forsyth Park
- Oglethorpe Plan. It has all the wonderful elements: short blocks, pedestrian friendly, lots of green space
- Starland District: People on the postcard worthy photo. But if people want to experience real Savannah and its people they need to visit places like Sulfur Studios and other businesses in the area. We have yet to fully embrace the thriving and growing are community.
- Forsyth Park: Open space, green, walkable, monuments and arts, mixed use
- Trees and downtown. Original city planning
- Fountains. Forsyth Park and the squares: trees, resurrection ferns, moss, architecture
- Oglethorpe Statue
- My Savannah is walkable, diverse, charming, welcoming, a great place to eat and drink
- Forsyth Park: Trees and beautifully maintained surroundings and architecture
- Any of the squares still in the original ward structure (i.e. lanes, center square, houses) because it shows the founding history and beauty in one place.
- Walkability. Spacious sidewalks
- Forsyth Park: Park introduces a visitor to everything good they are about to see throughout the rest of the historic district
- Forsyth Park: Public green space defines culture and feeling.
- Arts and cultural fabric that makes up Savannah as a great place to live and visi
- Moss draped oak trees, fairy tales.
- Trees
- Our urban forest
- Forsyth Park: Green, large trees, community gathering spot, good surrounding architecture to see, history, great location, to being with. Intro historic district
- Squares: The are beautiful and green, great urban greenspace.
- Forsyth Park: Beauty, mixed use, cross-sector, diversity
- Walkability: Since we have moved here permanently we rarely use our cars. Increases quality of life.

- People come to SAV for historic district, not south of DeRenne. Our squares, the ability to walk, from any part of the historic district to another. Because people can walk they can talk and meet which makes us friendly to tourists and natives alike.
- The residential and commercial architecture, it's unique and should be preserved.
- The Savannah Plan: Model of pedestrian scale, flexible grid, balance of public and private realms
- Walkability: Shopping, dining, cocktails amongst historic buildings and trees
- The boulevards of Victory and Washington because of their beauty, but they aren't representative at all.
- Trees! Walkability!
- Historic homes, trees and walking and sitting in squares. Telfair museums.
- Squares and everything they provide: walkability, trees, beauty
- The way the historic district is organized to promote community, walkability, and an urban lifestyle.
- The squares because they are the great community spaces loved and used by all.
- Rich architecture and squares full of history and trees shading all
- Trees, squares and Forsyth Park. The Grid!
- Forsyth Park, Jones Street, Bull Street: They showcase how a historic city can support and enhance modern life. Trees, squares, urban living, flexible open space
- Squares and other small-scale green spaces. They anchor neighborhoods and clam traffic.
- Squares: Forsyth, Rive Street, just to see it, just walking in Historic District. Trees.
- Forsyth Park and beautiful trees along Bull Street.
- Forsyth Park: Trees, a place for people to meet, concerts
- Bull Street: "Spine" of Savannah. Walk it, shop it, dine along it.
- Green space. Safe pedestrian and bike areas. Need more! Forsyth Park
- Original town plan
- Forsyth Park. Fountain on Victory Drive
- All the squares
- Squares and Forsyth park
- Downtown Savannah, Congress Street and City Market: A place for locals to eat, drink, and be merry. We need more areas like this so it won't be so crowded.
- The squares because they are so beautiful and unique.
- The live oaks and squares
- Black holocaust memorial, an institution of Savannah's black folk arts – yet not institutionalized. Kept by a community elder in an area of town representational of areas currently being gentrified that aren't tourist areas. Representation of Savannah's culture constantly undermining black excellence in the name of "historic" development.
- Forsyth Park and events held that draw us together: Concerts, etc.
- SCAD Museum of Art exterior courtyard and architecture. Always take friends over there.
- Town plan
- St. John's / Bonaventure
- The layout of Savannah on a grid with generous squares / parks / green spaces. The space for plants and trees within the urban design is key.
- Sign in sheets
- Photos

- Process boards
- List of previous plans that were reviewed

Not My Savannah. For someone who has never heard of Savannah and knows nothing about the city... What is the one physical place or feature you would not want to share? Why not?

- Southside Savannah
- Southside commercial area is among the ugliest suburb anywhere.
- Anything south of DeRenne on Abercorn. Too commercial. Not enough trees.
- Fill in the gaps in the streets. Very big holes everywhere.
- Houses too close together.
- Blighted neighborhoods. We should do better.
- My Savannah needs to do something about “entrance off I-16, Bay Street, and President Street. Plus, traffic on Bay. Need more focus on downtown residents vs. tourists.
- Price Street road / parking / bike lane = confusion. MLK: Take your life in your hands driving. People think it's the Autobahn, lanes change.
- Civic Center, Desoto Hotel, Drayton Tower. Junk Architecture
- President Street train crossing and trail horns. Routine delays of 30+ minutes.
- Hyatt Hotel. River Street. Montgomery Street.
- Lathrop Avenue Industry
- My favorite restaurant. Shhhh. Stay away – don't crowd it.
- Tacky, loud tourist elements
- I-16 flyover cuts the city in half
- Montgomery Street: It's entire length has much potential for beautiful residential and commercial development, but the City forgets it. It's one-way from the flyover to Broughton for no reason. Not walkable. Feels dirty and neglected.
- Crime!
- Bay Street traffic. Homeless camps under bridges. MLK Boulevard and public housing is fenced in, crowded, imposing. Hyatt Hotel on River Street breaks up streetscape and is out of place.
- Hotels
- Federal building
- Civic Center: Poor design
- Homeless campus not well-maintained
- I-16 flyover – Frogtown area. There is not much there. Not pleasant to walk. Feels dead.
- County courthouse. Terrible architecture unlike most of historic district.
- Broughton Street, River Street, Hyatt Hotel.
- River Street: Expensive and not much of a view. I never take out of town friends down there.
- That is tis walkable and bikable in spite of what the city has done. Bay Street. Historic Downtown is a different city from the rest of Savannah. Resources are not allocated, residents ignored. Lack of career growth. Go get to the top you need to move and come back.
- MLK Flyover: Such a disappointment
- MLK. Hyatt Hotel. Victory East of Bee Road. Bay Street Traffic.
- MLK/Montgomery: There's little reason to go there.

- MLK Boulevard/I-16 Flyover: Not walkable, no amenities, unfriendly, heavy car traffic, ugly.
- Area near SCAD's Gulfstream building and Salvation Army. Streets beyond 55th St. Price and East Broad Street. Intersection of Gwinnett and Broad Streets. MLK/Montgomery. Anderson and 37th. Homeless camps.
- Homeless locations at entrance ways.
- Broughton and Bay Street corridor areas.
- Tourism oversaturation
- Housing projects, low income areas and those where crime is prevalent.
- Widespread drunken tourists and crime.
- Abercorn south of DeRenne. Billboards – solution: Don't grant any more permits!
- Abercorn south of DeRenne
- Blighted structures. Areas of crime: MLK and Montgomery south of Anderson. River Street at night. Southside.
- Urban decline areas / pockets outside the historic district.
- Federal buildings on Oglethorpe.
- Trash everywhere south of Forsyth. Embarrassing.
- Civic Center. Litter. Overpriced and lack of parking.
- River Street: Too touristy. Too crowded.
- Southside or Westside
- Emphasis on tourism. It should be the result, not the purpose.
- The old businesses (Sey Hey Lounge, Liquor Store, empty grocery store between 37th and Victory on Bull Street. No sidewalks. No bike trails.
- South of DeRenne: Sprawl, unplanned, overdevelopment, and traffic.
- Slow Ride!
- Flyover! Put Christian Sottile's plan there.
- River Street: Not the "real" Savannah. Too much tourism. Doesn't support locals.
- Civic Center and City offices: Both took over historic squared. Traffic and trucks on Bay Street. Unfit for habitation building on Congress Street near B&D Burgers
- Crime. Litter. Lack of good public transportation (routes/schedule). Southside
- Would not share Broughton Street, other than Marshall House. McDonalds and Subway: How many of these stores employ local residents?
- Southside and Pooler area. Nothing unique and you feel like you could be anywhere in the U.S.
- Any entrance to downtown from West Savannah. Old Louisville Road, 37th St exit from I-16, Highway 17 and 21. Gives visitors and tourists a bad first glimpse and impression of Savannah.
- The blighted houses.
- Broughton Street: Sold off to tourists who like shopping at stores like H&M. Homogeneous. Bland.
- More and more often its becoming overpriced generic shopping. Specifically, the H&M is a huge white block that obviously doesn't match the existing fabric. Now with having to pay to park there, it's better to visit and eat at local places south of Forsyth and leave Broughton to the tourists. Savannah is currently splitting into the tourist district and the local district. Visitors must decide if they want to experience the architecture of Savannah (tourist) or the culture of Savannah (Local) because hotels, generic retail, and parking are driving them apart.
- Increasing rents and the gentrification and colonization leading to the displacement of long-time residents, particularly along racial and class lines.

- Abercorn south of DeRenne: Could be anywhere USA
- Yamacraw Village as it is now.
- Not enough trees and green spaces. Broughton Street needs green / trees.
- The feature I want less of is crime and the homeless as well as old (in need of demolition) homes that no one wants to buy or restore.
- No sidewalks. No mass transit. How can families / people without cars get around / get to jobs?
- Nothing in Savannah changes except the tide. Come into the future, folks!
- Broughton Street. Price Street. No trees.
- Federal buildings.
- I-16 flyover: It killed the vibrancy of a community and economic corridor.
- The physical place I am not interested in sharing is River Street. I understand we need tourism but one River Street is enough.
- Nearby waterways and all the litter.
- I-16 flyover. Very unattractive and unnecessary
- Abercorn Street and the card dealerships and malls. Why did we not learn the urban planning lesson from our first 200 years.
- Slow Ride
- River Street. Tacky. No streetscape. Hard to walk. Cold in winter. Junk shops. No focal point or destination at end.
- River Street
- Dilapidated and blighted property. Disinvestment. Need to turn issue into an opportunity.
- Blighted or distressed properties. Neighborhood pockets of distressed properties.
- Broughton Street has become a small, variety-type retail community that appeals to tourism. What drives the thinking of people in Savannah about the residents taking ownership of the place or lack thereof.
- Housing projects on MLK: Dangerous.

2003 was 15 years ago. Name a physical change to the city within the past 15 years that has altered how you experience the city.

- I'm not from here, but the repaving of Lincoln Street made biking more enjoyable
- Bike lanes, Broughton Street Improvements, Tompkins Community Center
- So many hotels (sad face), Truman Parkway Completed (Happy Face), Price Street Bike Lane (Happy Face)
- Free bus service downtown, expansion of metered parking hours/rates, Herty Pines Dog Park
- Street life has greatly improved, Starland, more outdoor cafes
- Broughton Street before my retirement, the only place I had to window shop was CVS. The Gap, etc. were unappealing
- Restaurants and too tall buildings
- Only been here since 1/2011, but: bike lanes, neighborhood (local) restaurants and shopping
- Free trolley and parking app are great. Too many big box hotels
- Foodies! Forsyth band shell and Fort renovation. Get replacement restaurant
- Ellis Square, bike lanes, rooftop bars / eateries, cafes / restaurants, especially outside downtown.
- Broughton chain stores, Ellis Square, No more free parking for work commute
- Too many hotels, every vacant lot built on, too many tourists, too crowded

- Too many hotels eating up low scale / residential feel = anyplace USA
- Broughton Street
- DOT Shuttle expanding to Victory Drive
- Broughton Street development
- SCAD Museum of Art is fantastic. Downtown grocery store is great. Broughton Street transformed but not finished. Neighborhood restaurants and cafes
- More rooftop bars are nice
- Too many hotels and no parking space (Need better / a mass transit system. Why is free transit only for tourists?)
- Port expansion deteriorated downtown experience
- Ben Carter selling off Broughton Street
- Broughton Street: More access to business in walking distance, better lit areas to walk at night, more local business and restaurants.
- East 34 Greenhouse
- Bike lanes
- Bike lanes on Price Street
- Development of Broughton St.
- Business and locals went back downtown
- The hotel on Drayton Street (sad face)
- Forsyth Improvement and farmers market
- More sidewalk cafes are nice
- All new hotels, none of which say “Savannah” are very bad.
- City has reached its limit for hotel rooms
- Price Street bike lane improved experience
- Too many hotels and too much large-scale development causes too much pressure at street level.
- Too much large-scale development
- Truman Parkway, President Street flooding stopped? We shall see. Reynolds Street still floods
- Too many variances allowed. Follow the ordinances, Chadbourne guidelines
- No more hotels. None.
- Gentrification and displacement
- Luxury development and tourism-centered economy that provides low-wage jobs
- Revitalization of a portion of Bay Street
- More people working and living in center city. More places to eat and enjoy. Bike lanes. More buildings that have public space.
- Redevelopment, retails, and restaurant opportunity
- Too many hotels
- Restaurants. Restoration of Ellis Square
- Free DOT trolley is a big plus.
- Commercial and industrial developments have not considered archeology before they are building. This needs to change. Hundreds of archeology sites may have been lost due to this negligence.

- There are more destinations to walk to with interesting cultural, attractions and restaurants.
- Outdoor cafes and sidewalks
- Restoration of historic buildings
- When bus stops were taken off Broughton Street, regular, every day, average men and women were relegated to the perimeters of downtown and made to feel they have no stake City's development. Events like these are not published in their communities. Therefore, their presence is nonexistent.
- Renovations done by SCAD in a good way
- Hotels. Luxury development that locals can't afford
- Midtown development, tourism oversaturation
- More local restaurants (positive). More hotels (negative). Dog parks, playgrounds, bike lanes
- Really dislike the hotel expansion
- More bike lanes and cafes

Think ahead 15 years... What would change your “Not My Savannah” into something you'd be proud to show.

- Not having trains blasting horns at 5 a.m. in residential neighborhoods, and elimination of long traffic delays for trains.
- Better transit and clean up Montgomery Street
- Renovated housing, clean, healthy neighborhoods
- Demolish Civic Center and use for better community space. Sears Building: Still a big hole
- More history displays discussing the city's historical events discovered by historical research, past, present and hopefully future archeological projects
- Treat the rest of Savannah like downtown
- Safe and more accessible bike and car traffic routes
- Treat the rest of Savannah like they treat Downtown. Money, resources, empathy must be more equitable and transparent. Encourage company growth allowing for manager roles not in service industry.
- In 15 years it would be great if people thought of downtown first as an excellent place to live and second as an excellent place to visit.
- Fewer STVRs. Demolish federal building
- Develop the rest / outskirts of Savannah, making it as important and safe as the downtown
- Centralized low-income housing, public bathrooms in midtown and besides Ellis Square and Café at Forsyth Park. Public art legal.
- Fewer tour buses
- Trees along all streets
- Make public art all over Savannah
- Rectify how I-16 traffic enters downtown
- Figure out a way to balance the homeless problem
- Redesigning the homeless camps, shifting the place for the camp, make it into an outdoor botanical garden
- Streetscape plans and designated small biz zones
- Policy for local business corridors (Amongst large developments)
- I-16 flyover-Frogtown area. How to make it better and create a space friendly for all races and ages like a library conserving the look of the original station.

- Make downtown Savannah a place where people want to live and not completely founded on tourism. Find a healthy balance.
- Neighborhood improvements and blight reduction
- Make the measured and intentional development of the west side a priority. Find a way to encourage businesses to hire from the areas / make sure people from the west side still have a home and are not pushed out by big development and gentrification. Create inclusive / vibrant / diverse community.
- More attention / money to east / west expansions of River Street? But I feel like residents of midtown need more mixed-use options. Bring some uniqueness beyond downtown/SCAD areas.
- Incorporating old and new. Not living in the past.
- Montgomery Street: Focus on encouraging home ownership and renovation in this area. Work to make it feel connected to neighboring areas. Eliminate the one-way portion, remove the flyover, remove the fugly courthouse and civic center, restore Liberty and Elbert Squares, build homes not hotels.
- Improvements: Public transit, public policy to improve public input, provide resident access to downtown.
- All downtown streets, lanes, and squares restored
- MLK/Montgomery: Needs more vibrant commerce. Streets need more trees, etc.
- More trees. Better zoning. Enact/enforcement of zoning that preserves history and beauty. No new mega hotels. No vacation rentals.
- Frogtown: Create area in which to promote local creative businesses – SCAD, Armstrong, etc.
- How to change the worst: Attractions for residents. Movie house. Heritage Village, Jazz club, restaurants on Waters, More trees.
- I-16 MLK boulevard: Grocery store. No Flyover. Slower traffic. Tree canopy. Reintroduce grid. Residences. Mix of style for family and apartments. Mixed use buildings. Tie in canal district.
- Site: Hyatt on River Street. In 15 years: Demolish for mixed use, infill, continue downtown facade, proper height and mass.
- Walkable Districts. Housing that's affordable for young professionals. Crime (free / less) areas. Apply Oglethorpe plan south of historic district.
- Safe bike lanes and more green spaces. Encouragement of biking and walking as part of Savannah's culture.
- Improved streetscaping and bikeways. Perhaps housing choices at all levels of affordability near transit.
- More public art, green space, bike paths. Focus on natural resources.
- Repair the sidewalks with some uniformity. Very unsafe now.
- More shade trees in tree lawns.
- Better police work and more projects
- Safe, protected, connected, bike network and trails. Regular streets and sharrows don't cut it any more. Rethink tourism concept from party town to demonstrate the beauty of our city.
- Less litter.
- Garbage pick-up in squares of historic Downtown more often for special events, provide additional collection cans.
- Emphasis on resident housing and transportation to sever them not tourists.
- More archeology! (Any at all, actually). Stop letting developers destroy our history.
- Embrace the local people and culture. We are so focused on saving the architecture of the city we are sacrificing the people/culture of the city. Mom and pop shops should not be driven out by high rent. Embrace that Savannah is larger than the historic district. We are losing our quirky quality that sets us apart. We are creating a generic, white-washed version of Savannah that even lady Chablis wouldn't be welcomed in. The aspects that make us unique are fading. The hardest question right now is "What is the difference between Savannah and Charleston, because each day we lose what makes us different. We seem more worried about who has better shopping."

- We need to control tourism or it will kill the Savannah we love. Slow rides, STVRS, tour times and volumes. Danger! Danger!
- Mixed income, multi-family housing. Multi-modal access and mobility.
- Tourist business tail wagging the dog
- Gain back the Oglethorpe plan/grid wherever possible. Remove flyover. Change flyover to Christian Sottile's grid plan.
- Better control of blighted properties. Vacant properties used, if even temporarily, as repurposed art and culture offerings. No more long-term empty storefronts.
- Replace current federal building with historically appropriate architecture.
- Restore MLK and Montgomery to economic vibrancy.
- Reduction of blight.
- River Street could be a great place. Needs a facelift. Stop traffic. Parks and recreation need more work. Lake Mayer.
- No litter. Fishable / swimmable waterways and canals.
- Spread tourism out. Create new opportunities elsewhere.
- Savannah needs more density, especially along commercial corridors outside downtown and on Liberty and Oglethorpe Avenues downtown.
- Salvage as many historical hotels as possible, while keeping the city as calm and serene as it's always been.
- Blighted buildings reclaimed. More trees on Abercorn south of DeRenne
- Farmers market, specialty food, stores along Bull Street from 37th to Victory.
- In 15 years we are telling the stories and documenting the history of neighborhoods that might now be considered blighted and therefore targeted for redevelopment. How do we preserve them? We must stop ignoring the history of poor black neighborhoods.
- Strong focus on preservation while finding economic (mixed economic) opportunities for all neighborhoods. Making sure not to prioritize gentrification.
- Local investment. Increased sidewalks. More residents. More infill development. Fewer cars.
- Decent low-income housing. Not "projects." Sidewalks. Light rail / really useful bus transportation system. School system that serves and protects kids.
- Stop putting so many goddamn hotels up.
- Remove current I-16 entry to Montgomery and foster retail/residential.
- If mixed use could somehow be introduced, maybe as older underused strip areas are removed.
- Digital, electronic cafes that are both global and local in their resources and capacity – strategically and geographically a recognition of the multilingual and national origin presence of tourists and residents across age and gender.
- Small and midsize shopping, restaurants, and boutiques. A city needs commerce and a good city finds a way to develop that within a residential neighborhood.
- Lake Mayer development needs a facelift
- Places where homeless are living with dignity. Not on the streets.
- Moving low income areas or socially / economically mobilizing lower income residents both through jobs and or/education opportunities. Change the physical location of crime.
- Trees on all streets. Expose brick streets. Remove I-16 flyover
- Downtown multilane one-ways are removed.
- Design for people not cars. Better safer bike access. More curb cuts for accessibility / ADA. Food trucks. Benches.

- Sidewalks in better condition – I have helped visitors up from a fall on the sidewalks (and they weren't drinking). Enforce parking and property ordinances.
- Return Victory Drive to its former beauty with median filled with azaleas. Clean up trash in median and adopt good maintenance plan.
- Better infrastructure (streets, sidewalks, etc.) Get serious about trash. Filthy streets invite crime. How dirty and filthy it is! People don't care about trash. I've been to uglier cities that are much cleaner.
- More trees, sidewalks, bikeways on the Southside
- Turn 37th into one lane, one lane of parking, and a bike lane. Having 1.5 lanes causes real traffic issues and many close calls for accidents
- Its history needs to be preserved. More archeology needs to be done and ground breaking projects occur. We are losing our city's past every day.
- Remove old news racks
- No meters at Forsyth Park
- Repair streets. Protected bike lanes on Lincoln, Wheaton, Habersham, Whitfield. Bike lanes on Whitaker and Drayton.
- Continuing Oglethorpe Plan
- Improved tree lawns and medians on Abercorn south of DeRenne
- Do something about the litter

List three simple, small improvements you'd like to see happen in the next five years.

- Whitaker/Drayton 1 lane with bike lane and parking
- Plant more trees
- Reintroduce grid and missing squares
- Laneway housing in Ardsley Park
- Community gardens
- Farmers' markets
- Food plantings in public spaces
- Whitaker/Drayton bike lanes
- Make Henry and Anderson 2-way streets with biking paths and parking management
- Slowing down traffic
- East Broad and Montgomery to slow traffic
- Improve Broad like sidewalks and greenspace parking
- Turn Drayton and Whitaker into 1 lane with parking
- Zoning enforcement of height and mass
- Policies that decrease homelessness
- Bus stop maps at every bus stop
- More bus stops

- More dog runs
- Expand enforcements for rentals
- Lincoln Street two way
- Enforce what's there
- Price model implemented on Drayton and Lincoln
- Less blind devotion to tourism/development. More concern for locals & making SAV a place to live
- Restrict commercial development that conflicts with historic image.
- Restore lost squares
- Reforestation
- Restore historic bricks to Broughton/Whitaker/Drayton to reduce speed
- Reforestation efforts
- Bicycle lanes/public transportation. Street cars?
- Safer pedestrian conditions on Whitaker and Drayton streets
- Better bike transportation (more + better safety)
- Safer pedestrian conditions on Bay Street
- More streetscapes and landscaping (with irrigation to support it)
- Billboards on Drayton near Henry and Anderson GONE!
- Completion of missing sidewalks
- Bike lanes on many streets (not just downtown) by narrowing or removing lanes. MPO listed some candidates in 2016
- More sidewalk cafes (with plenty of 2-tops, not huge tables)
- Sidewalks: Tons of areas they just stop and they are not kept up well
- Roads: Potholes everywhere
- Make a difference like graffiti remediation
- More green space...like a second Forsyth Park
- All tree lawns planted with trees
- Sidewalk installation and repair
- Improved streetscapes
- Public art

- Bridge to divert truck traffic from downtown
 - Ambassadors
 - Shopping village with grocery
-
- More street trees
 - More pervious pavement/green infrastructure
 - Better connectivity with greenspace
 - Height restrictions downtown
-
- Gig city: Need fiber
-
- One-way streets restored to two way
-
- Sidewalks on Abercorn Street from Victory Drive to DeRenne
 - Bike paths
 - Walkable city
-
- More affordable housing in the Black community.
 - We need equal representation that downtown receives
 - Our kids need family parks, recreation centers, and our black males need to work on renovations of housing
-
- More trashcans outside of historic district to reduce litter.
-
- Safer traffic on Drayton, Whitaker, Henry Anderson and Victory
 - Dedicated bike paths
 - Green trails
-
- Better sidewalks in midtown and throughout
 - Improved biking infrastructure
 - Slow traffic on Whitaker and Drayton
-
- Whitaker and Drayton slowed down, changed to 1 lane
 - Well maintained and well used green space
 - Parks in all parts of city, not just tourist areas
 - Infrastructure for bikes/bike lanes
-
- No more hotels downtown
 - Tighten and enforce sign laws

- Build Christian Sottile's grid in place of fly-over
- A welcome improvement would be pedestrian safety
- Level sidewalks
- Well-marked crosswalks
- Consistent surfaces
- Better lighting on Habersham. I've been hit two times on my scooter
- Wells Park rehabilitation
- Dog park
- Keep and extend grid street pattern
- Small blocks with trees and sidewalks and planted media
- Repair brick sidewalks. They are treacherous
- Trees
- Bike lanes
- Asphalt removal
- Road diet on Henry/Anderson (At least east of Price Street) as signals are farther apart there
- Planning of archeological surveys during development
- Display the findings in permanent public displays in locations where the artifacts are found
- Working archeological awareness to tourism
- Make Drayton/Whitaker, Henry/Anderson safer and slower plus add a bike lane
- Reduce truck size and delivery times
- Remove dumpsters from lanes and have daily sanitation
- Help for the homeless. Places to go downtown for food/shelter
- Disguise ugly parking garages
- School for service industry employees
- Flyover removal
- Project DeRenne. Beautification of midtown. Downtown/tourist seems to get enough attention/money

- Make abundant, visible, and powerful the stories and representation of the structural-hardscape, materials, and historical contributions throughout the city by native people, African-Americans, Latinos.
- Truman Linear Park Trail
- 2-way traffic on Whitaker/Drayton
- Change zoning to allow more diverse residential and commercial options
- Expose historic street pavement such as bricks on Whitaker to help with traffic calming and drainage
- More protected bike lanes. Start with Price Street
- Happy to see east downtown expansion done
- Unwanted cats and dogs and other animals. Set up drop off locations every so many blocks. No questions asked. No fear of penalties for “abandonment.”
- Rail corridor greenway: Walking trails with trash bins along railroad line
- Safe bike lanes to south shopping and Thunderbolt
- More small biz south of Liberty, north of Gaston
- Fewer hotels but keep STVR
- Vibrant Victorian East
- Do not put parking meters in Forsyth Park as the article in the paper said, it is a jewel. The park needs to be a place everyone can go to freely if you walk or drive there. Let it alone. The free parking spaces will allow more people to continue to enjoy the park.
- More bike lanes
- Public bathrooms in midtown past Forsyth Park, closer to the east side or west side available 24 hours
- Better sidewalks in midtown specifically for wheelchairs
- Forget the arena district
- New Mercer performing arts center at/near original theater
- Better bicycle infrastructure: Repave cracked roads, add bike lanes, expand CAT bike share to all neighborhoods north of DeRenne, redesign Drayton, Whittaker, Anderson and Henry streets to calm traffic and accommodate bikes and parking
- 37th Street: reduce to one lane each way and add bike lanes and make parking easier
- Small business incubator on Broughton Street that would allow growing businesses to take advantage of tourist trade
- A plan to rehab raggedy homes that doesn't cause displacement
- Afterschool program for poor kids whose parents work 2-3 jobs

- Drayton/Whitaker: 1 lane, bike path
 - Taller Development
 - No more surface parking
-
- Fix sidewalks
 - Clean up litter
 - Install more bike lanes
-
- Shade tree planting
 - Traffic calming
 - Strict design for new construction
-
- Official mass transit stops with purpose integrated w/public art
 - Year-round indoor/outdoor art market space
 - Better sidewalks
-
- Sidewalk repair: bricks and concrete
 - More protected bike lanes
 - No more hotels
-
- Sidewalks
 - Focus on public park upkeep: do a great job now
 - Opportunities to support preservation of deteriorating homes. (Curb appeal?)
-
- Shopping villages grocery
 - Better traffic controls to slow down or a way to drive traffic away from the historic district altogether
-
- More sidewalk connectivity
 - More sidewalk dining tables
 - More greenspace
 - Pedestrian malls and corridors (even if only on weekends)
-
- Whitaker/Drayton becoming one lane with parking and bike lane
-
- More trees and greenspace on River Street and Broughton Street
 - Lake Mayer needs updated lights

- Better streets (fix them)
 - Better sidewalks (fix them)
 - Clean it up (This is the most simple. Just takes effort by all)
-
- 24-mile dedicated bike loop. Connect to the 3,000-mile East Coast Greenway (Only 10 miles away)
 - Reactivate the dead zones (MLK-South, Fed District, East Broad, Telfair Museum)
 - Clean up/Class up River Street
-
- Bike path to connect perimeter of the city
 - Bike path on Drayton and Whitaker. We need more exercise
 - New children's museum building
-
- Ciclovía: Shut down Bull/Broughton
-
- We need sidewalks in many neighborhoods
-
- More crosswalk blinkers on Whitaker/Drayton to slow traffic
 - Stoplight at Gaston and Abercorn
-
- Stop hotels
 - Remove traffic
 - Encourage walking
-
- No more hotels
-
- Waters Avenue restoration
 - Greenspace
 - Bike lanes
-
- Litter bins more frequent on Bull Street
-
- Safety bike lanes
 - No homelessness
-
- Neighborhood covenants for derelict properties
 - More green space
 - Make sidewalk space throughout downtown/midtown

- Better transit
 - Fewer hotels
 - More residents downtown
-
- More bike lanes
 - Supported small businesses (not bureaucratic nightmares)
-
- Fix pot holes and other small damage to the roads
-
- Buses run later
 - Traffic lights Bull at Oglethorpe and Liberty...dangerous now
 - More public restrooms
-
- Eastside Legacy Project Atlantic Avenue Corridor
-
- Replace asphalt with permeable for tree health downtown (e.g. York Street). Slows traffic also
-
- Allow us to build more accessory dwelling units. Helps with affordable housing
-
- Lincoln Street closed to vehicular traffic
 - Another major greenspace/park like Forsyth and Daffin
 - Ordinance regulating tree removal on private property
-
- I've always wanted a couple more breakfast places around area of Victory/Jefferson/Barnard like in North Charleston
-
- Convert multilane one-ways (Henry, Anderson, Whitaker, Drayton, Broad)
-
- Make Drayton and Whitaker one lane w/parking
 - Take trucks off Bay Street
 - Your choice

Your Neighborhood - What should stay the same? What should change? Be specific as possible.

- Forsyth Ward: Parking permits for residents. Bus routes could change. More bike lanes. Strict control on rental properties. Keep hotels on edge: MLK, Montgomery, Jefferson. More neighborhood amenities (restaurants and shopping).
- Limit number of trolleys and buses with medallion system like Charleston.
- Preserve options for full-time renters and owners (not too much vacation rental).

- Twickenham. Stay the same: Affordable, weirdness, hominess. General infrastructure: sidewalks, traffic calming, and help with Pennsylvania Ave.
- Let's grow and change, but preserve the history, too. We need to grow and it will be impossible to please everyone – but growth needs to occur.
- Downtown: Add bike lanes. Complete Truman Linear Trail. Eliminate semi-trucks from here. Turn most downtown intersections into 4-way stops.
- Thomas Square: Stay affordable and residential. No VRBO and Air bnb. More affordable restaurants and local shops.
- Parks and recreation needs attention. Lake Mayer tennis courts need lots of work and new lighting. Please!
- Ability to feel like you can meet needs within a few blocks.
- Victorian. More multifamily. Less townhomes. More restaurants. More bars. Less STVRs. More DOT stops. More crosswalks.
- 39th and Broad (Midtown Neighborhood one edge of Thomas Square. Multifamily homes. Pockets of businesses on Habersham. No tourists. No trolleys. Bike lane on Broad. Better Internet. Add public bathrooms near Baldwin Park or Library area.
- Affordable housing. Community benefits agreement to ensure that residents benefit from development with living wages, jobs, and neighborhoods that respect their history.
- Thomas Square: Encourage homeownership. Love what is happening on Bull from Forsyth Park to Victory. Develop the railroad walking trail with trashcans along the way.
- Parkside: Trees, historic streets, architecture, and house size and shape. We need to have historic review board type protections. More street level retail and restaurants.
- Ardsley. Stay the same: Architecture and history. Change: Speeding on 52nd St. Zoning ordinance.
- Lee Ward Victorian District: Keep renovating rundown houses. Allow food trucks to occupy vacant land.
- Olin Heights/Gould Estates: Stay the same: Residential atmosphere with close shopping. Need better walking access (sidewalk improvements, crosswalks to safely cross Abercorn. Sidewalks on Abercorn.
- East Savannah. I would improve and reduce criminality with rail corridor greenway.
- More small biz support!
- Victory: Needs safe pedestrian and bicycle crossing. Masterplan for Victory Corridor. Traffic calming. Architectural standards.
- Good: Parks, trees, public pools, historic housing. Bad: Need more walkability and bikability.
- Kennington Park: I would like more mixed use/destinations besides downtown because it's become so expensive. I used to live downtown and I miss being able to walk to work.
- East Jones near Drayton. Stay: Sense of place. Change: traffic on Drayton, Whitaker, Henry, Anderson.
- East Jones: Close down new vacation rentals.
- Midtown. Keep: residential heavy (homes, not apartments). Need traffic calming between 37th and Victory on Paulsen.
- Metropolitan/Thomas Square. Limit Air BnB. Affordable housing, please! Income based. Mixed use.
- Downtown/Gaston Street. 1. One-way traffic on Drayton and Whitaker. 2. Keep Forsyth. 3. No more hotels. 4. Denser residential.
- The noise pollution – esp. vehicles is terrible and needs to be reduced. There needs to be a large complex of artists' studios with modest rents to keep the talent in Savannah (wouldn't the old Sears Building be great or even this building?)
- How about a modest fee on every cargo container that's unloaded (or loaded) in the port to be dedicated to agreed-upon projects.
- More green space.
- More residences, less short-term rentals.

- Safer crossing MLK. Safer/easier crossing Montgomery. Eliminate I-16 exit ramp.
- Thomas Square. Keep: Artsy vibe. Change: Parking issues and trash.
- Historic District. Keep: Character / restaurants / businesses. Change: Congestion / tour trolleys. Need more incentives for small biz. Need more bike lanes.
- Historic District: Keep supporting small biz. More biz south of Liberty. Forsyth is great and clean. Need a way to be able to bike to south and Thunderbolt.
- I like the idea of more development especially offices and restaurants that are actually walkable.
- No more hotels. No more large-scale development. Strive to keep Historic Designation from National Park Service.
- Starland. Keep existing trees, adequate parking. Change: Need retailers and restaurants to replace establishments that attract a less sophisticated crowd.
- Eastside. Henry and Anderson should be converted to one-way back to normal.
- Downtown. Parks and recreation. More attention to detail!
- Thomas Square: Affordable housing and business locations
- Change Drayton Street traffic. Too fast and loud. Noise goes longer into the night than it used to it seems. I plan to move.
- Too many Trolleys.
- Thomas Square. Keep the vibe of the neighborhood. The building integrity and charm. Clean it up. Fix the streets and sidewalks.
- Tree lawn improvements. Historic feel. Balance neighbors not tourists.
- Ardsley Park Chatham Crescent: Stop ruining trees for power lines. Go underground. Better internet. Need to slow traffic on Abercorn.
- Ardsley Park: Keep all residential and hire design review.
- Brentwood area between Skidaway Road and LaRoche Avenue. Change crosswalk for pedestrians to go to Forest Acres (A park with playground and tennis courts).
- Crawford Square/Ward: Great neighbors. Great location. But: Unsafe. Cannot walk through square north-south due to basketball court. People have to walk in the street. Not to mention the clientele who use the court).
- Liberty Street and Bull – work there. All of Savannah should do everything in their power to preserve their history especially through archeology. Any development should have an archeology survey done before breaking ground.
- Thomas Square. Stay affordable and residential. Needs more affordable restaurants.
- Winter Garden. Quiet (my section, at least). No Air BnB. Private homes. Trees. Sidewalks are needed as well as better bus service.
- Bingville. 2. Shrug. 3. Continue Starland south of Victory. Reduce traffic speeds on Bull. Make it safe for people to walk and bike. Connect Washington Avenue bike lane to actual infrastructure and make safe for people on bikes to cross Bull Street (3-way light). Add retail and light commercial that the neighborhood needs. Add pedestrian bump outs and raised crossings.
- Parkside. Like bungalow architecture. Remove sweetgum trees and replace with appropriate trees.
- Don't like horses on street. Smaller eco-friendly buses. Slow down traffic on Barnard and Whitaker.
- Eisenhower and Hodgson memorial. Need more greenspace and make it easier to bike to places.
- Fewer tour buses.
- Lafayette Ward. Like park, squares, cobblestones, residential. Get rid of Slowrides, slow down traffic on Drayton / Whitaker, create more places for kids to play safely.
- Keep trees, tree lawns, medians, squares

- Crawford: No parking on square to replicate Washington and Green squares. Add trash containers. Improve Price Street bike lane. Make protected bike lane.
- Cuyler-Brownville. Historically black neighborhood. Restore heritage. Please do not totally commit gentrification.
- For the eastside community (Daffin Heights, Nottingham, Laroche Ave, Parkwood, and Fernwood, etc. There are no major markets such as Publix. No cultural or recreational centers, no affordable apartments (townhouses, etc.) The community wants to corner stores to be eliminated. They ruin the community and have no community participation.
- Thomas Square: Smaller buses, Fewer slum-lords. Do something about the obscene litter. Make it a people-friendly space/neighborhood.
- Crossing Whitaker and Drayton as a pedestrian is dangerous. Reduction to one lane and enforced speed limit needed.
- Baldwin Park. Improve Victory Drive.
- Wheaton Street bike facilities needed for safe connection to downtown.
- Ardsley Park: Keep architecture, history, Washington Ave. Change 52nd St. (Everything about it). Zoning ordinance in R-6. B&B or homestay. Why has no one mentioned those. A perfect compromise.
- Midtown. Keep: Quiet, residential yet well-connected character. Change: There is no room for small-scale commercial development. Some sort of public assembly / performance space would be nice.
- Thomas Square: Keep organic small biz development (i.e. keep residential quality intact). Change: Whitaker Street. No more Whitaker Freeway!

Historic District Height Map Comments

- Oglethorpe and Liberty can sustain six or even seven stories west of Abercorn
- Do not permit any more exceptions. Keep current heights the same or lower it.
- West of MLK: Why five stories in this area? Should be higher. Stop urban expansion into wildlife areas.
- Some structures make area resemble a dysfunctional amusement park
- Keep height restrictions

West Downtown Expansion, Mid-City, East Downtown Expansion Comments

West Downtown Expansion

- Arena should not be built so far from downtown and in a flood plain
- The Westside Community voted for the arena to be in community as an economic development engine
- West expansion has good potential.

Mid-City

- Preserve access for emergency vehicles and keep streets two-way. Make parking only on one side of the street on W. 38th and W. 39th.
- Limiting growth creates sprawl. Savannah can support much more density, so long as it is well-executed. Allowing more people to live in walkable bikeable, mixed-use neighborhoods is a good thing. For the planet and reinforces the attraction of the neighborhoods by supporting more business, services, and attractions. A sufficient density of people is the foundation on which you can build successful, green communities.

- Set limits to growth and density. Limit sprawl. Where is form based zoning in this? Do we still have 1970s zoning?
- To limit sprawl, you have to increase density. It can be done strategically, such as on larger streets.
- RE: Mid-city development: Make connections between Bull Street and Montgomery Street corridors. Victory Drive from Bull to MLK should be developed to encourage walking and movement both east-west and north-south (across Victory). Currently a traffic nightmare and totally unsafe for pedestrians. Large scale developments should be thoughtfully considered in terms of whether it enhances or interferes with the incremental development supporting local artists, residents, businesses. Consider services that are important to residents. Honor and protect the human history of the Metropolitan neighborhood, as that is being erased in current zeal for placating developers.
- Mid-City can be a thriving, diverse, unique development. Focus should be to support and encourage the interaction of its diverse residents (multicultural, intergenerational, mixed income). In addition to restaurants and bars we need markets, independent retailers, daycare centers, barber shops, pharmacy, green space / community gardens, etc. If zoning is eased to allow for taller buildings, the taller architecture should not overwhelm but complement surrounding historic architecture. Urban permaculture offers examples that could be applied. And for what it's worth, the defunct Sav-a-lot should be a grocery / food store again.
- Play hardball with developers to maintain and build on historic districts.
- Protect the ambience of Thomas Square / Starland with careful consideration of any development proposed that is out of scale.
- Retain basketball courts in Wells Park. Construct restroom facilities. Ensure that expansion does not displace those who live in the areas.
- Existing mid-city zoning allows for 3 story mixed use commercial buildings above 3 stories on Montgomery Corridor for affordable housing. The affordable component should be mandated. Not just housing for well off students.
- Slowdown traffic Whitaker / Drayton. Discourage traffic from Bull. Do not push traffic to Barnard. Bike lanes, link Ardsley-Bull-Southside, Victory Heights for cyclists. Mid-city needs a useable park.
- No tall (3+ floors) in midtown.
- Too much focus on development in mid-city area. Unsustainable. This is an area that needs to be residential. West expansion has good potential.

East Downtown Expansion

- Doesn't seem smart to build out density at low elevation in 2020s Flooding / Sea Level Rise
- Bike route to Tybee
- Don't displace people who live there.
- Much of the land in Blackshear is the home to nearly 1/2 of Savannah's homeless population. This is because most of their resources are on that side of town. Getting people involved like Savannah Baptist Center, OASIS, and the Savannah Homeless Authority earlier is better. Stephanie Carr at Savannah Baptist Center is a great person to work with. Putting preconceived judgement of homeless people aside, many of these people hold jobs, attend local churches, and exist as members of society. They just don't/can't afford to live in traditional housing. If we are looking for solutions we need them for all people in Savannah. Not saying we need to house all the homeless. But some of them have been living on that land longer than some people have lived in Savannah. If we decide to develop their land we should at least give them notice and help them find a new solution. They are important. People are important. Regardless of class, societal opinion, and wealth. Let's not just shift a problem because it's not nice to look at. Let's fix the problem.
- East expansion needs to focus on mimicking historic feel.

I-16 Flyover Removal

- Remove flyover

- Take down I-16 flyover. It's a neighborhood killer
- Awful! Usage does not require it. Just awful to the neighborhood
- Flyover is an eyesore. Faded green and rusty. Reconnect the streets and build a user-friendly park with trash and recycle bins.
- Yes. Reclaim the space and connect to mixed use community spaces.

Trail Network

- Trail along river
- Please don't destroy archeological sites
- Trail in wetland
- Trail along railroad
- Do archeological survey before construction of trails and display findings along trails with interpretive / interactive displays.
- East Coast Greenway! 3,000 miles planned. 10 miles west. Don't miss this opportunity.
- Trail along canal
- Trail through neighborhood
- Trail connection along Washington.

Early Ideas

- Where is the grocery store for this area? Cuyler Brownville and Cann. For someone with no car, that's a long hike to Kroger on Gwinnett and Habersham
- Activate a central commercial core with all hours business so tax revenue and foot traffic both increase, then patrol as needed
- Great idea! Secure title to properties inside this area (C-B) before property values escalate too much. Relocate historic houses. Account for affordable housing.

Chatham Area Transit

- Transit stops are, for the most part, unattractive and unsafe. I think this deters new users/elderly retired who would use transit.
- Contract local artists to make transit stops cool!
- Install bike racks at most/all stops.
- Sell digital media. Install in-bus / in-shuttle monitors and sell ads to raise revenue
- Why, why, why can we not have seating and a shade canopy at every bus stop? Many riders are elderly.
- Bus stops should be passenger friendly and not only a sign in someone's yard. Create self-contained, lighted stops integrated with public art and it would be perceived as a second thought.
- Take all buses off Abercorn is: trolleys, horses, cars parked on squares block traffic.
- Save the 11 Candler bus. Needed for employees and people to visit patients.
- Some bus stops need shelters to shield passengers from the rain and sun, and a trash receptacle.

Market Analysis

- Retail for residents, not tourists
- Encourage neighborhood retail like Habersham Village. People can walk to shop/interact. Additional comments: Yes! For the Eastside Please!
- Food deserts galore! Grocery stores needed. Everybody cannot afford to patronize specialty food stores or restaurants.

Existing Transit/Transportation

- Continue DOT to Victory Drive
- Needed later hours of operation for workers and diners who park south of Forsyth Park
- Continue to Victory
- Whitaker and Drayton streets: One lane traffic. One lane for bikes
- Considering that workers commute from Southside (south of Victory Drive and DeRenne Ave) to get into the city who will determine what lane will be for bikes and what lane will be for traffic?
- Plan future routes shuttles to canal district so it doesn't suck life from downtown.

Additional Comments

- Need schematic for south end of MLK/Mills B. Lane area. The “anchor” to River Street “head sail.”
- More eco-friendly design and resources ie: recycle bins around town
- Efforts to slow traffic on Whitaker, Drayton, Price
- Whatever you decide to do, please ensure that you're not pushing low income families making them move from their houses. No gentrification!
- I agree! We need to follow the example of Los Angeles – San Francisco and NYC and attract more homeless. Building 100 tiny houses is a great start.
- Idea for parking for midtown multi-use project proposed (38th St & Bull, MLK 33-35th). Distant parking areas and free shuttles to midtown areas and venues.
- No speed humps. They delay EMS and lower property values.
- Against removal of MLK Flyover: Instead, reuse it. Create a Savannah park in the sky. Smaller version of NYC high line. Please speak with Ramsey Khalid at Southern Pine. See our FB: Supporters of creating a Savannah HighLine vs. removal of flyover.
- Create four new squares on Randolph Street, beginning and president and going down to Liberty. Also restore lost squares on Montgomery and create new ones on the west side when Yamacraw goes away. Also have regard for the locals, who pay the taxes. We don't exist just to service SCAD students and tourists.
- Encourage greater transit usage by improving safety and attractiveness of bus stops.
- Whitaker and Drayton should not be speedways.
- Restrooms: We need more public restrooms. We have so many tourists and very few public restrooms. And water fountains.
- Bus stops: Please cover the bus stops for those who use public transit. And add garbage cans.
- Shuttles: If you have shuttles, take into consideration those people in the service industry who work late. Or have a special lot for them closer to downtown.

- Take down the overpass. We have been talking about this for 25 years. It is time to take it down!
- Educate bikers: So many violators. Driving wrong way. Not stopping for lights. Cutting corners. Ride through squares. Riding on sidewalks. Please do not overkill the bike lane markings. I don't want to kill someone. Thanks!
- There was a discussion on trail/trolley lines connecting a north (Drayton) and South (Whitaker) could connect downtown and midtown. Additionally, east-west routes plus canal district connector would add character.
- Make Broughton St (Jefferson to Lincoln?) pedestrian like big shopping areas of Europe. Encourage street cafes that are large enough to be useful in that zone.
- What thoughts have been put into the sewage upgrades and storm water renewal.
- I would have loved to see the plans separated more maybe with color. It's a bit confusing when voting ie: The second plan isn't in the #2 envelope.
- We need bike boulevards.
- Drayton and Whitaker should not be urban highways
- No more hotels
- Add wildflowers along areas to leave natural landscape.
- Traffic calming should be easier for residential neighborhoods to achieve. For example: Windsor Road / Windsor Forest. This residential street is a speedway. Many nonresidents use it as a cut-through.
- Value locals over SCAD and tourists. We should be able to enjoy our world class city with less traffic and restricted parking. Pedestrian streets are great ideas...How to integrate tourist and SCAD dollars with quality of life for those who live here.
- Honestly, I avoid downtown historic district because of parking. No more free parking not restrictions on time.
- All ideas are great! Use / plan for them. For historic and safety and beauty, take asphalt off the bricks and blocks on Whitaker and Drayton. No 2-lane one-way streets. Very dangerous. Get rid of so many ugly signs.
- Turn Bull Street from Bay to Gaston into a pedestrian only street like Europe.
- Do not use garish green for bike lanes.
- John Bennett 4 mayor!
- Do not demolish our historic Grayson Stadium. Victory Drive palmed median needs TLC. It is not receiving quality care.
- Not one word on Barnard – a great biking route. Use it instead of Montgomery.
- What do you mean by “Bike Boulevards?” Your definition is not engineering standard. (Thinking of directing city)
- Please do not use green paint on streets. Just international symbol.
- Ban vehicular traffic on River Street except for delivery trucks.
- Value locals over tourists and consider the economic, educational, and emotional literacy of them. Let everyone benefit.
- Improve maintenance of landscaped beyond our downtown historic district. Southside Savannah is in a neglected state. Harry Truman exists look awful. Litter pick-up never done it seems.
- Bus / transit must be on a dependable schedule (if not already). A family-friendly bike corridor is a necessity for a N/S movement in downtown in order to attract additional families to move into town. Atlantic Avenue or rail/trail project would help this. Current system works only for adult cyclists.
- Make Lincoln Street from X to Colonial Park Cemetery pedestrian and bike only.
- Whitaker and Drayton: One lane. Increase parking meters south of Forsyth. Increase density of urban core.
- Identify streets on your graphics.

- Convert Bull Street from Forsyth Park to Liberty: A pedestrian way with expanded areas on sidewalks for restaurants and local merchants. No change to E-W intersection on this street.
- Without regular, good quality maintenance, new projects will look as bad as our current situation. Historic Downtown is not the only area of Savannah that deserves better.
- Fewer buses. Why can't SCAD, CAT, SCPSS, and tour buses combine?
- A lot of east Savannah isn't included? Why? We have lots of potential as downtown hits capacity.
- Sidewalks on Habersham South of 56th Street are in poor condition and not handicapped accessible.
- Add grocery stores to west Savannah.
- Long term: Move industrial zone to west side out from flood plain and traffic challenges.
- Lack of sidewalks on Abercorn stymie transit use. Also unsafe as people try to walk to Habersham Village shopping area.
- Need to connect the Southside with the rest of town.
- Daffin Heights is my area. Not safe for kids. No cultural or social events.