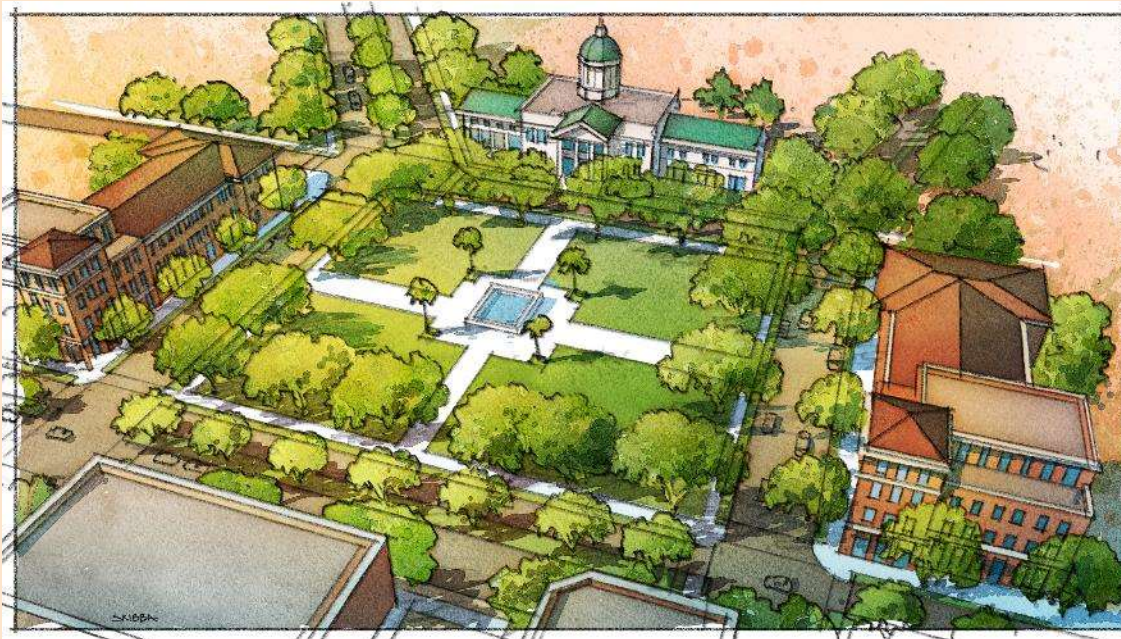


Downtown Savannah 2033



SAVANNAH DEVELOPMENT & RENEWAL AUTHORITY

By 2033, what will our legacy be?



MLK Jr. Blvd., after removal of the flyover

Make no little plans

they have no magic to stir men's blood and probably themselves will not be realized.

Make big plans

aim high in hope and work, remembering that a noble, logical diagram once recorded will never die, but long after we are gone be a living thing, asserting itself with ever-growing insistency.

Daniel Burnahm
American Architect and Urban Planner

Key Priorities

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

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



Key Priorities

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



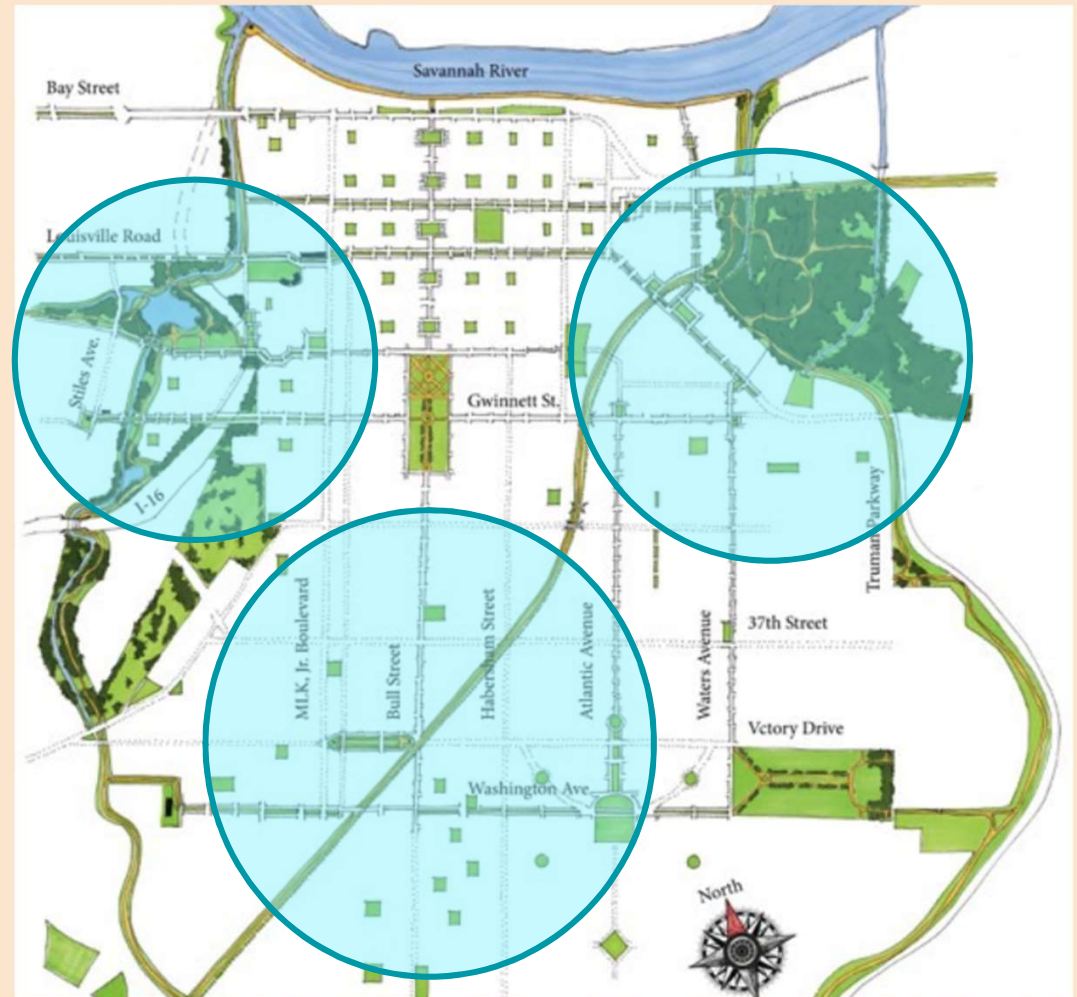
Savannah City Map

FOCUS AREAS

West Downtown Expansion

East Downtown Expansion

Mid-City



West Downtown Expansion



KEY PROJECTS

- Remove the entire Civic Center
- Remove the I-16 Flyover ramp over MLK Jr BLVD
- Reclaim land under I-16 for public space and connect it to Canal District
- Coordinate improvement plans for Kayton/Frazier Homes

East Downtown Expansion



KEY PROJECTS

- Preserve low-lying areas + create new development opportunities
- Eastside Legacy Charrette recommendations
- Add new public spaces along Waters Avenue
- Improve Atlantic Avenue as a “shared street”

Mid-City

KEY PROJECTS

- Victory Park
- Bull Street Improvements
- Crosstown Rail Trail
- Continued redevelopment
- Active Transportation
- Public Space improvements



Bull Street, south of Victory Drive



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

Beyond Downtown...

CHAPTER 4

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



SECTION 2

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

Urban Design Principles

1. The most valuable and **desirable neighborhoods** incorporate **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**.
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 micromanaged**.

Open, Transparent Process

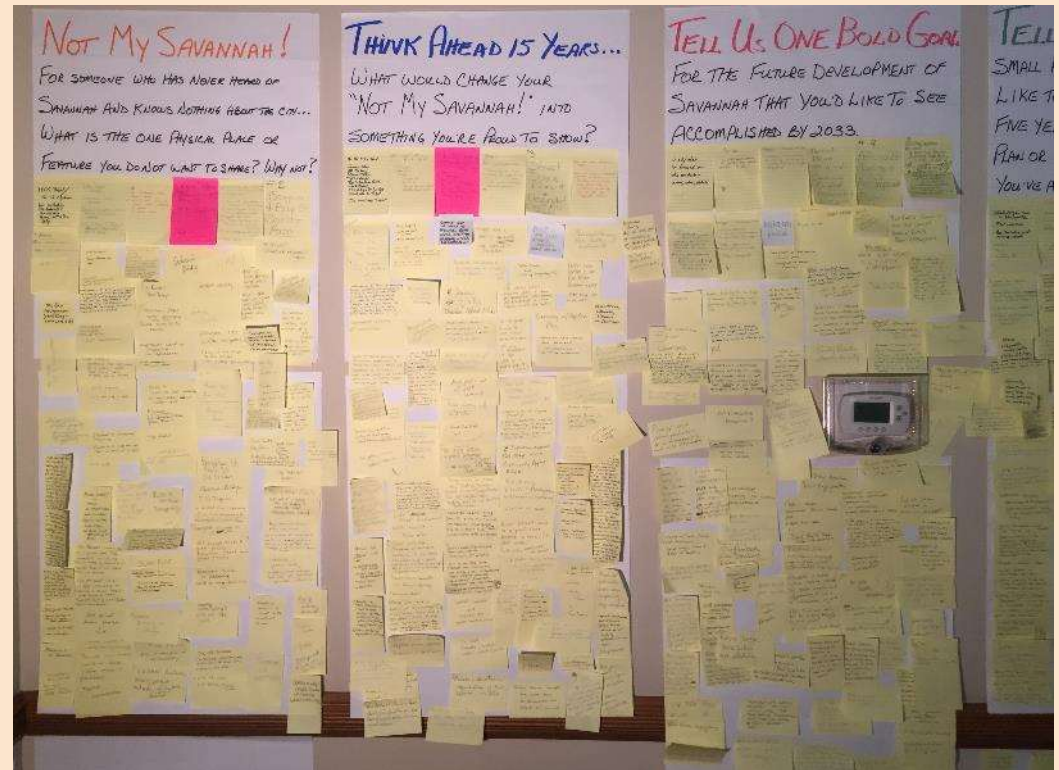
Charrette hosted in Starland District

Open-door invitation

Two formal presentations

Interactive engagement

Additional before and after outreach



The 2033 Plan in Action

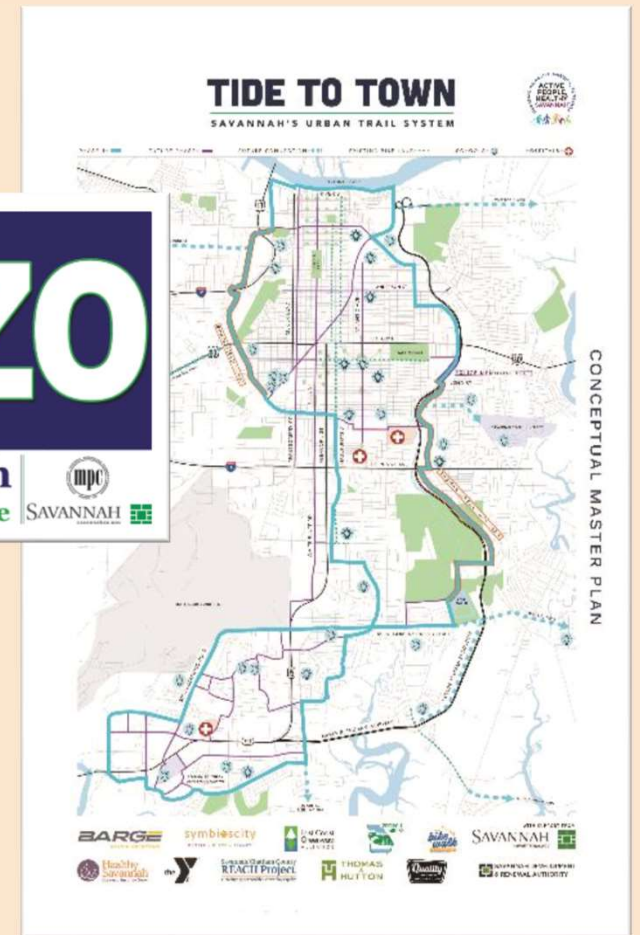
NewZO adopted

Civic center site redevelopment

Tide to Town
- SPLOST and REACH grant

Canal district master plan

Abercorn Street SPLOST funding



SDRA – Our Future

- 1) **Partner** with the City of Savannah as advisors to the Planning and Urban Design division and other city departments as related to the Master Plan.
- 2) **Educate** the community about the importance, relevance, and need for the Master Plan.
- 3) **Advocate** for quality development and civic investment to build upon our rich urban planning legacy.



**DOWNTOWN
SAVANNAH 2033**
SAVANNAH DEVELOPMENT
AND RENEWAL AUTHORITY

Next Steps

- 1) Adoption of the plan
- 2) MOU for board appointments



An aerial view of Victory and Bull, looking west



The same aerial view, showing Victory Park and surrounding development

Next Steps

- 3) Reallocation of existing funds
 - \$50k for SDRA
 - Detailed Master Plan and Development Code for the Civic Center site.
 - Design Standards to implement the City's Complete Streets policy.
 - Quick, high-profile projects: Habersham bike lane enhancement, street tree pilot



Habersham Street, looking north at 42nd Street



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

Questions & Comments

www.sdra.net