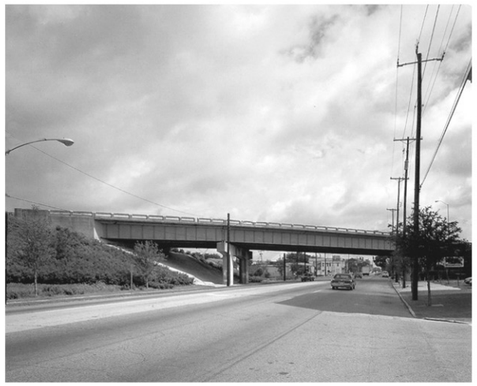
I-16 EXIT RAMP REMOVAL PROJECT

SAVANNAH GEORGIA



July 2012

RECLAIMING OLD WEST BROAD STREET

City of Savannah
Chatham County
Metropolitan Planning Commission
CORE Metropolitan Planning Organization
Savannah Development & Renewal Authority

Wilbur Smith Associates
Sottile & Sottile *Urban Design*
Urban Partners
Gilbert & Lattimore
Grice & Associates
McMillan & Associates

THE CITY OF SAVANNAH
GEORGIA
Resolution

RESOLUTION OF SUPPORT
Reclaiming Old West Broad Street: I-16 Exit Ramp Removal Project

A RESOLUTION IN SUPPORT OF RECLAIMING OLD WEST BROAD STREET: I-16 EXIT RAMP REMOVAL PROJECT.

WHEREAS, the I-16 exit ramps at MLK and Montgomery Street create a physical, social, economic, and psychological barrier to the area; and

WHEREAS, removing the flyover has been recommended in multiple planning documents for the area dating back to 1998; and

WHEREAS, extensive public involvement and participation guided the development of the Civic Master Plan and Economic Strategy; and

WHEREAS, removing the flyover will restore 8.2 acres of developable land to the City, reestablish 350 linear feet of blockface to Montgomery Street, and 650 linear feet of blockface to MLK Jr. Blvd.; and

WHEREAS, a new pedestrian and bicycle-friendly street network and new public square would be created in the area; and

WHEREAS, the economic strategy includes establishing a mixed-use, mixed-income neighborhood on the newly reclaimed land, with more commercial along MLK and around the square and more residential further west; and

WHEREAS, the transportation analysis indicates that traffic flow will continue to function safely and effectively; and

WHEREAS, current cost estimates indicate the project will cost $38 million and multiple funding sources are being pursued simultaneously; and

WHEREAS, the MLK Jr. Blvd. will no longer be the "edge" of downtown but incorporated into the heart of the City; and

WHEREAS, Gwinnett Street and restored Roberts Street will become the gateway entrance into downtown; and

WHEREAS, the Metropolitan Planning Commission, in partnership with the City of Savannah, is ready to move forward into the next phase of the project which will include developing the technical documents (including the Interchange Modification Report and preliminary engineering drawings) required for Georgia Department of Transportation and Federal Highway Administration approval;

NOW, THEREFORE, BE IT RESOLVED, that the Mayor and Aldermen of the City of Savannah declare their full support for the Reclaiming Old West Broad Street: I-16 Exit Ramp Removal project.

Adopted and approved this 26th day of July, 2012.

ATTEST:

Edna B. Jackson, Mayor

Dyanne C. Reese, MMC, Clerk of Council

RESOLUTION OF SUPPORT

On July 26, 2012 Savannah City Council unanimously approved a Resolution of Support for the Reclaiming Old West Broad Street I-16 Ramp Removal Project.

I-16 EXIT RAMP REMOVAL PROJECT
SAVANNAH GEORGIA
City of Savannah
Chatham County
Metropolitan Planning Commission
CORE Metropolitan Planning Organization
Savannah Development & Renewal Authority

CONTENTS

1 EXECUTIVE SUMMARY

Project Overview 1
Project Base Maps 3
Civic Master Plan 6
Street Sections 7

2 HISTORY & EVOLUTION

Historical Mapping 8
Evolutionary Study 12
Neighborhood Development 17

3 URBAN ANALYSIS & CURRENT CONDITIONS

Loss of Neighborhood Vitality 24
Neighborhood Scale 25
Highway Network 26
Primary Street Network 27
Local Street Network 28
West Boundary Street 29
Pedestrian Network 30
Streetcar Planning 31
Streetscape Comparison 32
Existing Street Configurations 35
Transit 37
Stakeholder Groups 38
Historic Resources 39
Community Characteristics 41
Flood Plain Mapping 42
Landuse 43
Infrastructure 44

4 PUBLIC PROCESS & PARTICIPATION

Design Charrette 45
In-Progress Open House 61
Final Open House 67

5 CIVIC MASTERPLAN

Civic Master Plan 70
Street Sections 71
Tricentennial Plan 72
Design Context 73
Design Guidelines 75

6 ECONOMIC ANALYSIS

Introduction 84
Market Opportunities & Constraints 85
Implementation 86

7 TRANSPORTATION ANALYSIS

Background Summary 87
Systems Level Analysis 88
Synchro Analysis 89
Amenities & Recommendations 90

8 IMPLEMENTATION STRATEGY

Cost Estimate 91
Funding Strategy 92
Implementation Strategy 95

9 APPENDICIES

I. Related News Articles & Case Studies 9 pages
II. Economic Strategy 4 pages
III. Cost Estimate 9 pages
IV. Urban Ecology 2 pages

The opinions, findings and conclusions in this publication are those of the author(s) and not necessarily those of the Department of Transportation, State of Georgia, or the Federal Highway Administration. This document was prepared in cooperation with the Department of Transportation, Federal Highway Administration.

Sottile & Sottile, 2012

I-16 EXIT RAMP REMOVAL PROJECT

SAVANNAH GEORGIA

City of Savannah
Chatham County
Metropolitan Planning Commission
CORE Metropolitan Planning Organization
Savannah Development & Renewal Authority

1

EXECUTIVE SUMMARY

The following pages provide an overview of the I-16 Exit Ramp Removal Project.

Project Overview

Project Base Maps

Civic Master Plan

Street Sections

Background

The I-16 exit ramp at Martin Luther King, Jr. Boulevard and Montgomery Street has long been recognized as a physical and psychological barrier to economic development, pedestrian activity and neighborhood revitalization along these corridors. While the area to the north of the flyover has thrived in recent years, the area to the south has not seen the same rate of revitalization.

The purpose of this study is to examine the feasibility of relocating and reconfiguring the entrance and exit ramps at MLK, Jr. Blvd. and Montgomery Street in order to reconnect this area with the urban core of Savannah. This will effectively extend the perceived edge of the city center further west to West Boundary Street and beyond. A number of new blocks will be created which will be pedestrian and bicycle-friendly and provide opportunities for mixed-use housing and retail.

This study builds on previous studies conducted by the SDRA in 1998, 2002, 2004 and 2009; and a 2008 GDOT study. This study is not intended to be definitive, but should be used as the basis for additional study and analysis such as preliminary engineering, and an Interchange Modification Report, which will be necessary before construction can begin on the project.

The project was managed by the Metropolitan Planning Commission with partners including Chatham County, the City of Savannah, SDRA and CORE MPO. The primary consultant for the project was Wilbur Smith Associates (now CDM Smith) and subconsultants included Sottile & Sottile, Urban Partners, Grice and Associates, McMillan and Associates, and Gilbert & Lattimore. Other key participants included Georgia DOT, Federal Highway Administration, business owners, neighborhood groups, stakeholders, and other interested parties.

History and Evolution

Savannah was founded in 1733 by James Oglethorpe with a vision of an egalitarian society. Each colonist was granted a relatively small plot of land within the city, a five acre garden lot in the area surrounding the city, and a 45 acre farm lot just beyond the garden lots. In the early days, no colonist was allowed to accumulate more than 500 acres of land. The area now known as MLK, Jr. Blvd. was originally within the garden lot area of the city.
As the city continued to expand over time, it naturally expanded into the garden lots, as they were no longer necessary for their original agricultural purpose. By 1799, the city limits had expanded to Oglethorpe Avenue and in the early 1900s, the city encompassed the garden lots currently occupied by the I-16 exit ramp at MLK, Jr. Blvd.

The MLK, Jr. Blvd. (formerly West Broad Street) area developed in direct relation to the rise of the rail system. In 1833 the Central of Georgia Railroad Company was formed. In 1901, Union Station on West Broad Street was constructed and served as the transportation hub for the city. It was from this location that people or goods could travel within the city to local destinations, to destinations reached by train throughout the United States, or to international locations via the Savannah River. This placed West Broad Street at the center of transient commercial and population destinations.

Local and national politics had an impact on West Broad Street. It was partially due to the prevailing segregation policies during the first half of the twentieth century that West Broad Street thrived as a commercial and entertainment district for the African American population in Savannah up until the 1950s.

In 1955 the West Broad Street area was targeted by the Urban Renewal Administration for two goals. The first was to improve substandard housing while the second was to increase traffic flow. Approximately 150 business owners signed a petition protesting the project location. However, it was too little too late and in 1960 the I-16 interstate project was unanimously approved. Union Station was demolished by 1963 in order to, literally, pave the way for the I-16 exit ramp.

The I-16 exit ramp on MLK, Jr. Blvd. created a physical, economic, social and psychological barrier on West Broad Street which persists to this day.

Urban Analysis and Current Conditions

This study analyzes an array of existing conditions on the corridor including street networks, historic resources, pedestrian networks, land use and zoning. The results of this analysis show a current street network that caters to high-speed automobile traffic, is hostile to pedestrians and bicyclists, and lacks connectivity in both the east-west and north-south directions. The results also show a fair number of historic resources in the immediate vicinity of the exit ramp, which speaks to the rich history of the site. The area is within the Savannah Historic District.

Public Process and Participation

There was an extensive public participation process for this study. After completing the historical research on the area, a three day charrette was held on February 17-19, 2010 in order to engage stakeholders. Over 250 people attended during the three day period with the primary purpose being to learn about the community's vision for this area. Participants were asked to break into small groups and put their ideas on paper, developing five different possible scenarios for the exit ramp removal. These ideas were further developed by the professional design team into three preliminary concepts which were presented on the last day of the charrette for additional feedback and comments.

On October 12, 2010 an open house was conducted with approximately 150 attendees. The three concepts which were developed at the February charrette were further refined and presented, in addition to a preliminary transportation analysis and economic strategy. A survey was conducted both at the open house and online for 30 days afterwards, focusing essentially on whether the exit ramp should be removed, and if so, what concept would be preferable. Overwhelmingly, 90% of respondents felt that the exit ramps should be removed and most (55%) preferred Concept 3.

The final public meeting is scheduled for July 2012. The Preferred Concept (Concept 3) has been further detailed, the transportation analysis has been completed, the economic strategy has been refined, and an Implementation Strategy has been developed. These will be presented at the final public meeting.

In addition to public meetings, numerous individual stakeholder interviews were conducted throughout the planning process.

Civic Master Plan

The Civic Master Plan identifies a series of streets and blocks currently occupied by the existing flyover and on-ramps and develops a plan to restore larger connections between the city center, the downtown Expansion Area to the west, and surrounding neighborhoods.

More specifically, the plan removes exit ramps all the way to Gwinnett Street which will be enhanced as a primary entry into city center. It creates a new public square on MLK, Jr. Blvd. across from Civil Rights Museum, with the potential for a civic building within the square. Selma Street is expanded into an urban boulevard and a portion of historic Roberts Street is restored. This will create a neighborhood of small-scale blocks (total new land will be approximately 8.2 acres) and interconnected street pattern. The Plan restores four blocks between MLK, Jr. Blvd. and Montgomery Street, restores multiple active street frontages to MLK, Jr. Blvd., reconnects multiple streets across the MLK, Jr. Blvd./Montgomery Street Corridor, and provides multiple north/south connections.

Economic Analysis

The Economic Analysis includes assessing the potential for redevelopment of properties that could be made available through the demolition of the current I-16 exit ramp. Based on stakeholder feedback as well as City Council priorities, the new parcels will be developed to ensure mixed-use development to include mixed-income housing. More commercial uses would be accommodated along MLK, Jr. Blvd. and Montgomery Street, as well as around a new public square, and more residential would be located within the interior of the area, further west of MLK, Jr. Blvd.

Additionally, the study includes alternative development scenarios as determined through stakeholder meetings and charrettes; detailing potential phasing approaches to the development of these sites; and economic feasibility analyses of each major alternative for the study area.

Information contained herein has been compiled from various sources and may contain inaccuracies based on available data. Compliance with applicable codes and ordinances and approval by authorities having jurisdiction is not guaranteed. This material is intended to create an overview and analysis of site conditions and provide a framework for future redevelopment.

EXECUTIVE SUMMARY

Reclaiming Old West Broad Street

Transportation Analysis

The Transportation Analysis includes the development and evaluation of different scenarios for the extension of the existing grid pattern, analysis of traffic redistribution and road realignments in the study area and the larger surrounding context.

The Analysis was a two part process. The first part was a Systems Level Analysis which examined the functionality of the roadways under a "no build" scenario predicted to 2035. This was compared with the Preferred Concept scenario in 2035. The results indicate that with both scenarios, there are opportunities for more efficient traffic flow.

The second part of the Transportation Analysis involved Synchro analysis, one of the leading traffic analysis applications, a microscopic signal analysis and optimization software application. It was conducted in order to better understand the impacts of potential traffic shifts on key intersections in the study area. The results of this analysis suggest that it would be potentially feasible from a traffic operations perspective to replace the current terminus of I-16 with the Preferred Concept, and return Montgomery Street to two-way operation. It is recommended that the project be carried on to the next phase, which will include a full interchange modification report (IMR). During the IMR, a detailed project level traffic analysis will be required to meet state and federal requirements.

Implementation Plan

The Implementation Plan outlines the steps necessary to implement the Civic Master Plan and includes potential funding options. The approximate cost of implementing the Preferred Concept is $37,200,000 which does not include right-of-way costs.

Funding opportunities and eligibility will be dependent on the type, or category, of work completed.

The categories include:

- Infrastructure
- Development
- Special Consideration
- Maintenance and Operations (M&O).

The following are potential funding mechanisms that have various degrees of application or opportunity for funding for the I-16 Exit Ramp Removal Project.

- Community Improvement Districts (CIDs)
- Federal Sources and Grants
- Impact Fees
- Special Purpose Local Options Sales Tax (SPLOST)
- Special Service Districts (SSDs)
- Tax Increment Financing/Tax Allocation Districts (TIF/TAD)
- Transportation Investment Act (TIA) (Also known as TSPLOST)

Short Term Funding Strategy

The short term funding strategy centers on utilizing available funding resources to advance the planning of the project. By placing the project in the Long-Range Transportation Plan (LRTP) and the Transportation Improvement Program (TIP), the project will have access to formula and discretionary grants to use for transportation planning and implementation of the federal-aid highway system.

Long Term Funding Strategy

Whereas the short term strategy is to advance the project as expeditiously as possible with available funding, the long term strategy anticipates ensuring access to funding along five tracks:

- Regular Federal Transportation Funding Track
- Transportation Investment Act Sales Tax (TSPLOST)
- Other Federal Grants
- Local Sources
- Private Investment

Multiple funding sources will have to be utilized to fund all elements of the project. It is recommended that the funding strategies outlined here be aggressively pursued simultaneously to help ensure the security of project funding.

Implementation Strategy

The section outlines the steps necessary to remove the I-16 exit ramps and implement the Civic Master Plan for the study area. It outlines the sequential steps and timeframe associated with each action.

The implementation plan includes four distinct segments:

- Planning Phase
- Required Documentation and Approval Phase
- Infrastructure Phase
- Development Phase

While these phases will be discussed individually, they may overlap both in scope and timeframe.

1. Planning Phase

The planning phase is currently underway and will be a background element throughout the project. To date, the planning phase has explored the feasibility of the project, developed different concepts, and refined the preferred concept. It has included extensive public involvement and garnering stakeholder and political support. This phase has also included identifying funding sources, developing economic strategies and goals, and writing the scope of work for the next phase.

2. Required Documentation and Approval Phase

The next phase of the project will include elements of the project required by state or federal law. This phase will include a more detailed traffic study and producing reports and engineering documents required for GDOT and FHWA approval.

3. Infrastructure Phase

The infrastructure phase involves, engineering, the implementation of the Maintenance of Traffic plan, demolition of the existing flyover, construction of new street and sidewalk networks, improvements to existing streets and sidewalks, and installation of all necessary utilities for development. It is likely that the City of Savannah would be the project manager. It is anticipated that this phase will be complete by 2018, subject to available funding.

4. Development Phase

The development phase involves refining the development plan to identify and recruit investors and businesses to the area. Certain plans and codes may need to be updated to reflect the goals of the project. This phase also includes identifying and recruiting partners to implement the specific housing goals.

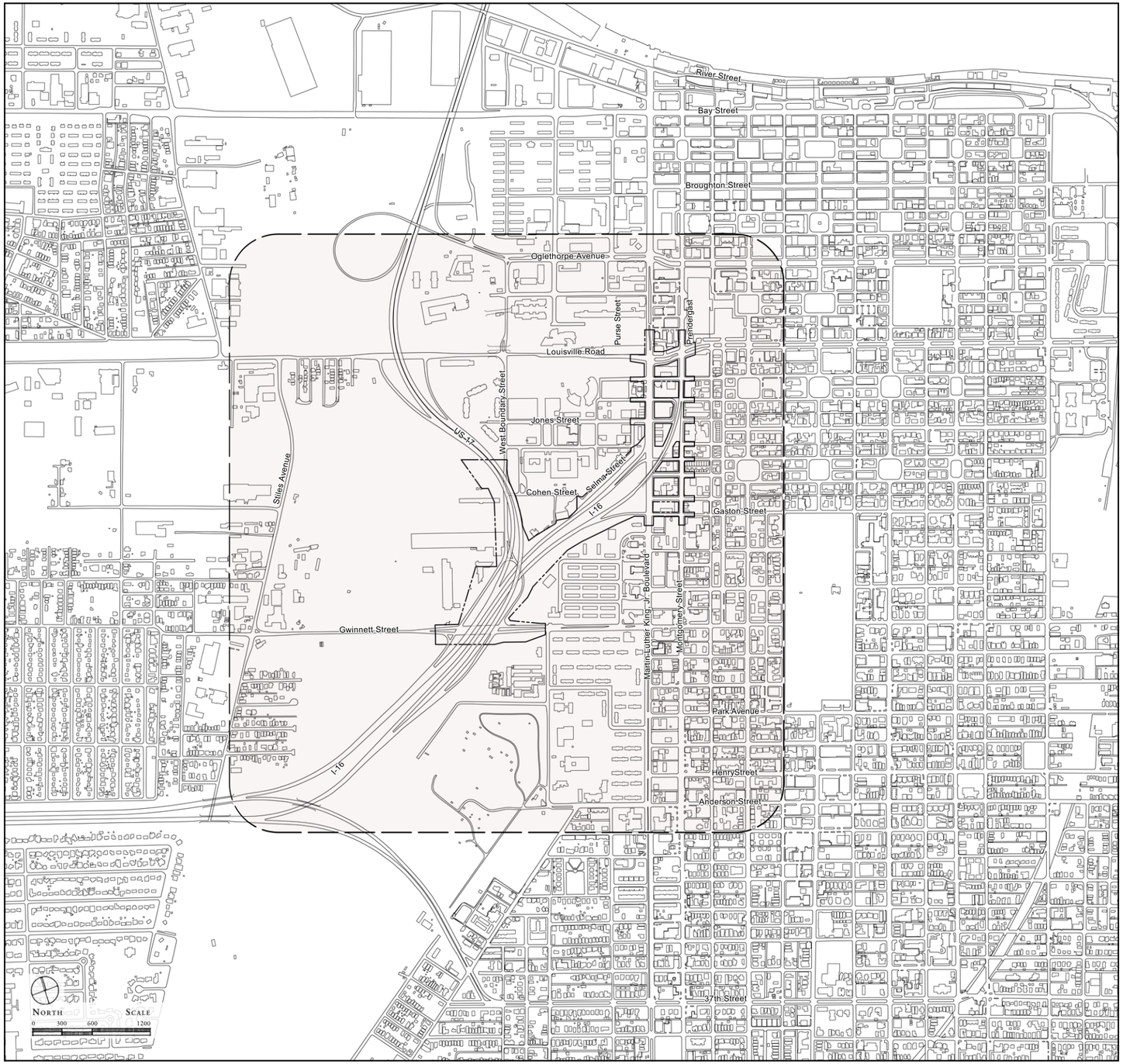
It is possible that the Civic Master Plan could be fully implemented by 2022, subject to available funding.

Conclusion

The social and economic benefits of the I-16 exit ramp removal will be significant. Highlights include: reclaiming more than eight acres of developable land, 650 linear feet fronting MLK, Jr. Blvd., and 350 linear feet fronting Montgomery Street; reclaiming MLK, Jr. Blvd. (Old West Broad Street) as a major economic mixed-use corridor, reinventing it as a gateway to the city instead of as the edge of downtown; establishing additional connectivity between the city center and west Savannah neighborhoods and to the potential civic center development; creating the opportunity to restore Montgomery Street to two-way; improving traffic flow with a new street grid; providing economic opportunities in the newly created city-owned land; bringing more people to the area which will in turn create a larger marketplace (the population may double or triple); and finally laying the groundwork for expansion of the streetcar system.

This study establishes the framework which will guide future, more detailed studies such as the preliminary engineering and the Interchange Modification Report. It successfully captures the vision of the community for the potential redevelopment of this area, reclaiming the neighborhood surrounding Old West Broad Street.

Information contained herein has been compiled from various sources and may contain inaccuracies based on available data. Compliance with applicable codes and ordinances and approval by authorities having jurisdiction is not guaranteed. This material is intended to create an overview and analysis of site conditions and provide a framework for future redevelopment.



I-16 EXIT RAMP REMOVAL PROJECT

SAVANNAH GEORGIA

Area of Influence

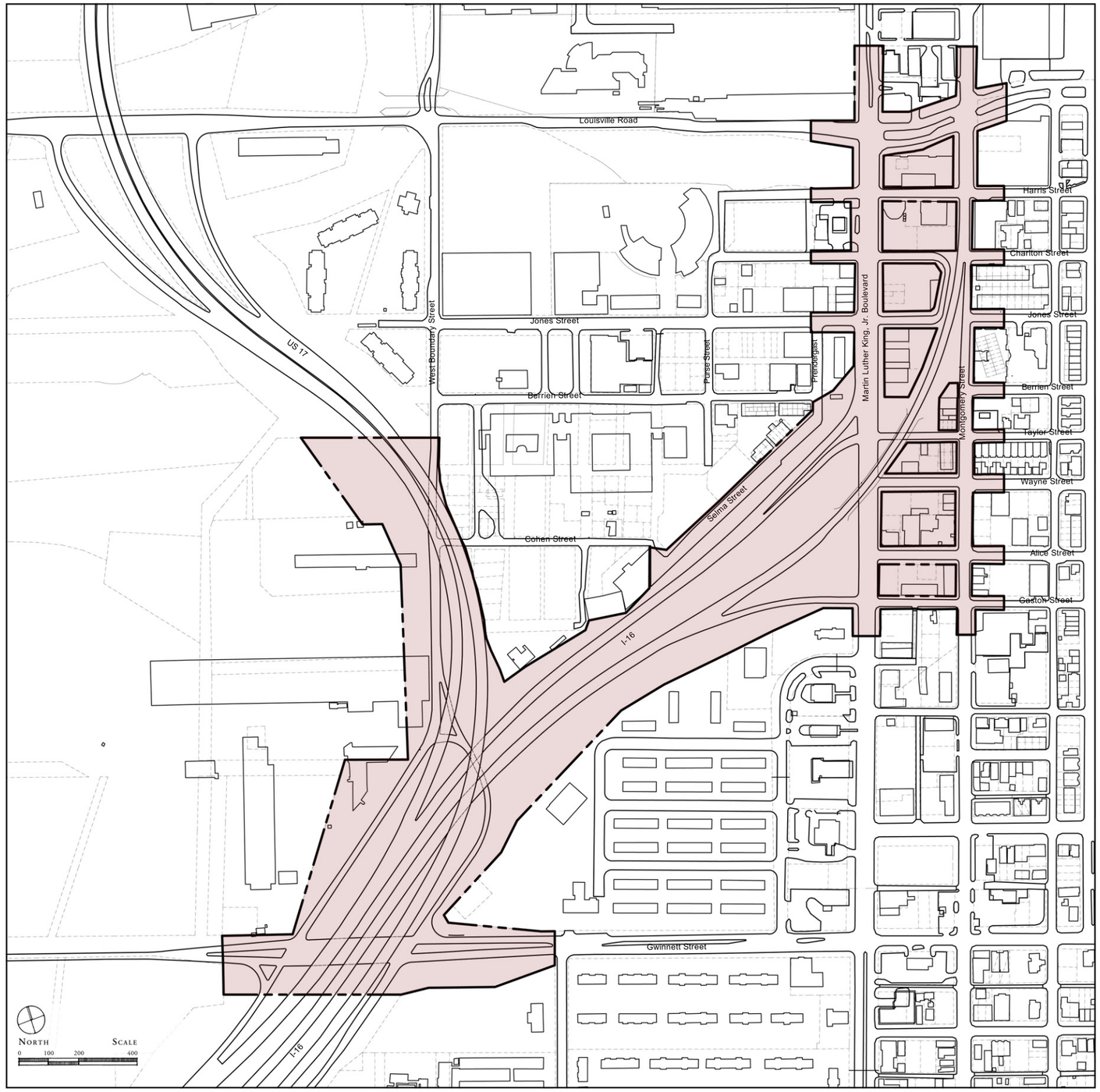
I-16 EXIT RAMP REMOVAL PROJECT

SAVANNAH GEORGIA

City of Savannah
Chatham County
Metropolitan Planning Commission
CORE Metropolitan Planning Organization
Savannah Development & Renewal Authority

Wilbur Smith Associates
Sottile & Sottile *Urban Design*
Urban Partners
Gilbert & Lattimore
Grice & Associates
McMillan & Associates

Information contained herein has been compiled from various sources and may contain inaccuracies based on available data. Compliance with applicable codes and ordinances and approval by authorities having jurisdiction is not guaranteed. This material is intended to create an overview and analysis of site conditions and provide a framework for future redevelopment. **© Copyright 2012, Sottile & Sottile**



I-16 EXIT RAMP REMOVAL PROJECT

SAVANNAH GEORGIA

Boundaries of Detailed Planning Area

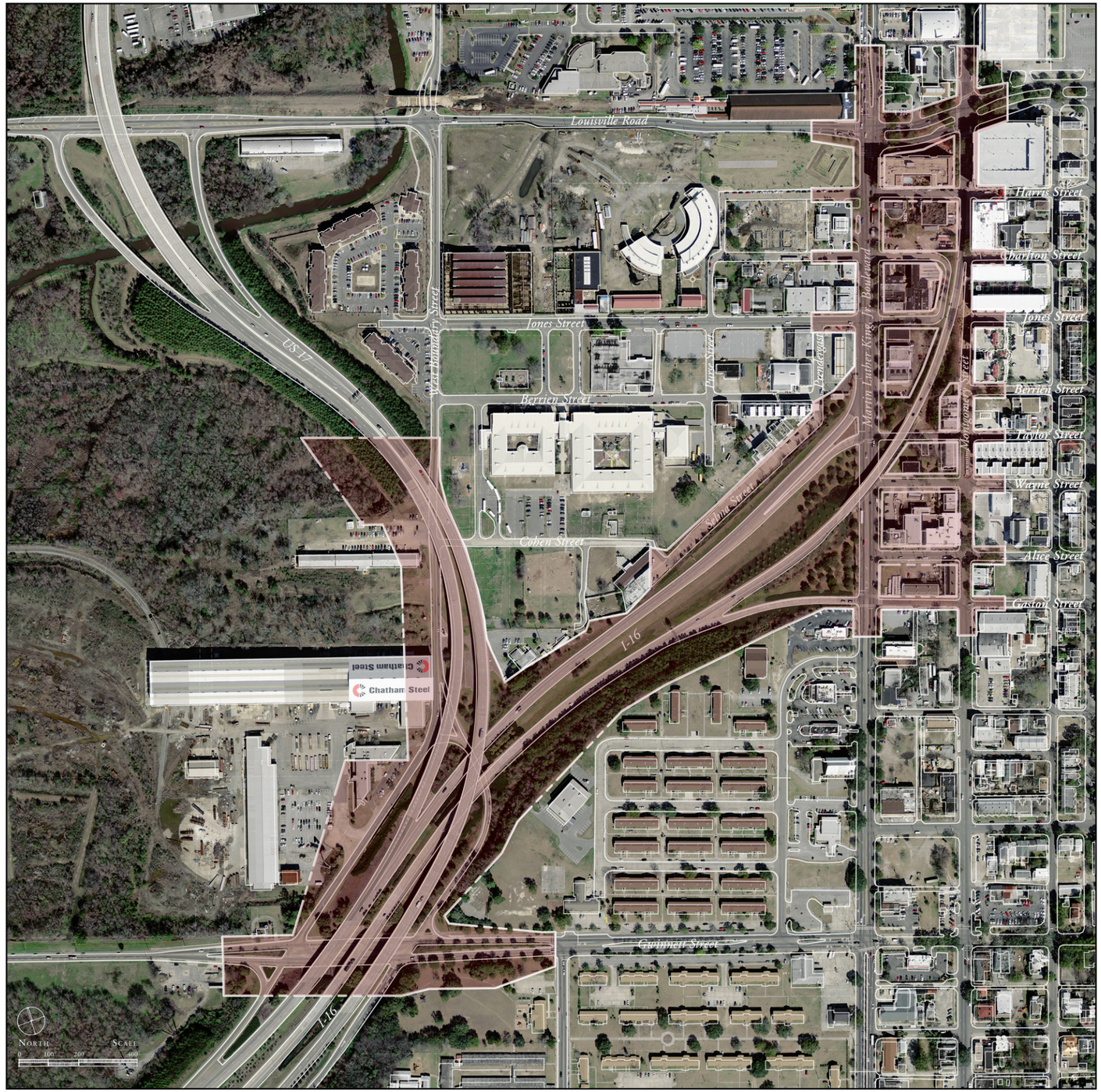
I-16 EXIT RAMP REMOVAL PROJECT

SAVANNAH GEORGIA

City of Savannah
Chatham County
Metropolitan Planning Commission
CORE Metropolitan Planning Organization
Savannah Development & Renewal Authority

Wilbur Smith Associates
Sottile & Sottile *Urban Design*
Urban Partners
Gilbert & Lattimore
Grice & Associates
McMillan & Associates

Information contained herein has been compiled from various sources and may contain inaccuracies based on available data. Compliance with applicable codes and ordinances and approval by authorities having jurisdiction is not guaranteed. This material is intended to create an overview and analysis of site conditions and provide a framework for future redevelopment. **© Copyright 2012, Sottile & Sottile**



I-16 EXIT RAMP REMOVAL PROJECT

SAVANNAH GEORGIA

Aerial Imagery of Detailed Planning Area

I-16 EXIT RAMP REMOVAL PROJECT

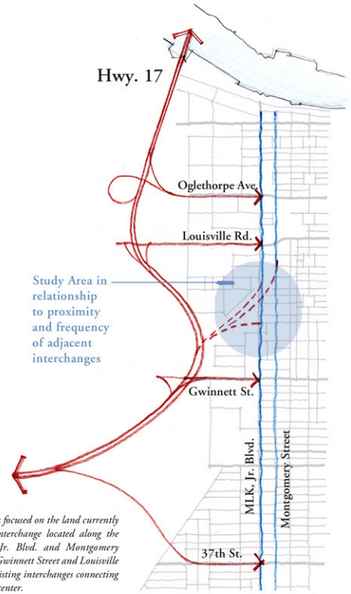
SAVANNAH GEORGIA

City of Savannah
Chatham County
Metropolitan Planning Commission
CORE Metropolitan Planning Organization
Savannah Development & Renewal Authority

Wilbur Smith Associates
Sottile & Sottile *Urban Design*
Urban Partners
Gilbert & Lattimore
Grice & Associates
McMillan & Associates

Information contained herein has been compiled from various sources and may contain inaccuracies based on available data. Compliance with applicable codes and ordinances and approval by authorities having jurisdiction is not guaranteed. This material is intended to create an overview and analysis of site conditions and provide a framework for future redevelopment. © **Copyright 2012, Sottile & Sottile**

The land area occupied by the existing I-16 interchange at Martin Luther King, Jr. Blvd.was formerly home to Union Station and a vibrant mixed-use neighborhood in Savannah's west boundary. The goal of the plan is to reclaim this significant land resource and restore it as a well-connected district, integral to Savannah's city center.

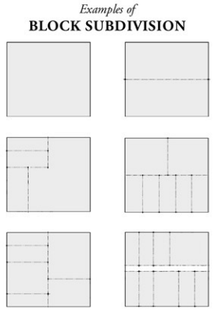


The Civic Master Plan is focused on the land currently occupied by the I-16 interchange located along the Martin Luther King, Jr. Blvd. and Montgomery Street corridor between Gwinnett Street and Louisville Road. It is one of five existing interchanges connecting I-16 to Savannah's city center.

Mixed Uses & Subdivision of Blocks

Blocks should be subdivided to allow for a diverse range of building types and lot sizes. Primary uses may be mixed within blocks and within buildings. Fee-simple lots may be subdivided within blocks in varied configurations. Subdivided blocks shall allow for each lot to have a minimum of 15 feet of frontage on a primary street or a lane and a minimum lot size of 600 square feet.

Examples of
BLOCK SUBDIVISION



LEGEND

- Schematic Street Type
- Greens, Parks and Tree lawns
- Pedestrian Paths and Public Spaces
- Build-To Line with Frontage and Entry Requirements
- BT. ME. Build-To Line; Minimum Entry.
- Street Connection
- Future / Potential Street Connection

Adjustments and revisions to the street and block plan by the Metropolitan Planning Commission are anticipated due to final project engineering, property transfers and unforeseen environmental and regulatory conditions.

Information contained herein has been compiled from various sources and may contain inaccuracies based on available data. Compliance with applicable codes and ordinances and approval by authorities having jurisdiction is not guaranteed. This material is intended to create an overview and analysis of site conditions and provide a framework for future redevelopment. © **Copyright 2012, Sottile & Sottile**

July 15, 2012

CIVIC MASTER PLAN

West Boundary - Interstate 16 Flyover Area

SAVANNAH GEORGIA

Block Plan

The single most important defining element of the Civic Master Plan is the street and block plan, reconnecting this large open property to the historic patterns of the City of Savannah. The street and block plan organizes the site, improves circulation, and creates small blocks to accommodate a range of uses and open spaces. It is the basis for the official mapping of streets, parks, and other public spaces that will shape the future of the public realm.

Streets and Parking

A network of interconnected streets provides circulation throughout the area. Street sections are compact with 10 foot travel lanes on most streets. Curb radii are minimized to between 6 and 12 feet. Parallel parking is provided on all streets on either one or two sides. Parallel parking is accommodated in 8 x 20-22 foot bays. Additional off-street parking may be provided in surface lots with screened edges or in structured decks. Off-street parking may not front a build-to line.

Sidewalks and Street Trees

A network of continuous sidewalks on all streets promotes connections and pedestrian-oriented development. Sidewalks are generally 5 to 6 feet in width, ranging up to 18 feet along retail frontage. Street trees are provided in tree lawns or tree wells along all streets. Tree lawns are 4 to 8 feet in width and are located between the sidewalk and the street. Regularly spaced and aligned street trees provide human scale, visual continuity, shade for pedestrians, and a barrier between moving traffic. Trees should be Live Oaks at 40 to 50 foot intervals, or other species compatible to those found in the city center.

Public Spaces

In addition to the network of high quality, pedestrian oriented-streets, a number of additional public spaces have been created, including a linear park space within the historic Selma Street / Stewart Street corridor, as well as a large public square on Martin Luther King, Jr. Blvd. across from the Ralph Mark Gilbert Civil Rights Museum. The western portion of this public square is envisioned as an appropriate site for a future landmark civic building.

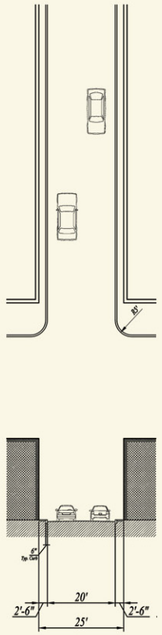
The 1901 Savannah Union Station was demolished in 1963 to make way for the I-16 terminus and exit ramp.

I-16 EXIT RAMP REMOVAL PROJECT

SAVANNAH GEORGIA

City of Savannah
Chatham County
Metropolitan Planning Commission
CORE Metropolitan Planning Organization
Savannah Development & Renewal Authority

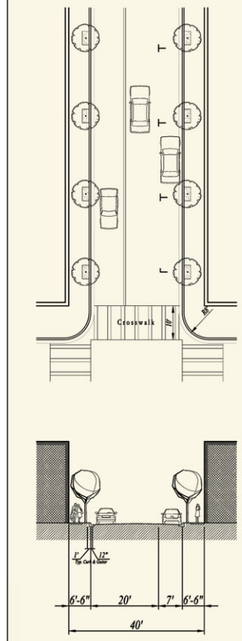
Wilbur Smith Associates
Sottile & Sottile *Urban Design*
Urban Partners
Gilbert & Lattimore
Grice & Associates
McMillan & Associates



Service Street

25' Lane

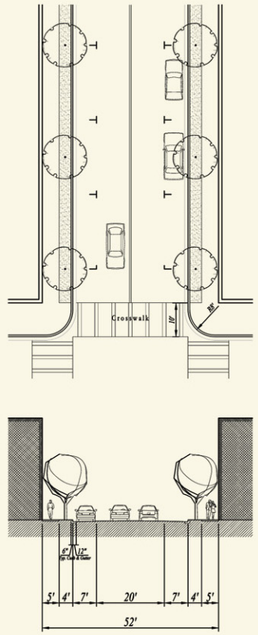
The 25 foot lane allows for vehicular access to garages and parking areas with two lanes of travel. Building walls, garden walls, or neatly paved parking areas may define the edges of the Lane.



Neighborhood Street

40' Street

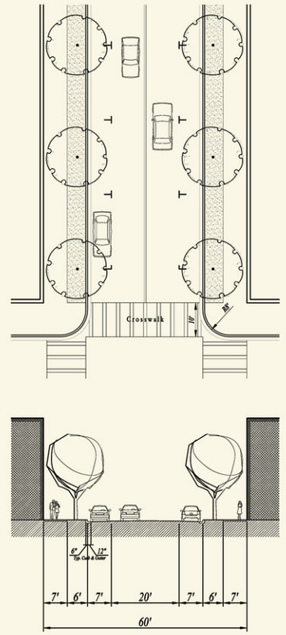
The 40 foot street is compact in character. It has two travel lanes with parallel parking on one side and street trees in planting areas along both street edges. The scale is neighborly with 40 feet between buildings.



Neighborhood Street

52' Street

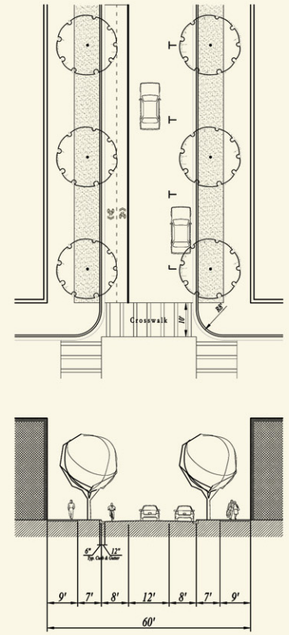
The 52 foot street allows for two travel lanes with parallel parking and a compact tree lawn and sidewalk on both sides. This helps create a comfortable, safe, pedestrian environment with sidewalks sheltered from moving traffic by parked cars and tree lawns.

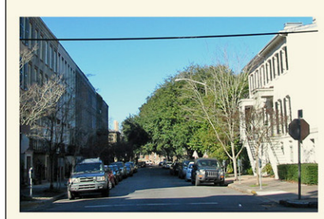


Neighborhood Street

60' Street - A

This 60 foot street allows for two travel lanes with parallel parking and a larger tree lawn and sidewalk on both sides. The 60 foot street is versatile, balancing pedestrian, vehicular, and bicycle movement throughout the district.

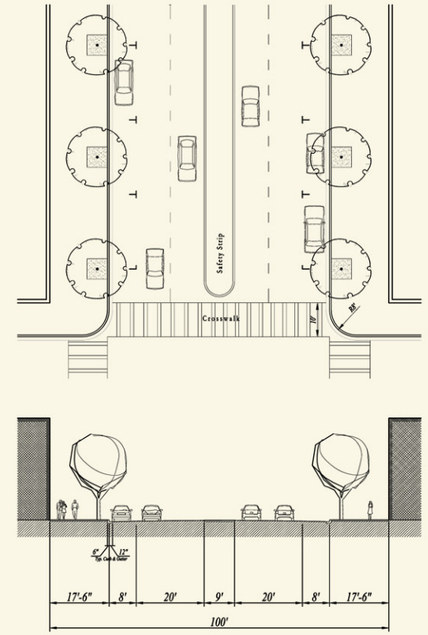




Neighborhood Street

60' Street - B

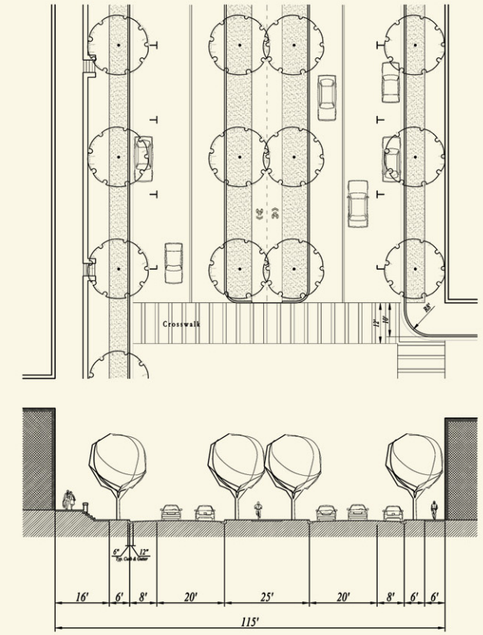
This 60 foot street allows for one generous lane of travel in one direction and parallel parking on one side. A dedicated bicycle lane is provided for increased cyclist safety, in anticipation of higher traffic speeds due to the wider travel lane.



Commercial / Retail Street

100' Boulevard

The 100 foot boulevard allows for four lanes of travel separated by a paved safety strip, as well as parallel parking and a generous sidewalk with tree wells on both sides of the street. The width of the safety strip anticipates the possibility of future mass transit.



Urban Boulevard

115' Boulevard

The 115 foot boulevard includes a 25 foot tree-lined median dividing a pair of two-way travel lanes with parallel parking along both edges. A wide tree lawn separates the sidewalk from the street. The median anticipates a potential bike path connection to a larger greenway system.

Information contained herein has been compiled from various sources and may contain inaccuracies based on available data. Compliance with applicable codes and ordinances and approval by authorities having jurisdiction is not guaranteed. This material is intended to create an overview and analysis of site conditions and provide a framework for future redevelopment. © **Copyright 2012, Sottile & Sottile**

SCHEMATIC STREET TYPES

I-16 Exit Ramp Removal Project

I-16 EXIT RAMP REMOVAL PROJECT

SAVANNAH GEORGIA

City of Savannah
Chatham County
Metropolitan Planning Commission
CORE Metropolitan Planning Organization
Savannah Development & Renewal Authority

2

HISTORY & EVOLUTION

The following pages provide a visual and contextual history of the evolution of the West Broad neighborhoods surrounding the I-16 Exit Ramp.

Historical Mapping

Evolutionary Study

1750 - 1825
Early City Expansion

1825 - 1875
Growth of the Neighborhood

1875 - 1950
Union Station & West Broad Vitality

1950 - 1975
Neighborhoood Demolition & Clearance

1975 - 2010
New Development & Revitalization

Chronology

1750 - 1800
Original Order

1800 - 1850
Early Expansion

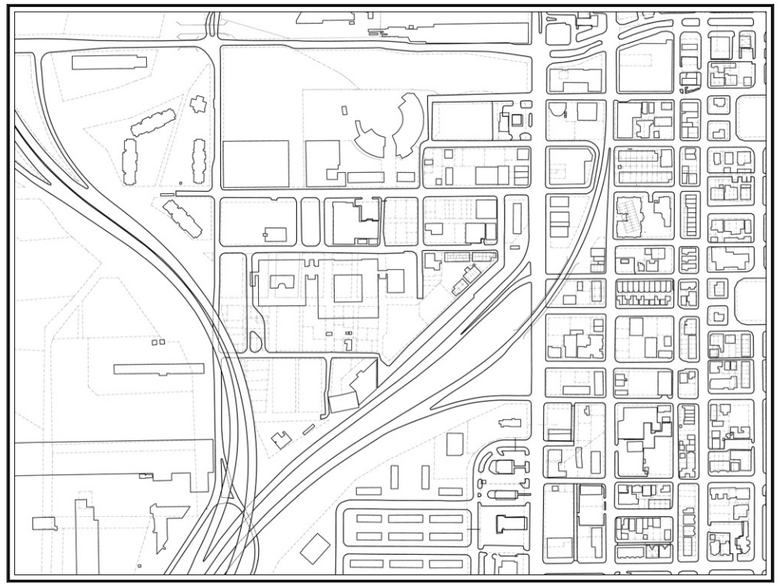
1850 - 1900
City-Building & Public Transportation

1900 - 1925
Union Station & West Broad Prosperity

1925 - 1950
Auto-Oriented Development

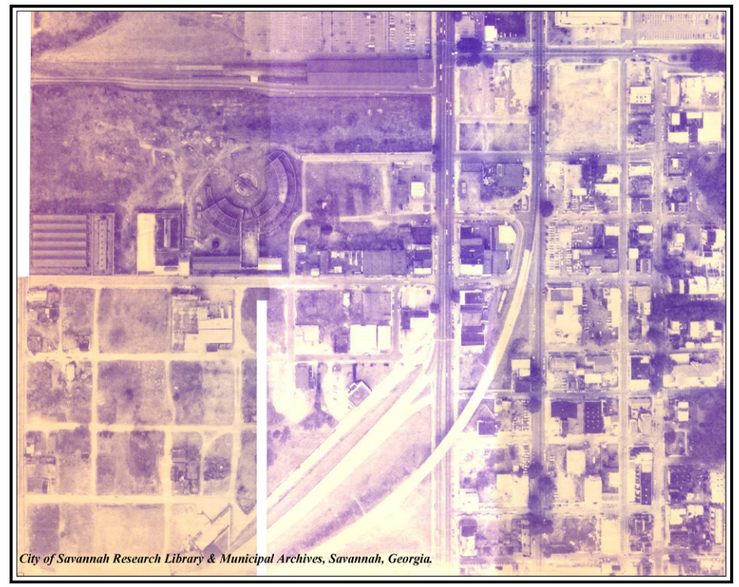
1950 - 2000
Highway Act & Urban Renewal

2000 - 2010
Martin Luther King, Jr. Boulevard Revitalization



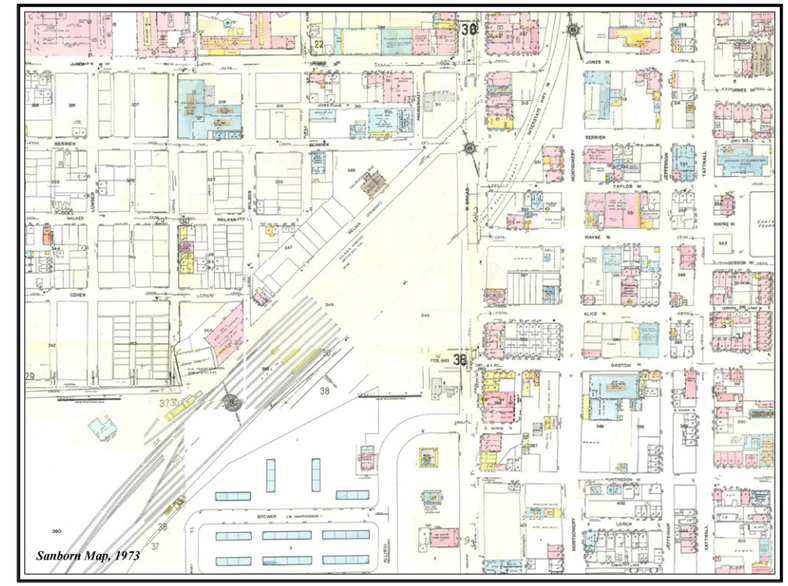
2010

The pattern of neighborhood streets has been badly damaged. Much of the land west of MLK is occupied by highway infrastructure, lot sizes are large and ownership patterns have been consolidated. A smaller scale of development is still evident east of MLK.



c. 1975

I-16 infrastructure connects to Downtown Savannah at West Broad and Montgomery Street. The urban street network west of West Broad is still visible, but buildings have largely been demolished.



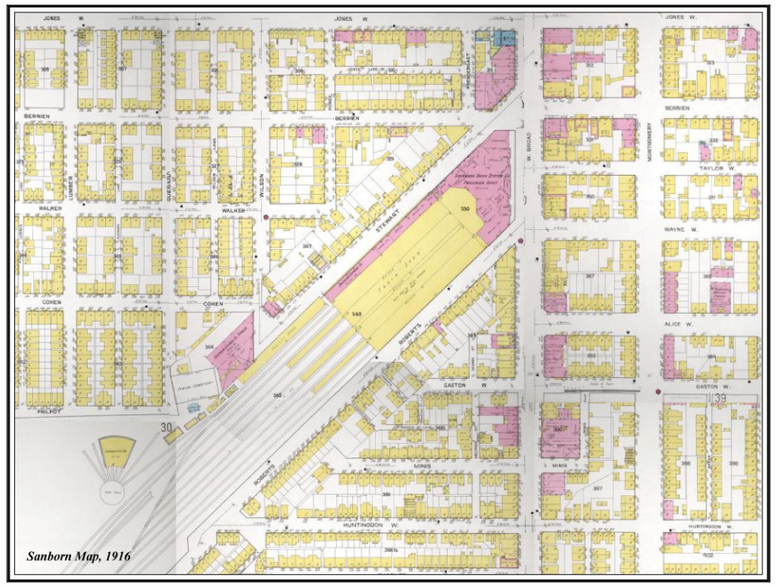
c. mid-1960s

Union Station and numerous buildings along West Broad and in Frogtown and Currietown have been demolished to make way for I-16 and other urban renewal projects.

Information contained herein has been compiled from various sources and may contain inaccuracies based on available data. Compliance with applicable codes and ordinances and approval by authorities having jurisdiction is not guaranteed. This material is intended to create an overview and analysis of site conditions and provide a framework for future redevelopment. **© Copyright 2012, Sottile & Sottile**

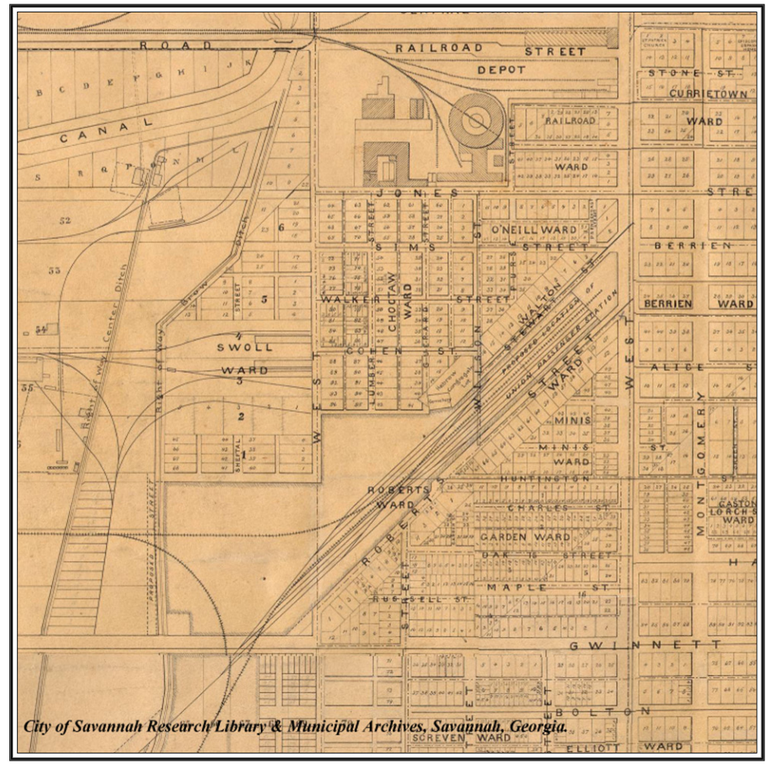
HISTORICAL MAPPING

Tracing the Origins of the City Plan



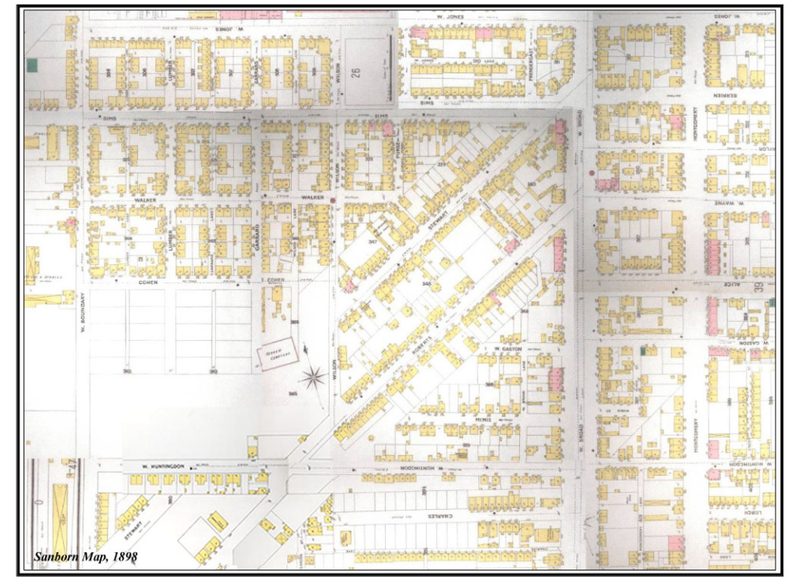
1916

The neighborhoods along West Broad Street, surrounding Union Station, are compact and vibrant in the early-mid 1900s. There are no vacant lots on West Broad Street, and small-scale buildings on small lots populate the areas known as Frogtown and Currietown.



1900

A dense pattern of small lots surround the site of Union Station, under construction in 1900. The land acquired for the station creates a corridor to West Broad Street, and West Boundary Street has been re-routed to the west in order to allow this consolidation.



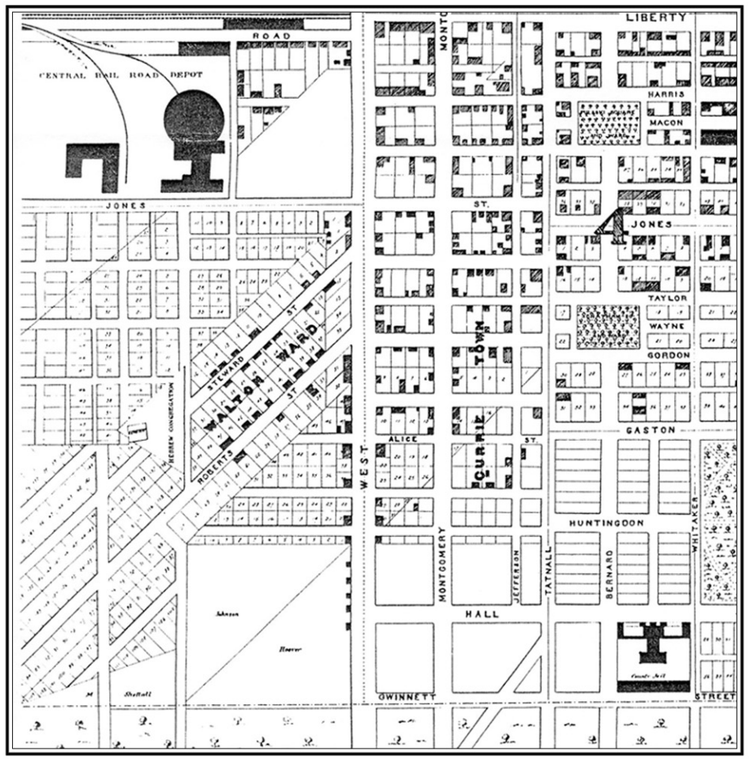
1898

Small lots and small building footprints characterize the early development patterns at the turn of the nineteenth century, with new lots still undeveloped in Frogtown and Currietown.

Information contained herein has been compiled from various sources and may contain inaccuracies based on available data. Compliance with applicable codes and ordinances and approval by authorities having jurisdiction is not guaranteed. This material is intended to create an overview and analysis of site conditions and provide a framework for future redevelopment. **© Copyright 2012, Sottile & Sottile**

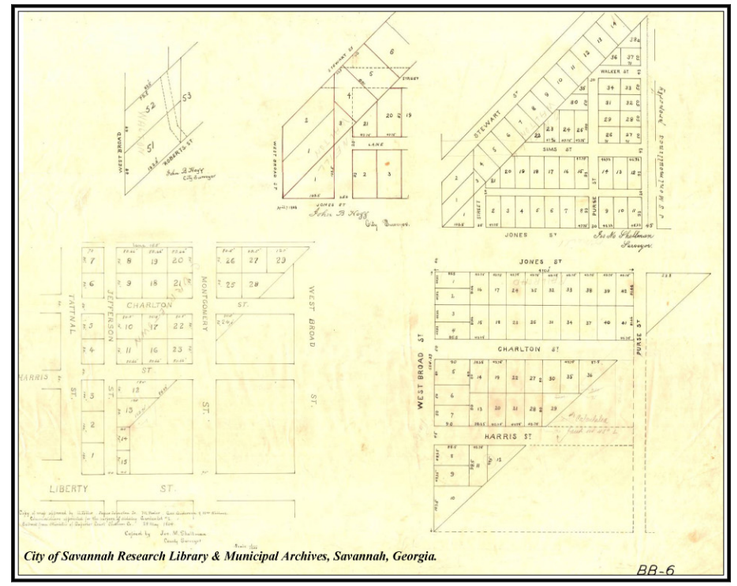
HISTORIC MAPPING

Tracing the Origins of the City Plan



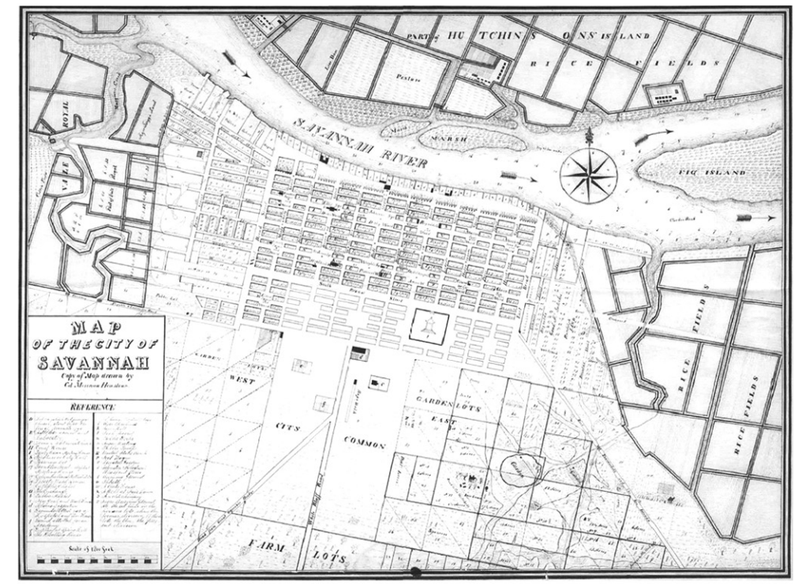
1853

New development in the west boundary takes on a different pattern than the wards on the east side of West Broad Street. Roberts Street and Stewart Street (now Selma) and the lots that line these streets reflect the diagonal pattern of the original 5-acre garden lots. South of Huntingdon, along West Broad, two garden lots are still intact.



1804 - 1868

As the garden lots were subdivided into smaller parcels for private development, City surveyors tried to resolve issues of access and ownership between adjoining properties, resulting in the original neighborhood street network.



1812

This map shows West Broad Street extending only as far south as what is now Liberty Street. South and west of this point the pattern of five-acre garden lots, ten-acre squares each divided diagonally, is visible. These garden lots would form the underlying structure of future lot sub-division in the area.

Information contained herein has been compiled from various sources and may contain inaccuracies based on available data. Compliance with applicable codes and ordinances and approval by authorities having jurisdiction is not guaranteed. This material is intended to create an overview and analysis of site conditions and provide a framework for future redevelopment. **© Copyright 2012, Sottile & Sottile**

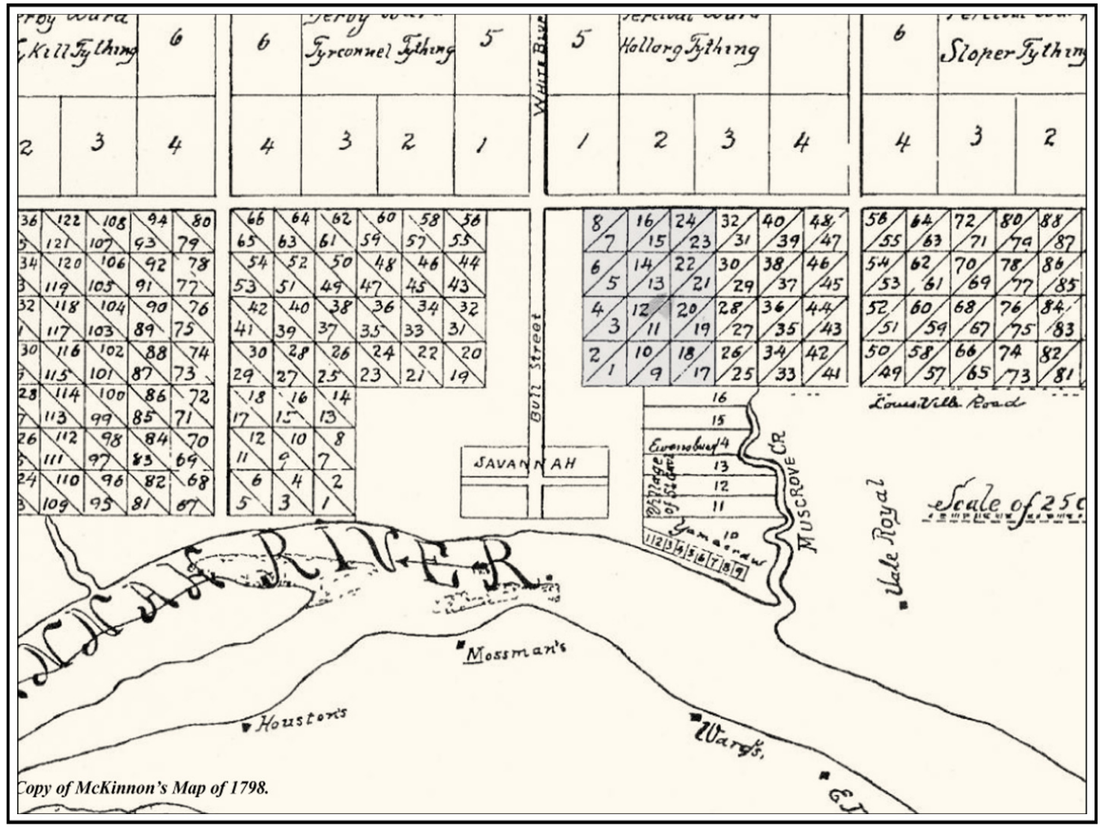
HISTORIC MAPPING

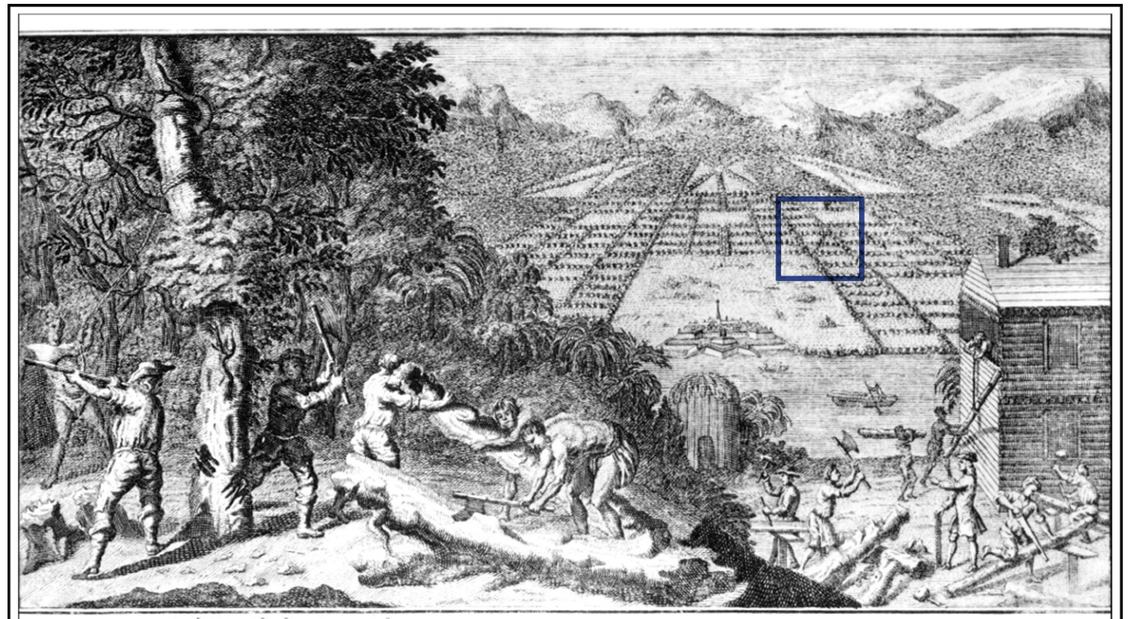
Tracing the Origins of the City Plan

I-16 EXIT RAMP REMOVAL PROJECT

SAVANNAH GEORGIA

City of Savannah
Chatham County
Metropolitan Planning Commission
CORE Metropolitan Planning Organization
Savannah Development & Renewal Authority





Benjamin Martyn, *Reasons for Establishing the Colony of Georgia*, 1733.

1798

An early map of Savannah shows the City Commons surrounded by Garden Lots, with Farm Lots beyond. A series of Garden Lots originally comprised the current study area which is highlighted in blue.

1733

Even in this early depiction of Savannah's founding, a single diagonal line appears southwest of the city center. Similarly, the study area is southwest of the city center and is characterized more than any other neighborhood by its diagonal streets and development patterns.

Information contained herein has been compiled from various sources and may contain inaccuracies based on available data. Compliance with applicable codes and ordinances and approval by authorities having jurisdiction is not guaranteed. This material is intended to create an overview and analysis of site conditions and provide a framework for future redevelopment. © **Copyright 2012, Sottile & Sottile**

HISTORIC MAPPING

Tracing the Origins of the City Plan

1750-1825

SUBDIVISION OF THE GARDEN LOTS

Savannah's earliest settlers were allotted individual five-acre Garden Lots adjacent to the City Commons; these triangular lots were created by dividing ten-acre square parcels in half. The shape created longer crop rows for more efficient farming.

As Savannah expanded, land owners began to subdivide their Garden Lots for private development. Small blocks and connected streets that aligned with Savannah's plan were created in most cases. However, because of varying ownership, there were some instances of diagonal streets being laid out along the Garden Lot lines, most notably Roberts Street and Stewart Street.

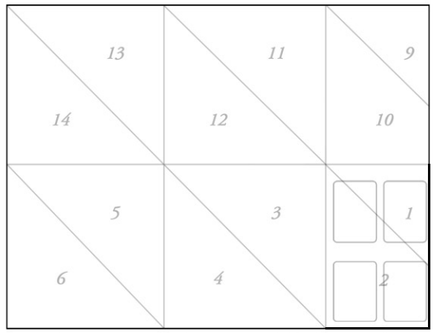
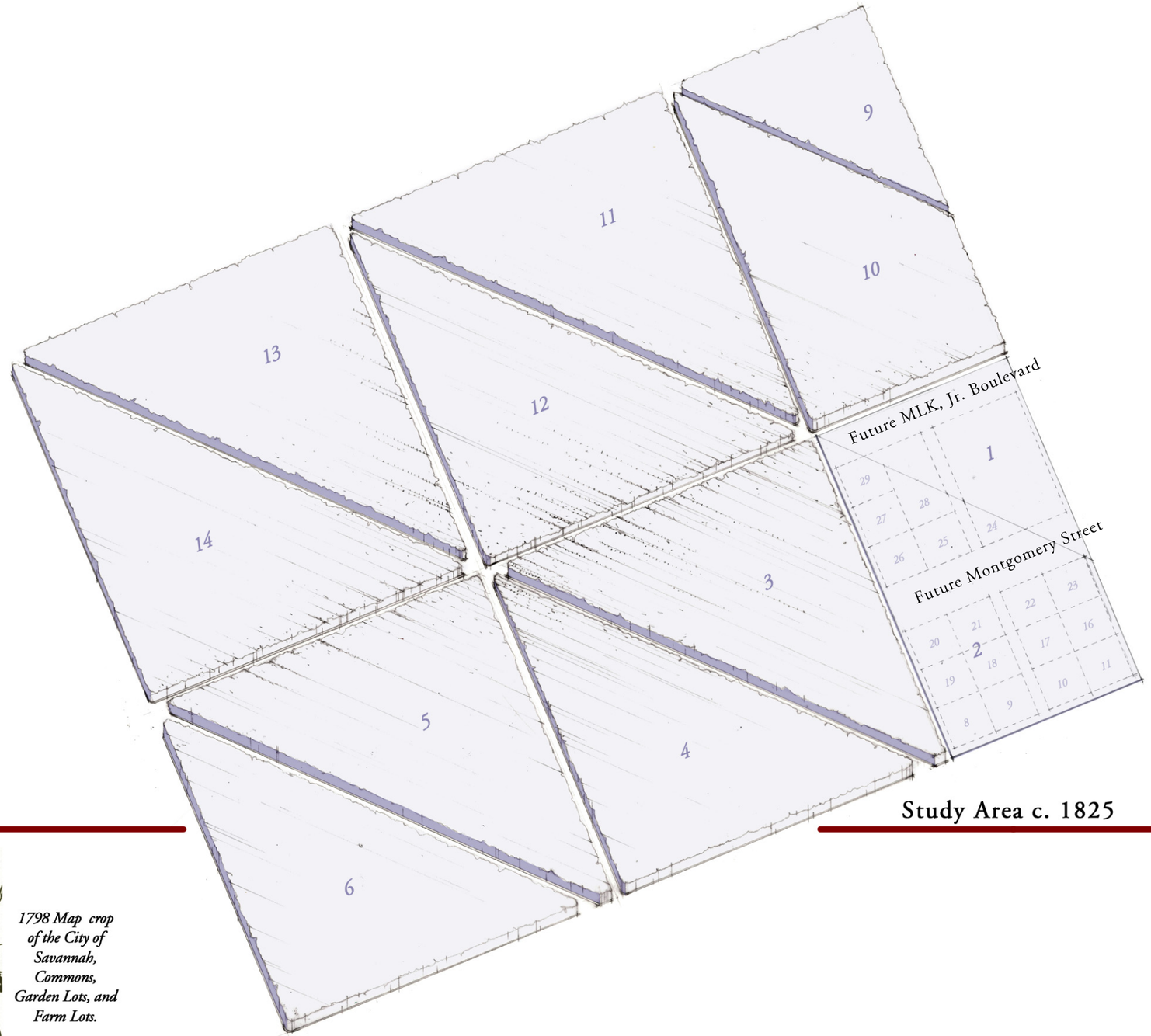
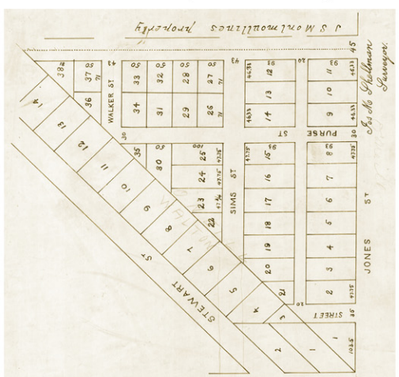


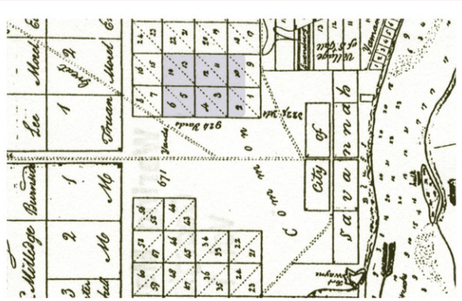
Diagram of the first street and block network emerging in the Study Area c. 1825.



Study Area c. 1825

1868 Parcel map of Garden Lot 11 and a portion of Garden Lot 12 along Stewart Street (now Selma Street).

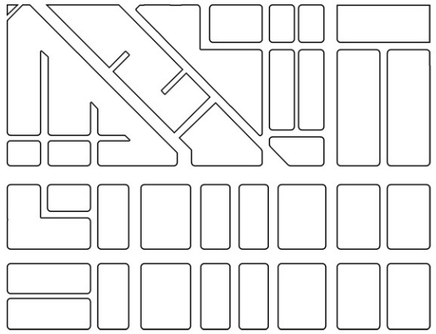




1798 Map crop of the City of Savannah, Commons, Garden Lots, and Farm Lots.

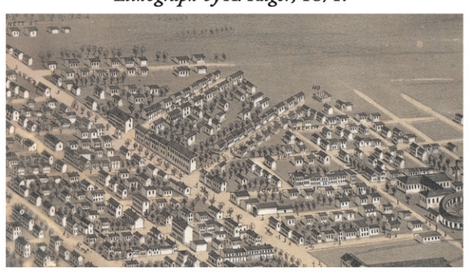
Early City Expansion

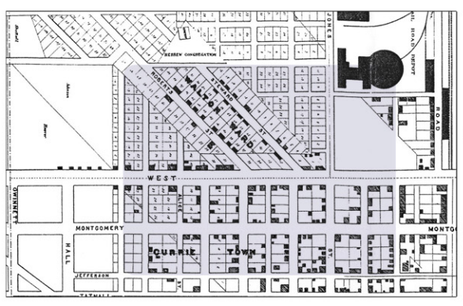
Information contained herein has been compiled from various sources and may contain inaccuracies based on available data. Compliance with applicable codes and ordinances and approval by authorities having jurisdiction is not guaranteed. This material is intended to create an overview and analysis of site conditions and provide a framework for future redevelopment. © **Copyright 2012, Sottile & Sottile**



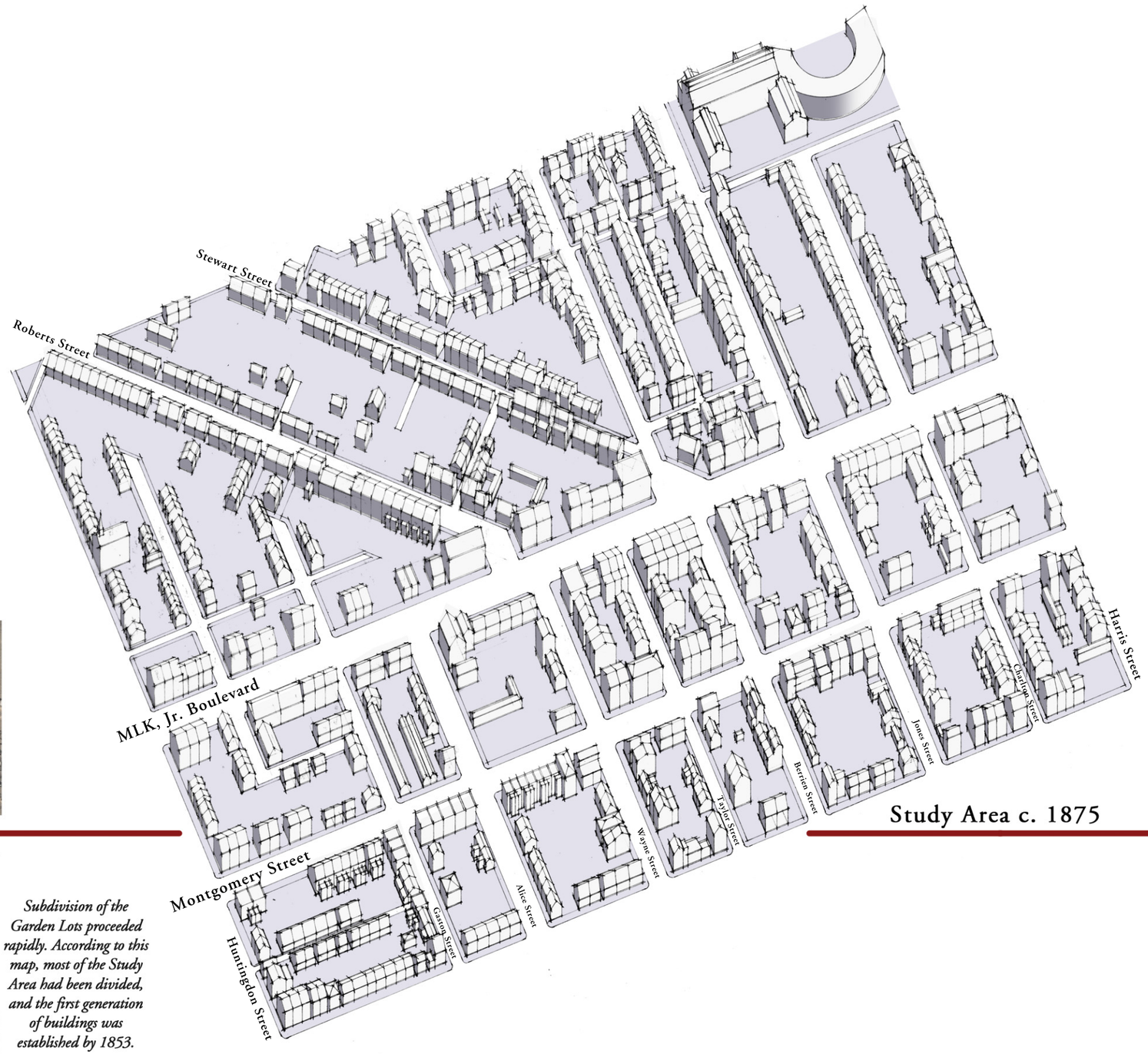
Study of the block pattern c. 1875 shows a dense network of small streets and lanes in the study area. Of particular interest is the first appearance of diagonally configured streets in the Savannah street network.

A portion of the Bird's Eye View of the City Savannah, Lithograph by A. Ruger, 1871.





Subdivision of the Garden Lots proceeded rapidly. According to this map, most of the Study Area had been divided, and the first generation of buildings was established by 1853.



Study Area c. 1875

1825-1875

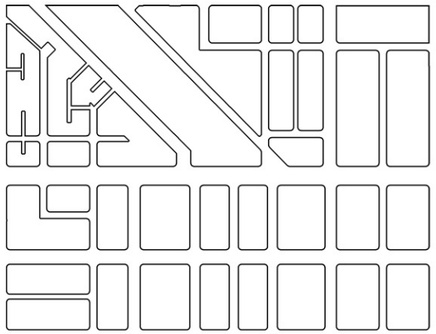
GROWTH OF THE NEIGHBORHOOD

The area surrounding MLK, Jr. Blvd. (formerly West Broad Street) and Montgomery Street rapidly developed as a primarily residential neighborhood with some commercial and industrial uses that serviced the railroad district to the north.

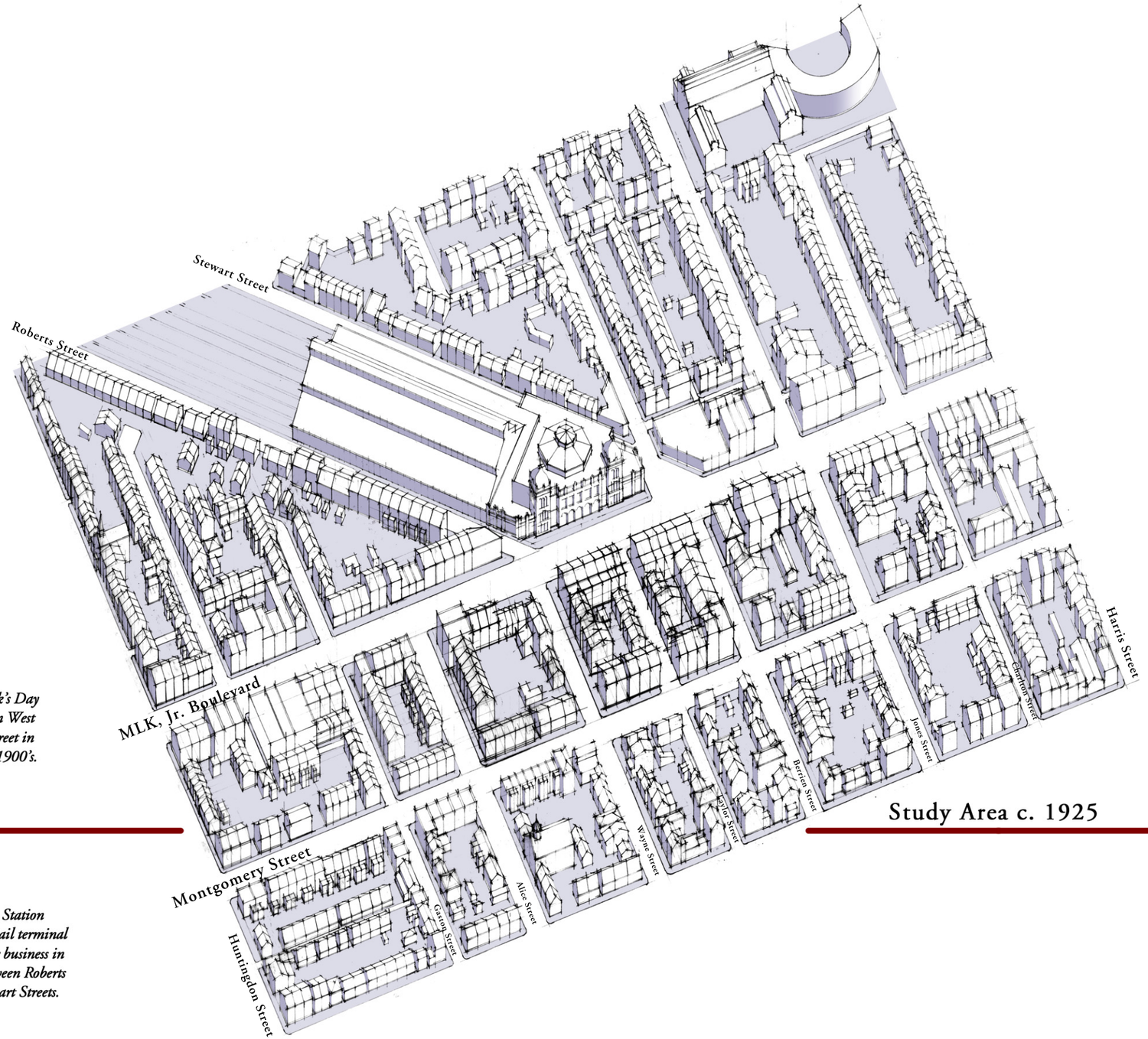
Subdivision of the original garden parcels continued the residential pattern, and it is apparent that Roberts Street and Stewart Street (now Selma Street) were aligned with the old Garden Lot parcel lines during this time, imbedding the diagonal character into this part of Savannah's street network.

Neighborhood Growth & Evolution

Information contained herein has been compiled from various sources and may contain inaccuracies based on available data. Compliance with applicable codes and ordinances and approval by authorities having jurisdiction is not guaranteed. This material is intended to create an overview and analysis of site conditions and provide a framework for future redevelopment. © Copyright 2012, Sottile & Sottile



Consolidation of the blocks between Roberts and Stewart Streets for Union Station and expansion of the lane network in Currietown as building density increased.



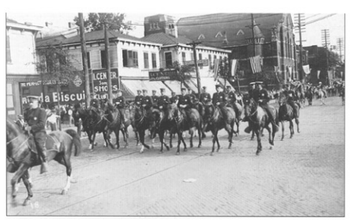
Study Area c. 1925

1875-1950

WEST BROAD PROSPERITY

The re-development of the blocks between Roberts and Stewart Streets to create the Union Station passenger rail terminal brought a period of intense growth and prosperity to West Broad Street.

Building intensity reached its greatest level during this time, including a vibrant and diverse mix of single and multi-family homes, and larger commercial, retail, office, and institutional buildings along West Broad and Montgomery Streets.

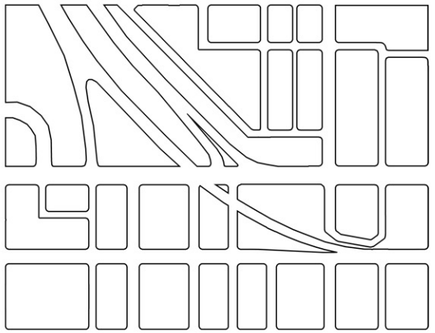


St. Patrick's Day parade on West Broad Street in the early 1900's.

Union Station passenger rail terminal opened for business in 1901 between Roberts and Stewart Streets.

Union Station & West Broad Vitality

Information contained herein has been compiled from various sources and may contain inaccuracies based on available data. Compliance with applicable codes and ordinances and approval by authorities having jurisdiction is not guaranteed. This material is intended to create an overview and analysis of site conditions and provide a framework for future redevelopment. © Copyright 2012, Sottile & Sottile



The street network after the 1960s became fragmented and disconnected. Several blocks were lost altogether.

The corner of West Broad Street and Roberts Street, shortly before demolition for the I-16 exit ramp.

Study Area c. 1975

1950-1975

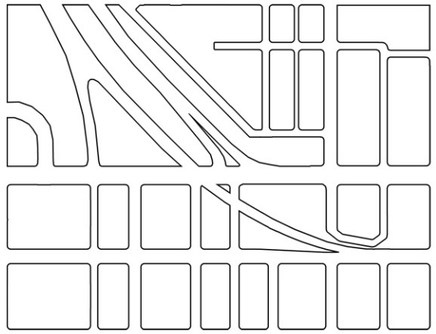
DISSOLUTION OF THE PATTERN

In the early 1960's the Union Station passenger terminal was torn down and replaced with a spur of Interstate Highway 16, to facilitate auto traffic into the heart of Savannah's city center.

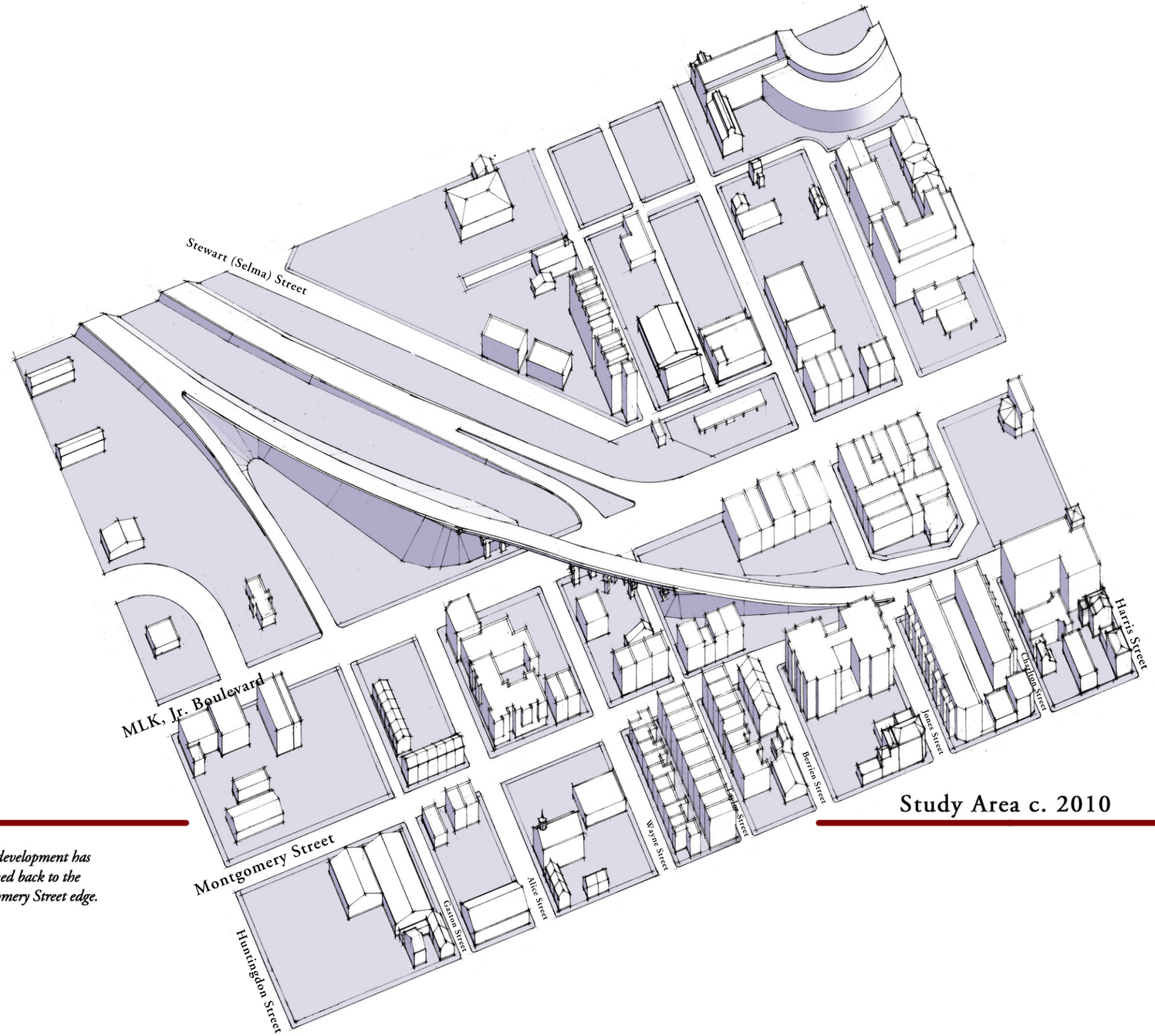
Much of the surrounding land was consolidated for construction of the highway and for adjacent development by the Housing Authority of Savannah. The project dissolved several city blocks completely, and cut off street connections between many others.

Neighborhood Demolition & Clearance

Information contained herein has been compiled from various sources and may contain inaccuracies based on available data. Compliance with applicable codes and ordinances and approval by authorities having jurisdiction is not guaranteed. This material is intended to create an overview and analysis of site conditions and provide a framework for future redevelopment. © Copyright 2012, Sottile & Sottile



Street network and block patterns remain disconnected since the construction of the I-16 exit ramps.



Study Area c. 2010

1975-2010

BUILDING BACK THE EDGE

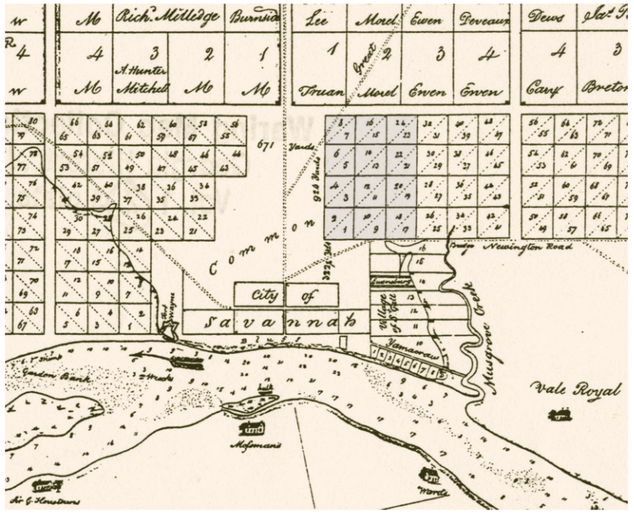
The Study Area has seen a number of significant redevelopment projects in the last several decades. Many of these projects have been constructed in the Montgomery Street corridor, and include a mix of hotels, multi-family residential, rowhouses with detached carriage houses, and some smaller scale commercial buildings.

While there have also been several large projects built recently west of MLK, Jr. Blvd., there is still a large void in redevelopment on the MLK corridor, and consequently large tracts of frontage remain un-built or under-utilized.

New development has pushed back to the Montgomery Street edge.

New Development & Revitalization

Information contained herein has been compiled from various sources and may contain inaccuracies based on available data. Compliance with applicable codes and ordinances and approval by authorities having jurisdiction is not guaranteed. This material is intended to create an overview and analysis of site conditions and provide a framework for future redevelopment. © Copyright 2012, Sottile & Sottile



1733

Area now known as Frogtown consolidated under a land grant for the

Royal Vale Plantation

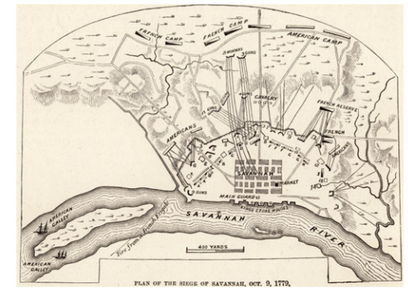
for the purpose of growing rice.

1762

SIEGE OF SAVANNAH

American Revolutionary War

Upon this spot stood the Spring Hill redoubt. Here on October 9, 1779, one of the bloodiest engagements of the revolution was fought when repeated assaults were made by the allied troops of Georgia, South Carolina and France in an effort to retake Savannah from the British.



1779

Original deeds granted:
"adjoining to the Common, [Oglethorpe] hath

set out Garden Lotts of Five Acres

each, and beyond such Garden Lotts hath set out Farms of Forty Four Acres...and hath drawn a Plan of the Town, and Plot of the Garden Lotts and Farms respectively..."

1773

TWO JEWISH CEMETERIES

Old Jewish Burial Ground Established by Mordecai Sheftall on August 2, 1773 from lands granted him in 1762 by King George III as a parcel of land that "shall be, and "forever remain, to and for the use and purpose of a Place of Burial for all persons whatever professing the Jewish Religion."

Jewish burial ground used about 100 years. A gift from Mordecai Sheftall by deed dated August 2, 1773.

1750 | 1800 | 1850 | 1900 | 1950 | 2000

Information contained herein has been compiled from various sources and may contain inaccuracies based on available data. Compliance with applicable codes and ordinances and approval by authorities having jurisdiction is not guaranteed. This material is intended to create an overview and analysis of site conditions and provide a framework for future redevelopment. © **Copyright 2012, Sottile & Sottile**

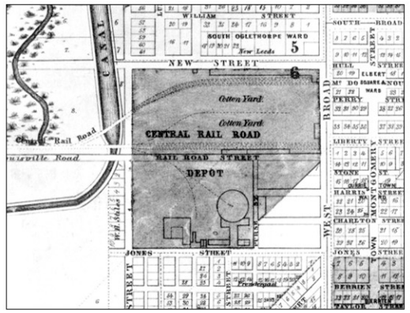
NEIGHBORHOOD DEVELOPMENT

Original Order

I-16 EXIT RAMP REMOVAL PROJECT

SAVANNAH GEORGIA

City of Savannah
Chatham County
Metropolitan Planning Commission
CORE Metropolitan Planning Organization
Savannah Development & Renewal Authority

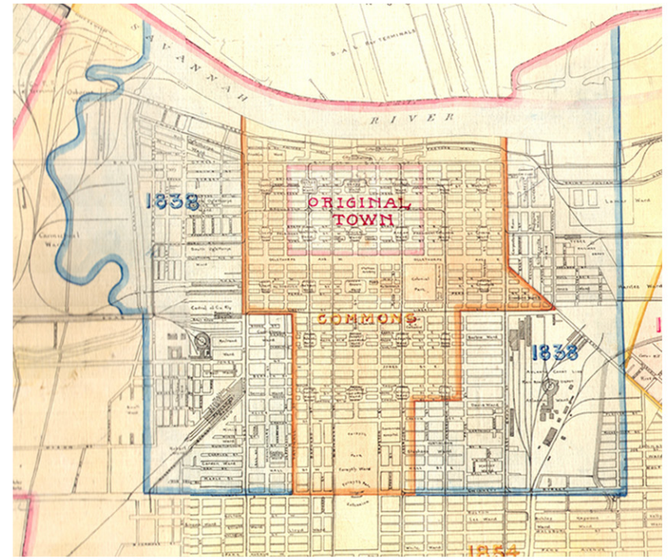


1856

Five acres of City land
on Spring Hill, bounded by West Broad,
Musgrove Creek, Augusta Road, and
Oak Street, were granted the Central
by Council for a

site for a depot,
shops, etc.

1836



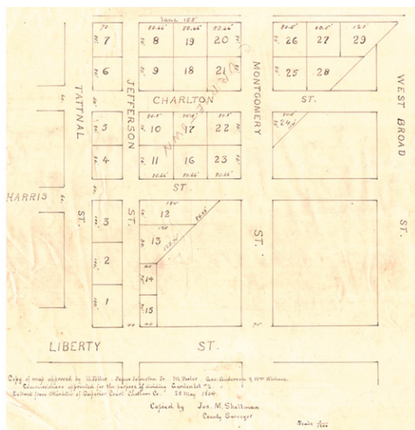
1838

The Savannah – Macon railroad was complete
and a period of prosperity began, shipping cotton
from inland plantations to the port at Savannah.

West Broad Street linked the rail ports to the river ports.

1843

5-acres Garden Lots
subdivided
into development lots



1830s

Currietown
in the West Boundary is a

Jewish Neighborhood

West Boundary Area
Incorporated into the City

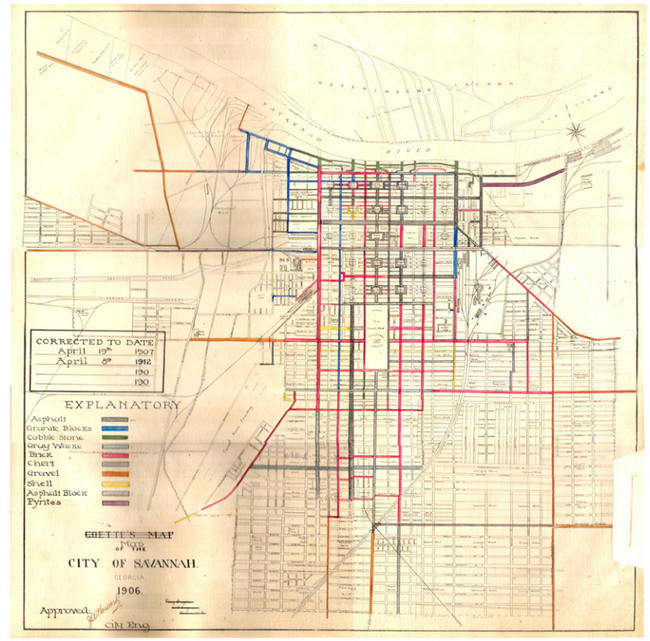
1750 | 1800 | 1850 | 1900 | 1950 | 2000

Information contained herein has been compiled from various sources and may contain inaccuracies based on available data. Compliance with applicable codes and ordinances and approval by authorities having jurisdiction is not guaranteed. This material is intended to create an overview and analysis of site conditions and provide a framework for future redevelopment. © Copyright 2012, Sottile & Sottile

NEIGHBORHOOD DEVELOPMENT

Early Expansion

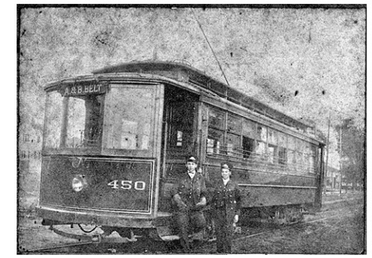
I-16 EXIT RAMP REMOVAL PROJECT
SAVANNAH GEORGIA
City of Savannah
Chatham County
Metropolitan Planning Commission
CORE Metropolitan Planning Organization
Savannah Development & Renewal Authority



William Hardee and the ***Confederate army*** *crossed the Savannah River on pontoons from*

West Broad Street *to the other side of the River to escape Sherman's onslaught.*

1864 **1870s**



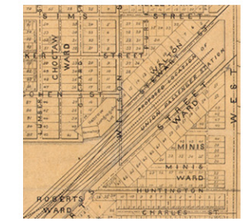
The FIRST CAR OPERATED BY ELECTRICITY brought all Savannahians to the streets to see it pass on November 24, 1890.

1890

One day in October

50,000 passengers were carried by the competing streetcar lines.

1894



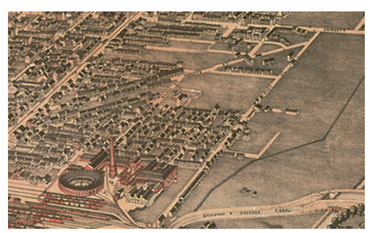
Construction began on the **Union Passenger Station**, Union Terminal Company.

1899

1868

Mule-drawn cars began operating, the most modern means of URBAN TRANSPORTATION in their time.

Freed slaves settled in the West Boundary area. *Because of the large amounts of frogs that emerged from the canal during heavy rains, inhabitants began referring to their neighborhood as Frogtown.*



1888 - 1900

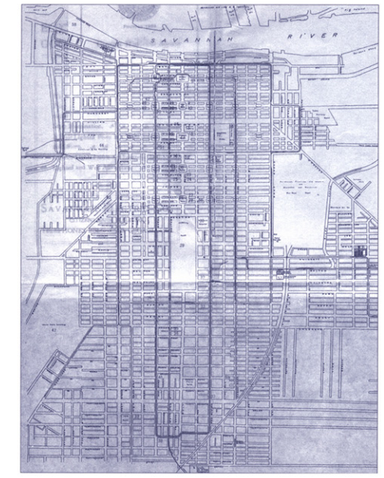
City government expended almost a million dollars in 13 years, 1888-1900, in

OPENING AND PAVING ITS HIGHWAYS.

There were a few down town streets paved for heavy traffic with cobble stones, a small mileage improved with Belgian blocks and a few blocks of asphalt.

The horse cars were taken off the belt line at 8 o'clock to give the electric car undisputed supremacy. A great crowd gathered to cheer the car as it started. Fireworks were set off and pistols fired by ardent demonstrators. Savannahians realized

a new era had come in local transportation.



SAVANNAH *c. 1900*

1750 1800 1850 1900 1950 2000

Information contained herein has been compiled from various sources and may contain inaccuracies based on available data. Compliance with applicable codes and ordinances and approval by authorities having jurisdiction is not guaranteed. This material is intended to create an overview and analysis of site conditions and provide a framework for future redevelopment. © **Copyright 2012, Sottile & Sottile**

NEIGHBORHOOD DEVELOPMENT

City-Building & Public Transportation

I-16 EXIT RAMP REMOVAL PROJECT

SAVANNAH GEORGIA

City of Savannah
Chatham County
Metropolitan Planning Commission
CORE Metropolitan Planning Organization
Savannah Development & Renewal Authority

Union Station is built,
serving the Southern Railway, Atlantic Coast Line and Seaboard Air Line.

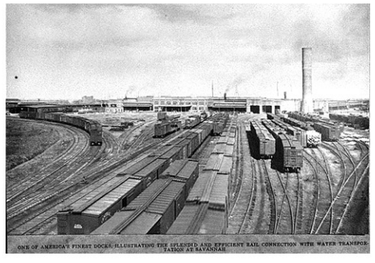
1901

1908 Savannah Tribune
1909 Pekin Theater
1910 Monroe and Company funeral home
1912 St. Philip A.M.E. Church
1913 B & B Paint
1913 McKelvey Services Inc. General Contracting
1914 Wage Earners Saving & Loan Bank
1914 Union Development Corporation
1914 Madam Birdie Freeman's beauty parlor
1914 Savannah Pharmacy
1916 Cargo Beauty Salon
1917 Globe Theater
1920 Insurance Agents Department Store
1921 Dunbar Theater, Hotel, Sam Williams Vanity Shop, The Guaranty Insurance Company
1921 Star Theater
1922 Steele Funeral Home
1924 Royall Undertaking

Early 1900s

TRADE PROSPERITY
Savannah was proudly advertised as the third largest cotton port of the world.

For twelve successive seasons, 1891 to 1903, Savannah annually handled over a million barrels of naval stores.



In our West Boundary Street neighborhood, people had the occupations of longshoreman, railroad workers, dairy workers, *men and women selling vegetables, ice, wood, watermelons, and other wares and many notable churches.*

1912

Capt. Edward Seabrook built a **grand red brick building at 512 West Broad** where he operated a livery stable and funeral home in the bottom floors and lived in a penthouse of seven elegantly furnished rooms. The Savannah Tribune regarded the building as ***the best in the city owned by Negroes.***

1920

It was segregation, *completely rigid by 1920, which created and sustained Black West Broad Street.*

1925

Bridge across the Savannah River opened for traffic...the direct fruit of the construction of hundreds of miles of splendid highways which now enable the farmers and town residents to reach the Savannah market easily at any time.

1750 | 1800 | 1850 | 1900 | 1950 | 2000

Information contained herein has been compiled from various sources and may contain inaccuracies based on available data. Compliance with applicable codes and ordinances and approval by authorities having jurisdiction is not guaranteed. This material is intended to create an overview and analysis of site conditions and provide a framework for future redevelopment. © Copyright 2012, Sottile & Sottile

NEIGHBORHOOD DEVELOPMENT
Union Station & West Broad Prosperity

I-16 EXIT RAMP REMOVAL PROJECT
SAVANNAH GEORGIA
City of Savannah
Chatham County
Metropolitan Planning Commission
CORE Metropolitan Planning Organization
Savannah Development & Renewal Authority

1927 McKelvey-Powell Hall
USO, YMCA and various other businesses

1927 Carver State Bank

1928 The Dunbar Theater installed new equipment

1928 444 black businesses in Savannah

1930 342 black businesses in Savannah

Montgomery Street has been designated as a main feature
of the **federal highway 17** through Savannah
because it runs from Bay Street to Victory Drive,
has no car tracks on it, is wide enough to carry heavy traffic both ways
and furnishes Savannah with an entrance and an exit that befits the city.

To complete the highway, **Montgomery Street must be opened through the three squares**
on it which ***have no beauty and no likelihood of being anything more than they now are.***

Route 17

1940 Carver State Bank's annual report showed a 'big increase'

1940 411 black businesses in Savannah

The nation suffers economic hardship during **the Great Depression**.

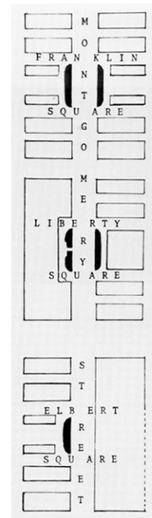
1933

1935

1932

The Central of Georgia is diminished and goes into receivership.

President Franklin Delano **Roosevelt visits Savannah**, arriving at Union Station on West Broad Street.



1936

The **passing of the electric railway** began, with many miles of tracks taken up and poles and wires removed, and the **gasoline driven bus for passenger traffic took its place.**

1938

A fresh impetus to improve hard surfaced **public highways**, broader, safer, more durable, for gasoline propelled trucks and busses and private cars.

1947

Beautification of the square remnants of Liberty and Elbert Squares in heavily traveled Montgomery Street were revealed by Dr. A.J. Waring, chairman of the Park and Tree Commission who said,
I want to get the business men of Savannah interested in beautification of the parks and streets from the standpoint that they are an economic asset to the city. Take away the old buildings and stop beautification of the city and Savannah would simply be just another tidewater town.

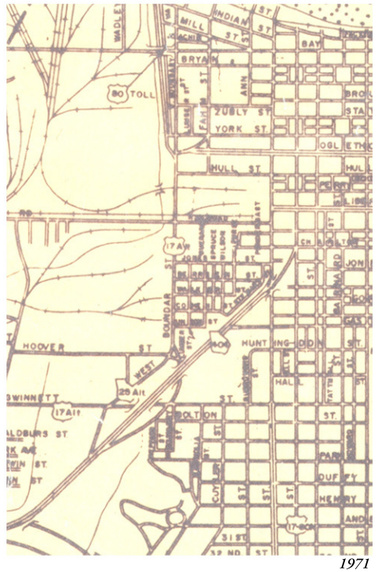
1750 | **1800** | **1850** | **1900** | **1950** | **2000**

Information contained herein has been compiled from various sources and may contain inaccuracies based on available data. Compliance with applicable codes and ordinances and approval by authorities having jurisdiction is not guaranteed. This material is intended to create an overview and analysis of site conditions and provide a framework for future redevelopment. © **Copyright 2012, Sottile & Sottile**

NEIGHBORHOOD DEVELOPMENT

Auto-Oriented Development

I-16 EXIT RAMP REMOVAL PROJECT
SAVANNAH GEORGIA
City of Savannah
Chatham County
Metropolitan Planning Commission
CORE Metropolitan Planning Organization
Savannah Development & Renewal Authority



1971

City report determined the entire **Frogtown area was blighted and beyond rehabilitation** and the only means of correcting these conditions would be through

clearance

and redevelopment.

late **1940s - 1950s**

Jazz culture on West Broad Street peaked

West Broad Street witnessed throngs of people shopping, catching trains at the passenger depots, or seeking entertainment.

1956

NUMBERS ASSIGNED to future interstate highways, such as the north-south Interstate 95 and east-west

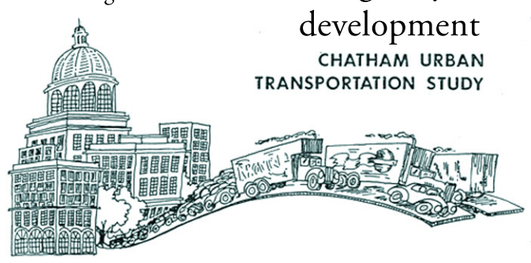
Interstate 16,

which eventually would link Savannah to Macon.

1957

FEDERAL HIGHWAY ADMINISTRATION ACT

to improve national highway network as a defense measure following W.W. II



1958

A city-county group established a policy designed to

push highway development

CHATHAM URBAN TRANSPORTATION STUDY

INTERSTATE 16 STAKED OUT

1959

Appraisals of land begin for the future I-16

Eventually,

Thirteen Streets were closed

between West Broad and Montgomery, for I-16.

URBAN RENEWAL

caused the Savannah Pharmacy to demolish its business to make way for the Herbert Kayton and Simon Frazier Housing Projects.

1961

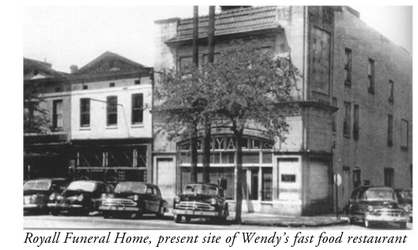
Appraisal Report for West Broad Street Properties submitted to Housing Authority of Savannah

1962

Kayton Homes built, with 164 apartments.

Union Station demolished

to make way for I-16



Royall Funeral Home, present site of Wendy's fast food restaurant

1963

They ran us out of business on West Broad Street.

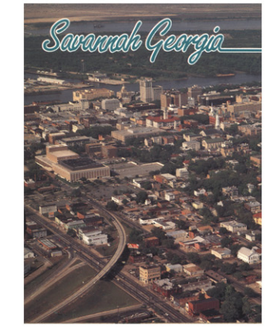
They paid us $25,000 and sold the business for $250,000. We had a fine business on West Broad Street, and the Dunbar Theater was adjacent to our business. On the south side of our building was the Hill Hotel on West Broad Street. George Barnes had a pool hall, Willie Baker had a restaurant, and Helen Pughsley had a restaurant next to George Baker's on West Broad and Minis Streets. The Elks Hall was located around the corner from the funeral home on Minis Street. The Star Theater was located across from the Dunbar Theater on West Broad Street. All of these businesses were black-owned.

Frenchye Bynes, Bynes-Royall Funeral Home

Officials cut the ribbon, officially

opening Interstate 16

1967



1750 | 1800 | 1850 | 1900 | 1950 | 2000

Information contained herein has been compiled from various sources and may contain inaccuracies based on available data. Compliance with applicable codes and ordinances and approval by authorities having jurisdiction is not guaranteed. This material is intended to create an overview and analysis of site conditions and provide a framework for future redevelopment. © Copyright 2012, Sottile & Sottile

NEIGHBORHOOD DEVELOPMENT

Highway Act & Urban Renewal

I-16 EXIT RAMP REMOVAL PROJECT

SAVANNAH GEORGIA

City of Savannah
Chatham County
Metropolitan Planning Commission
CORE Metropolitan Planning Organization
Savannah Development & Renewal Authority

'From a historic point of view, West Broad Street has always been the black street of Savannah,' [Alderman] Adams said. He noted that West Broad Street's high visibility to tourists and its historic significance as a center of the black community make it the logical street to honor King.

SAVANNAH EVENING PRESS

Signs Soon To Mark West Broad Renaming

West Broad at Interstate 16 Ramp

City Council approves
re-naming West Broad Street as Martin Luther King Boulevard.

1989 1990

The Ralph Mark Gilbert
Civil Rights Museum
opened on MLK in the old Guaranty Insurance Building.

The City of Savannah directs the Savannah Development & Renewal Authority to
REVITALIZE the MLK & Montgomery corridors...

1996

City of Savannah adopted a REVITALIZATION plan for MLK Boulevard and Montgomery Street that includes the **eventual removal of the I-16 flyover.**

1999

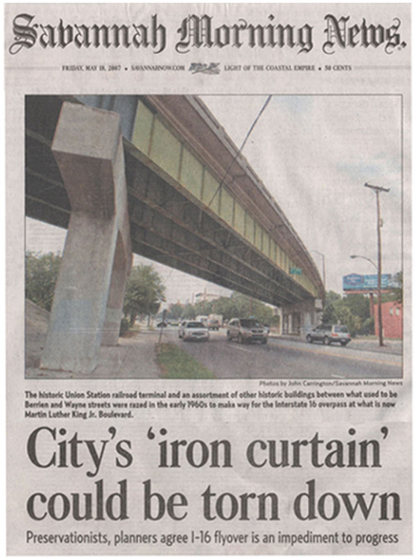
500 Block of MLK is purchased by Walter Evans. 518 MLK is **RENOVATED and occupied** by SDRA on the street level, apartments above.

2002

SDRA engaged planning and urban design firms to create land-use and zoning strategies and design guidelines for the MLK-Montgomery Street redevelopment area. The preliminary plans identified I-16 flyover removal as a possible catalyst for redevelopment.

Removing the flyover could potentially open up 9 acres of land to development and re-connect lost street patterns.

2005



Savannah Morning News

The historic Union Station railroad terminal and an assortment of other historic buildings between what used to be Berrien and Wayne streets were razed in the early 1960s to make way for the Interstate 16 overpass at what is now Martin Luther King Jr. Boulevard.

City's 'iron curtain' could be torn down

Preservationists, planners agree I-16 flyover is an impediment to progress

Chatham County Commission approved a study to determine the
feasibility of REMOVING THE OVERPASS
that spans Martin Luther King, Jr. Boulevard and dumps motorists downtown.

2009

Fast food restaurants build on lots cleared by Urban Renewal on West Broad, including the former site of the Bynes-Royall Funeral Home which was purchased by Wendy's for $2.5 million.

1995

First official mention of the Removal of the I-16 overpass, in the Martin Luther King Jr. Boulevard/Montgomery Corridor Existing Conditions Survey, MPC

Issue:
I-16 overpass (Montgomery Connector)
Project Description:
To study the feasibility for the removal of the I-16 overpass.
Project Status:
The connector is seen as a wall dividing MLK.

1997

Former Railway Express building renovated as an event facility, Savannah Station.

2001

About 100 Architecture Students participated in a **workshop, devising plans to remove the flyover** and restore the neighborhood, at the annual meeting of the Georgia chapter of the American Institute of Architects.

2003

Capitol City Bank & Trust of Atlanta purchases 339 MLK (c. 1900) with plans to renovate and open a branch with a focus on lending to small businesses along the MLK Corridor.

2006

Frogtown Lofts development begins construction.

2008

Pedestrian fatality at MLK and Taylor, ***a spot rarely used by pedestrians…where drivers make last-second decisions and have poor visibility.***

Real estate values range from
$42/sq. ft.
just **north of the flyover**
to
$27/sq. ft.
south of the flyover.

1750 1800 1850 1900 1950 2000

Information contained herein has been compiled from various sources and may contain inaccuracies based on available data. Compliance with applicable codes and ordinances and approval by authorities having jurisdiction is not guaranteed. This material is intended to create an overview and analysis of site conditions and provide a framework for future redevelopment. © **Copyright 2012, Sottile & Sottile**

NEIGHBORHOOD DEVELOPMENT

Martin Luther King, Jr. Boulevard Revitalization

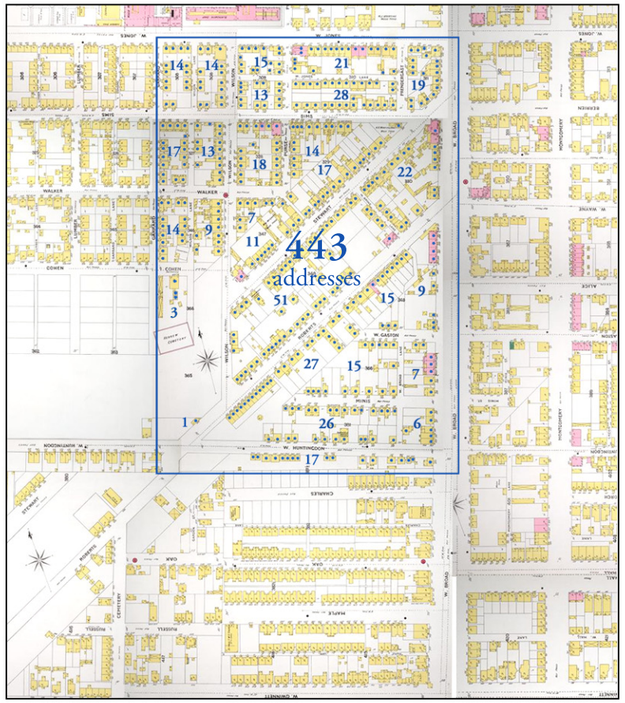
I-16 EXIT RAMP REMOVAL PROJECT
SAVANNAH GEORGIA
City of Savannah
Chatham County
Metropolitan Planning Commission
CORE Metropolitan Planning Organization
Savannah Development & Renewal Authority

3

URBAN ANALYSIS & CURRENT CONDITIONS

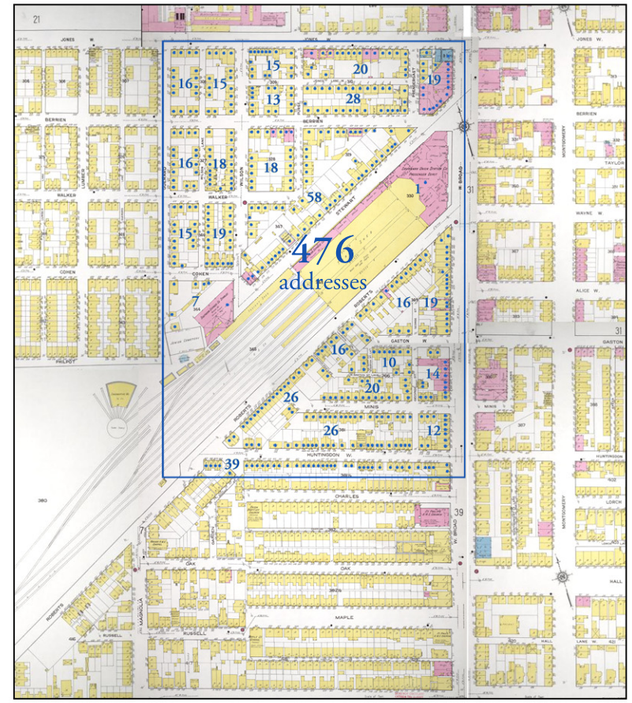
The following section provides an analysis of current site conditions as well as comparisons to historic conditions of the streets and neighborhoods surrounding the I-16 Exit Ramp Area.

Loss of Neighborhood Vitality
Neighborhood Scale
Highway Network
Primary Street Network
Local Street Network
West Boundary Street
Pedestrian Network
Streetcar Planning
Streetscape Comparisons
Existing Street Configurations
Transit
Stakeholder Groups
Historic Resources
Community Characteristics
Flood Plain Map
Land Use
Infrastructure



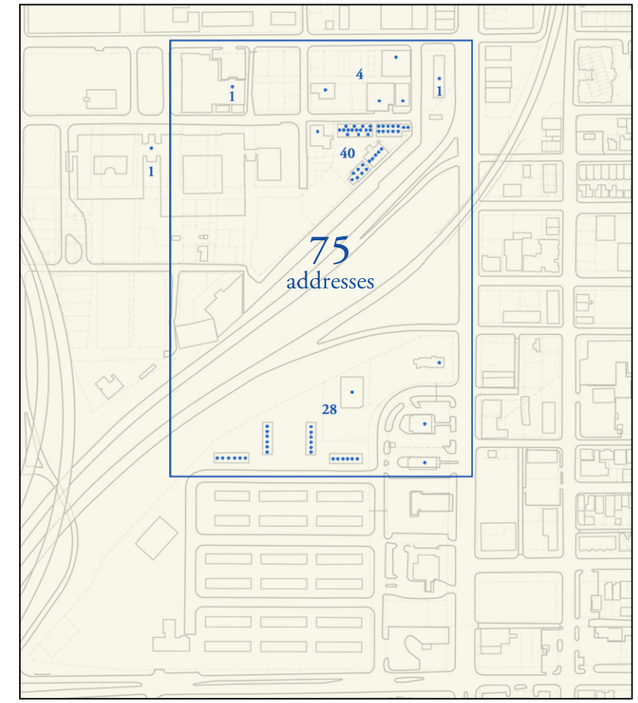
1898

443 residential and commercial addresses could be found in the area bounded by West Broad, Jones, Guerard and W. Huntingdon Streets in 1898, before Union Station was developed.



1916

After Union Station was built, taking away a large portion of developable land, in the same study area the number of addresses actually increased to 476.



2010

Today, 75 addresses are found within the same study area.

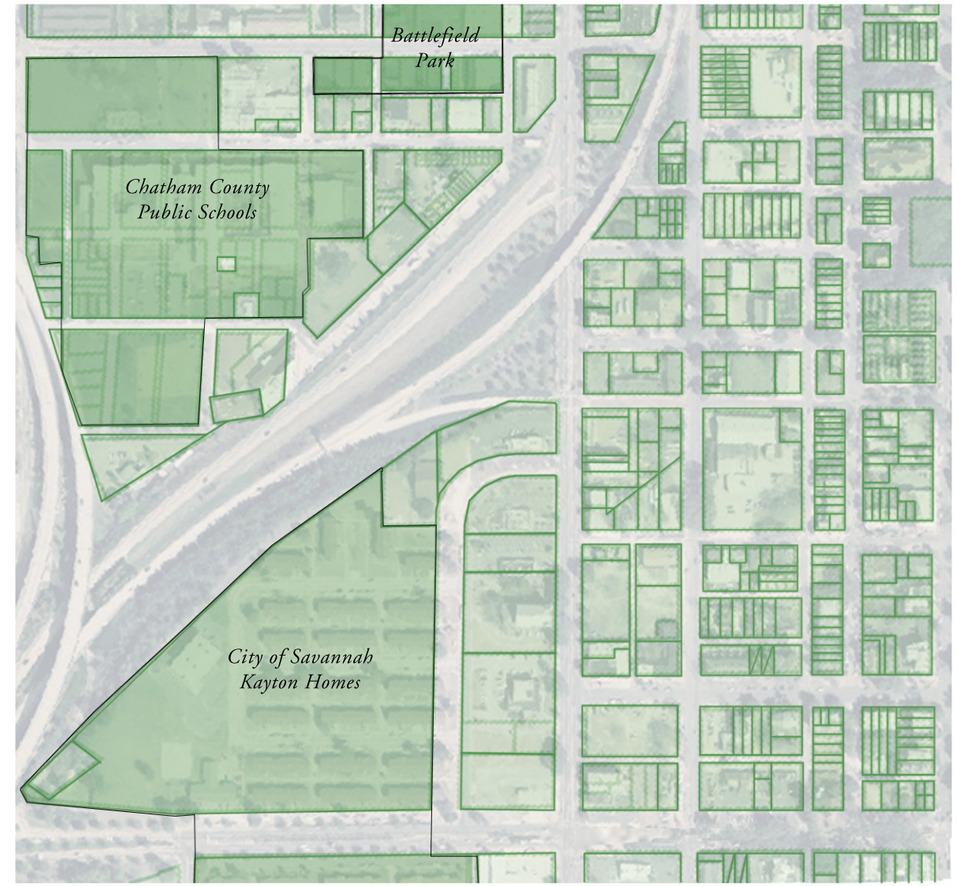
Information contained herein has been compiled from various sources and may contain inaccuracies based on available data. Compliance with applicable codes and ordinances and approval by authorities having jurisdiction is not guaranteed. This material is intended to create an overview and analysis of site conditions and provide a framework for future redevelopment. **© Copyright 2012, Sottile & Sottile**

LOSS OF NEIGHBORHOOD VITALITY

Analysis of Individual Street Addresses

1898

Small lots and even smaller building footprints characterized the development patterns at the turn of the nineteenth century on both sides of West Broad Street.



2010

A pattern of small lots is still visible on the east side of Martin Luther King, Jr. Blvd. (West Broad.) However, on the west side of MLK, lot sizes have become much larger and ownership is consolidated.

Information contained herein has been compiled from various sources and may contain inaccuracies based on available data. Compliance with applicable codes and ordinances and approval by authorities having jurisdiction is not guaranteed. This material is intended to create an overview and analysis of site conditions and provide a framework for future redevelopment. **© Copyright 2012, Sottile & Sottile**

NEIGHBORHOOD SCALE

Consolidation of Property Ownership

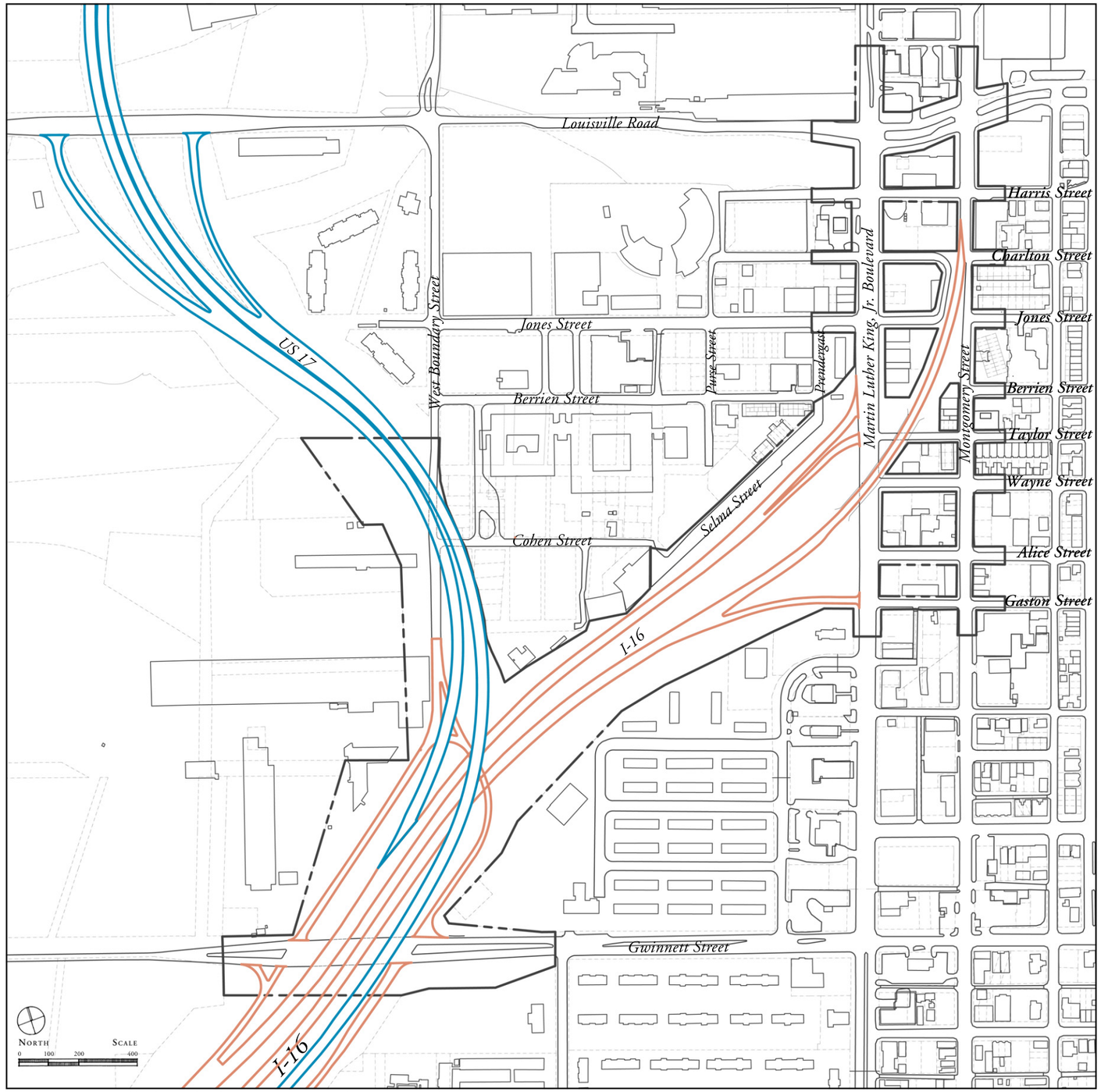
I-16 EXIT RAMP REMOVAL PROJECT

SAVANNAH GEORGIA

City of Savannah
Chatham County
Metropolitan Planning Commission
CORE Metropolitan Planning Organization
Savannah Development & Renewal Authority

New Infrastructure

A newer elevated highway provides a high-speed connection to US-17 as well as an exit opportunity at Louisville Road, while allowing local surface streets to pass underneath.



Two generations of highway development in Savannah's West Boundary.

Older Infrastructure

The I-16 Exit Ramp spur completed in the 1960's does not allow most surface street connections through the area, and being almost 50 years old, it is showing increasing signs of wear.

HIGHWAY NETWORK

Two Ages of Infrastructure

Information contained herein has been compiled from various sources and may contain inaccuracies based on available data. Compliance with applicable codes and ordinances and approval by authorities having jurisdiction is not guaranteed. This material is intended to create an overview and analysis of site conditions and provide a framework for future redevelopment. © **Copyright 2012, Sottile & Sottile**

I-16 EXIT RAMP REMOVAL PROJECT

SAVANNAH GEORGIA

City of Savannah
Chatham County
Metropolitan Planning Commission
CORE Metropolitan Planning Organization
Savannah Development & Renewal Authority

Highway Entry & Exit Opportunities

1 37th Street Extension

Allows East-bound exit from, and West-bound entry to highway.
Does not allow West-bound exit from, or East-bound entry to highway.

2 Gwinnett Street

Allows East-bound exit from, and West-bound entry to highway.
Does not allow West-bound exit from, or East-bound entry to highway.

3 Louisville Road

Allows East-bound exit from, and West-bound entry to highway.
Does not allow West-bound exit from, or East-bound entry to highway.

4 Oglethorpe Avenue

Allows West-bound exit from, and East-bound entry to highway.
Does not allow East-bound exit from, or West-bound entry to highway.

5 MLK at Gaston Street

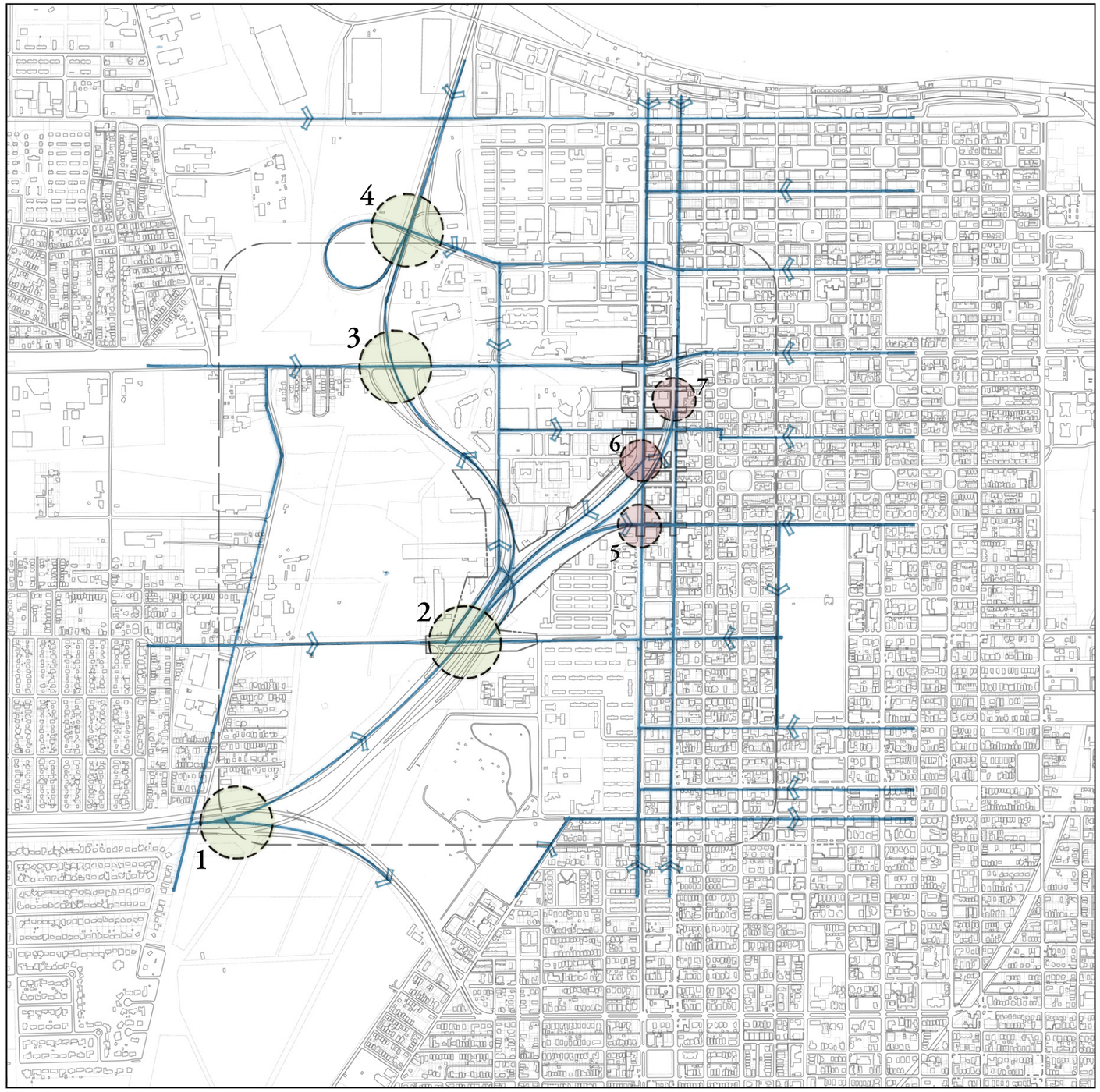
One way exit movement East-bound.

6 MLK at Taylor Street

One way entrance movement West-Bound.

7 Montgomery Street

One way exit movement, East-bound onto Montgomery Street.



West Boundary primary movement network.

PRIMARY STREET NETWORK

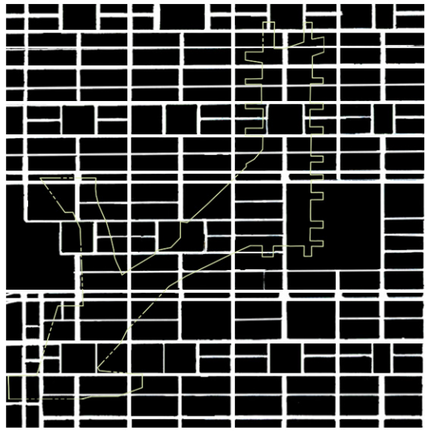
I-16 & Major Surface Street Network

Information contained herein has been compiled from various sources and may contain inaccuracies based on available data. Compliance with applicable codes and ordinances and approval by authorities having jurisdiction is not guaranteed. This material is intended to create an overview and analysis of site conditions and provide a framework for future redevelopment. © Copyright 2012, Sottile & Sottile

I-16 EXIT RAMP REMOVAL PROJECT

SAVANNAH GEORGIA

City of Savannah
Chatham County
Metropolitan Planning Commission
CORE Metropolitan Planning Organization
Savannah Development & Renewal Authority

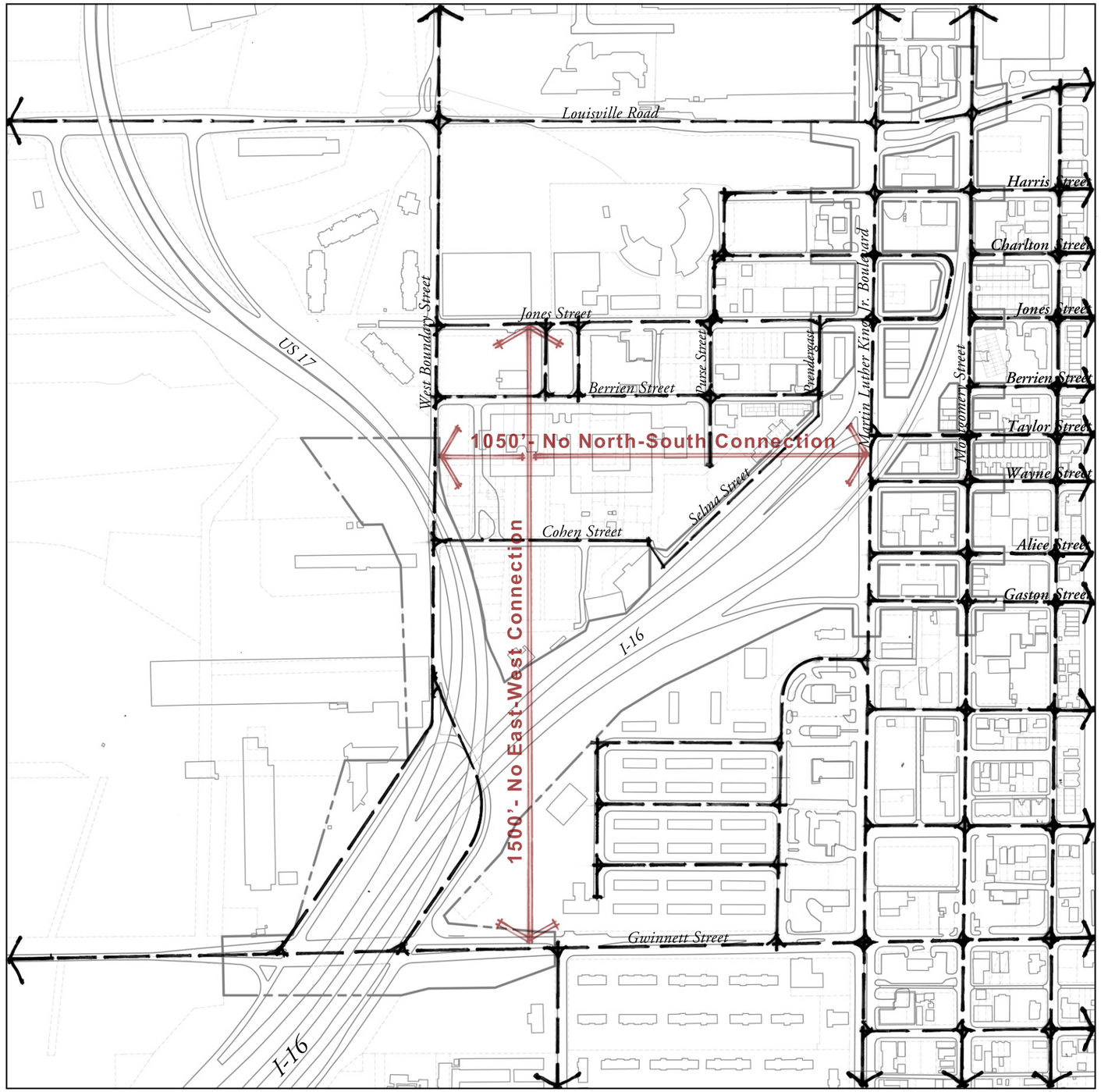


Traditional Savannah

240'-300' Connection Interval

West Boundary Study Area

1050'-1500' Connection Interval



Savannah West Boundary study area existing streets.

LOCAL STREET NETWORK

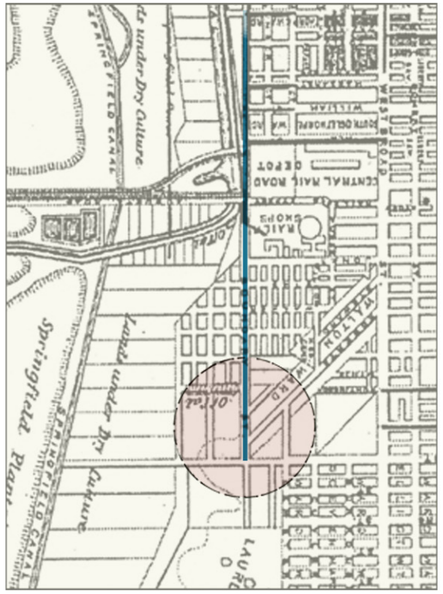
East-West & North-South Deficiency

Information contained herein has been compiled from various sources and may contain inaccuracies based on available data. Compliance with applicable codes and ordinances and approval by authorities having jurisdiction is not guaranteed. This material is intended to create an overview and analysis of site conditions and provide a framework for future redevelopment. **© Copyright 2012, Sottile & Sottile**

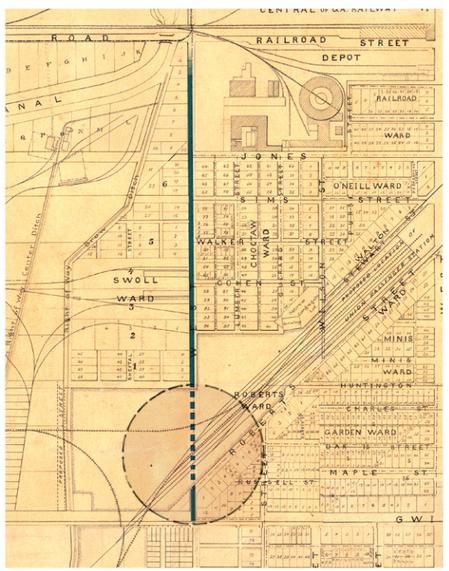
I-16 EXIT RAMP REMOVAL PROJECT

SAVANNAH GEORGIA

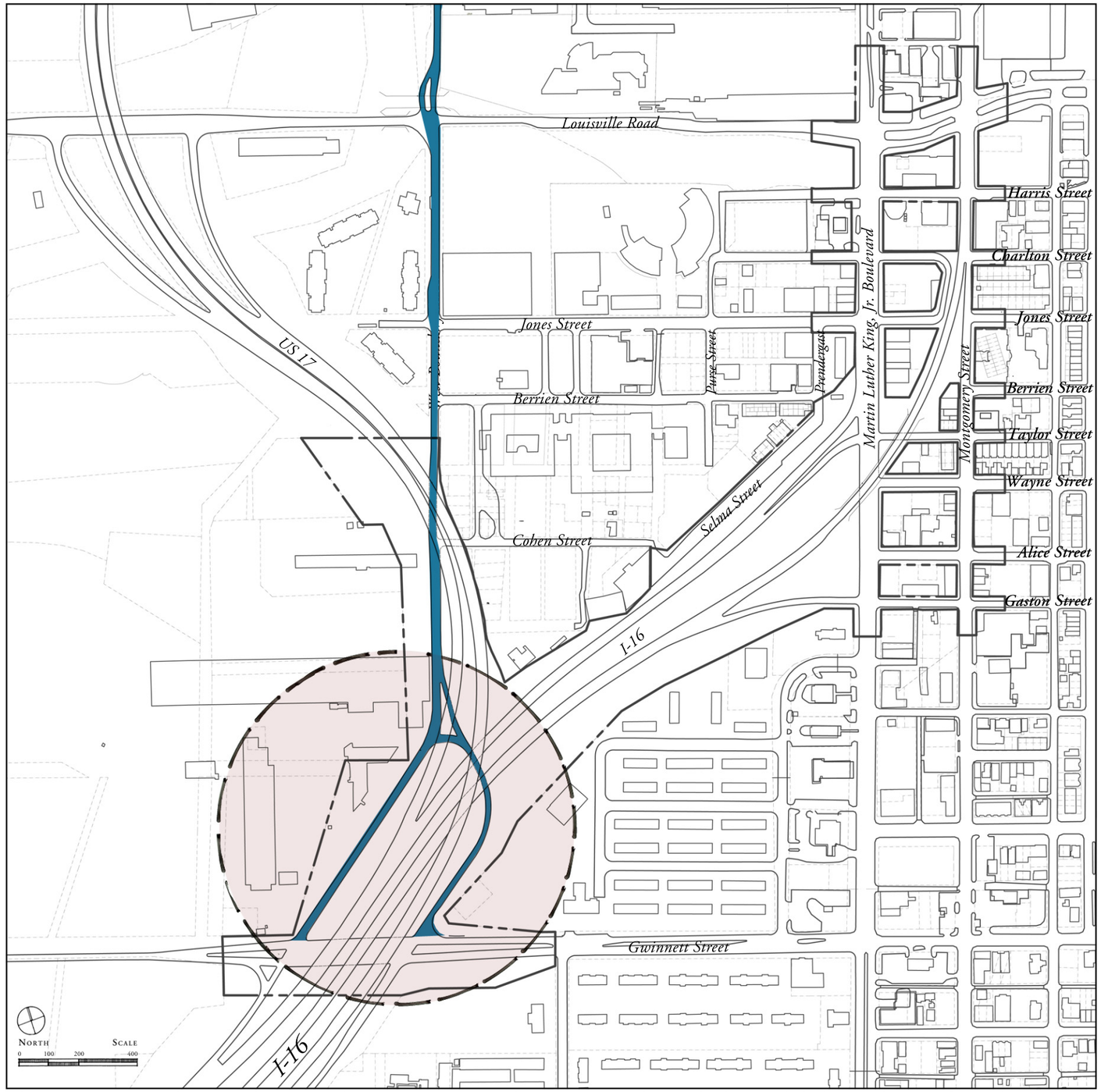
City of Savannah
Chatham County
Metropolitan Planning Commission
CORE Metropolitan Planning Organization
Savannah Development & Renewal Authority



This 1876 Map shows West Boundary Street's original straight configuration as it approached and connected with Gwinnett Street.



By 1900, Boundary Street had been interrupted by the route of the rail lines into Union Station.



The existing intersection of West Boundary Street with Gwinnett Street is an ambiguous connection that uses the elements of a highway configuration for a surface street.

West Boundary Street

WEST BOUNDARY STREET

Historic Pattern & Current Conditions

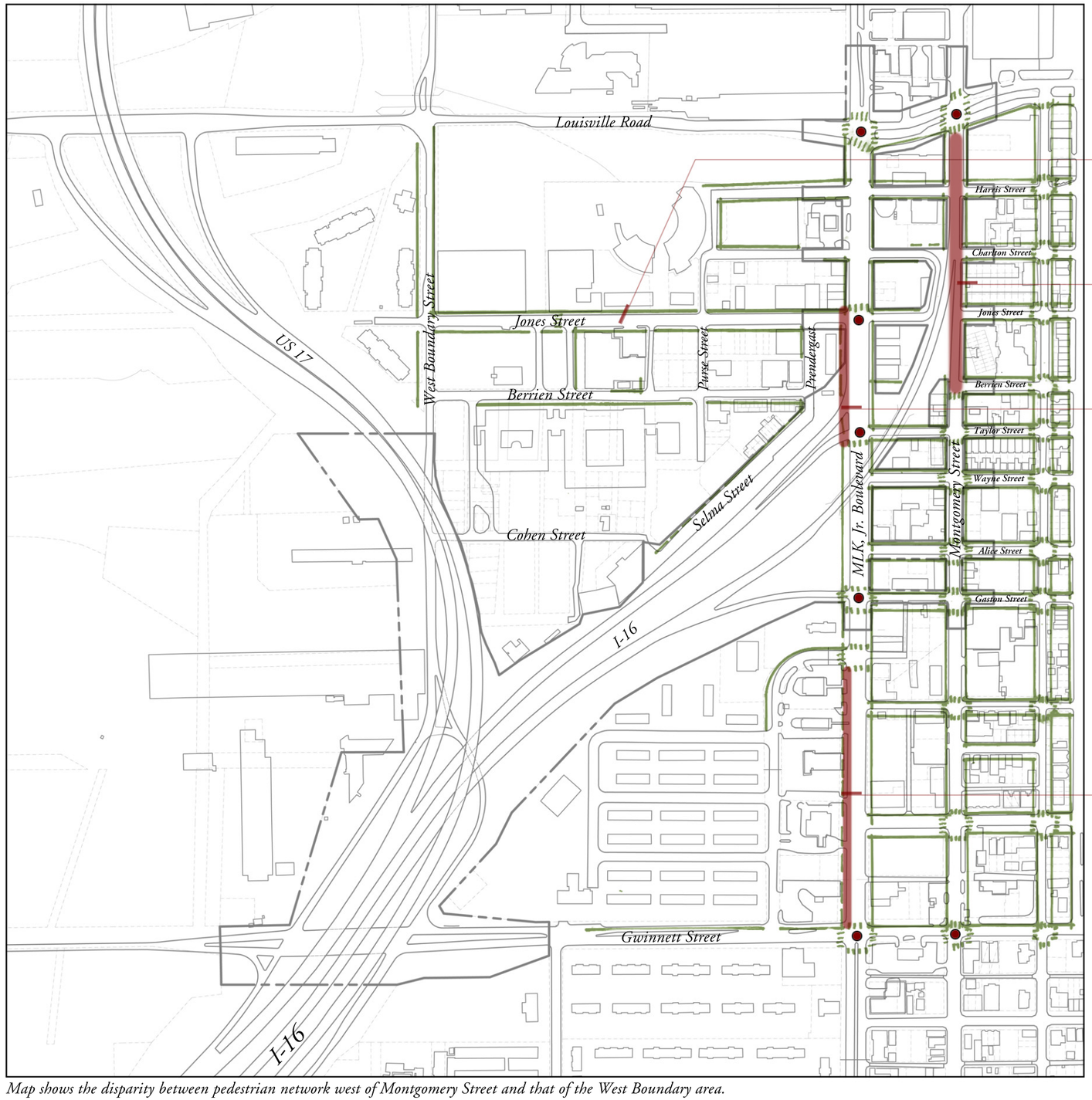
I-16 EXIT RAMP REMOVAL PROJECT

SAVANNAH GEORGIA

City of Savannah
Chatham County
Metropolitan Planning Commission
CORE Metropolitan Planning Organization
Savannah Development & Renewal Authority

Information contained herein has been compiled from various sources and may contain inaccuracies based on available data. Compliance with applicable codes and ordinances and approval by authorities having jurisdiction is not guaranteed. This material is intended to create an overview and analysis of site conditions and provide a framework for future redevelopment. **© Copyright 2012, Sottile & Sottile**

Disrupted pedestrian network elements around the I-16 Exit Ramps.



Inconsistent and incomplete pedestrian structure west of MLK.

Approximately 1,000' between pedestrian crossings on Montgomery Street.

Lack of crosswalks, narrow sidewalk with no traffic buffer, and frequent curb cuts contribute to an unsafe pedestrian environment between Jones Street and Taylor Street.

Sidewalk compromised by numerous curb cuts, with frequent vehicle movement into and out of restaurants.

Pedestrian Walks & Crossings

Signalized Intersection

Map shows the disparity between pedestrian network west of Montgomery Street and that of the West Boundary area.

PEDESTRIAN NETWORK

Fragmented Environment in Corridor

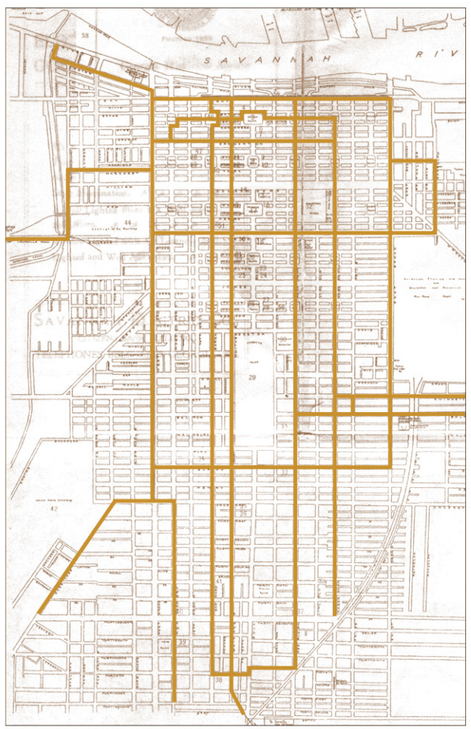
Information contained herein has been compiled from various sources and may contain inaccuracies based on available data. Compliance with applicable codes and ordinances and approval by authorities having jurisdiction is not guaranteed. This material is intended to create an overview and analysis of site conditions and provide a framework for future redevelopment. **© Copyright 2012, Sottile & Sottile**

I-16 EXIT RAMP REMOVAL PROJECT

SAVANNAH GEORGIA

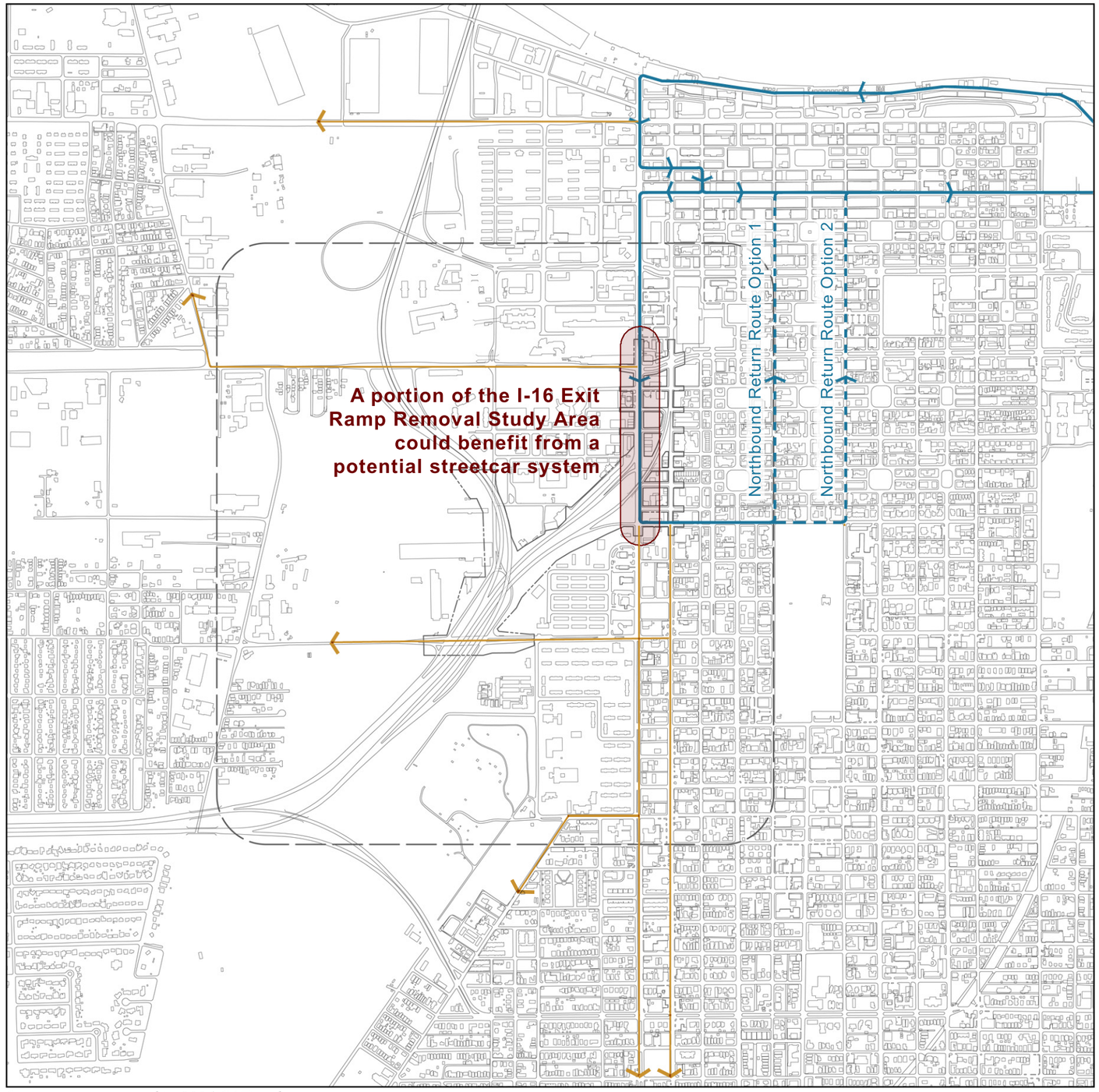
City of Savannah
Chatham County
Metropolitan Planning Commission
CORE Metropolitan Planning Organization
Savannah Development & Renewal Authority

Savannah Streetcar on River Street.



SAVANNAH *c.1900*

Map shows streetcar routes between Bay Street and 40th Street.



Streetcar routes proposed in 2004 CAT study.

Streetcar transit routes proposed in 2004 CAT feasibility report.

Potential for long-term expansion of transit south and west into the West Boundary and West Savannah neighborhoods, along major corridor streets.

Information contained herein has been compiled from various sources and may contain inaccuracies based on available data. Compliance with applicable codes and ordinances and approval by authorities having jurisdiction is not guaranteed. This material is intended to create an overview and analysis of site conditions and provide a framework for future redevelopment.

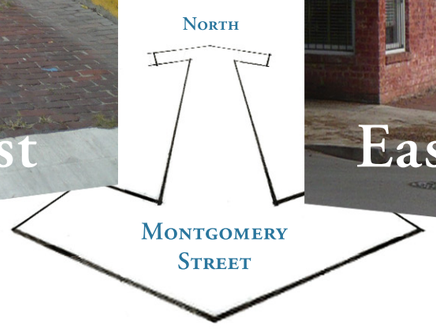
STREETCAR PLANNING

Proposed Transit Re-Emergence

I-16 EXIT RAMP REMOVAL PROJECT

SAVANNAH GEORGIA

City of Savannah
Chatham County
Metropolitan Planning Commission
CORE Metropolitan Planning Organization
Savannah Development & Renewal Authority



View West from Montgomery to the I-16 exit ramp.

View East from Montgomery into the Landmark District.

Gaston Street

Information contained herein has been compiled from various sources and may contain inaccuracies based on available data. Compliance with applicable codes and ordinances and approval by authorities having jurisdiction is not guaranteed. This material is intended to create an overview and analysis of site conditions and provide a framework for future redevelopment. **© Copyright 2012, Sottile & Sottile**

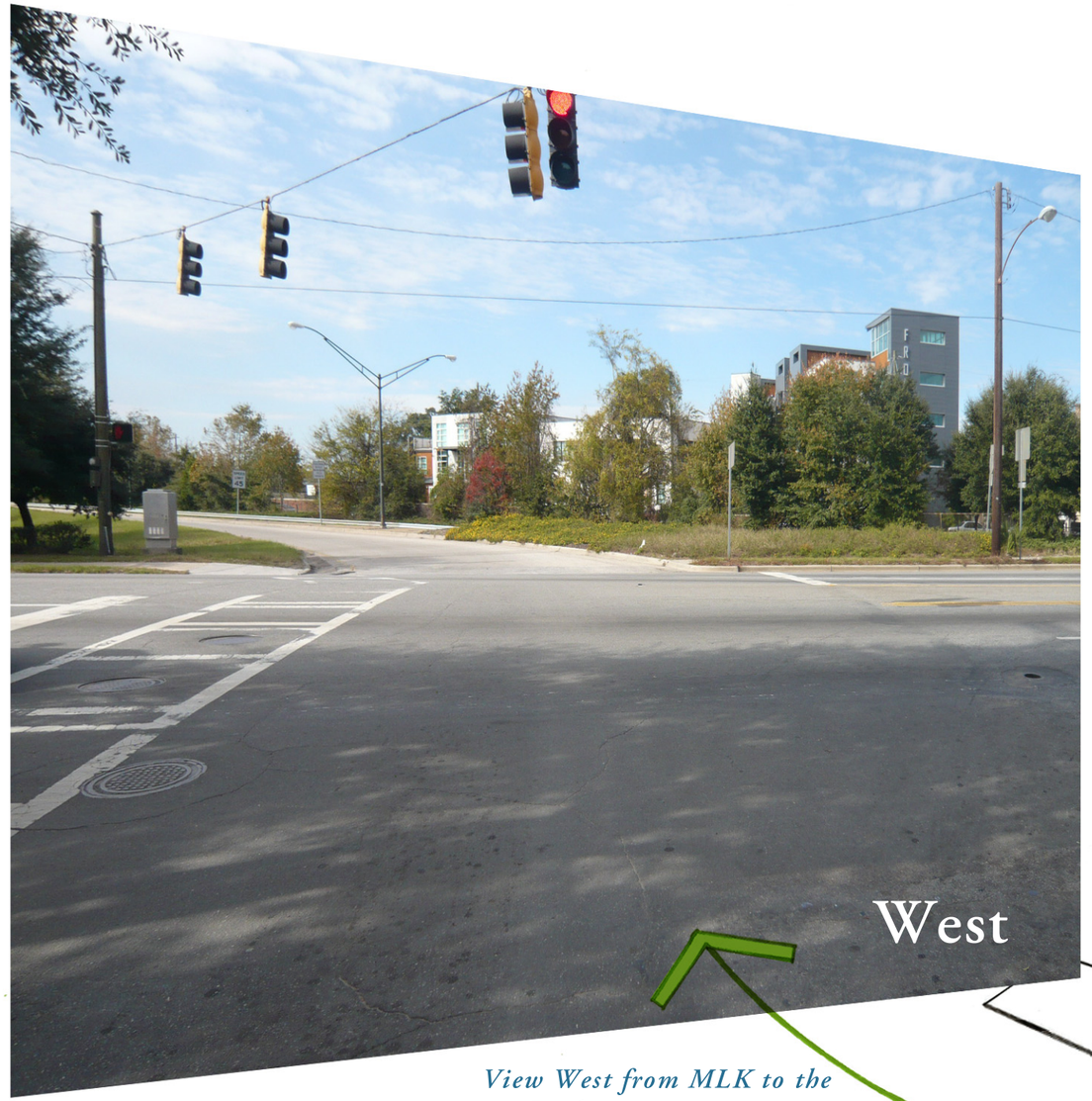
STREETSCAPE COMPARISON

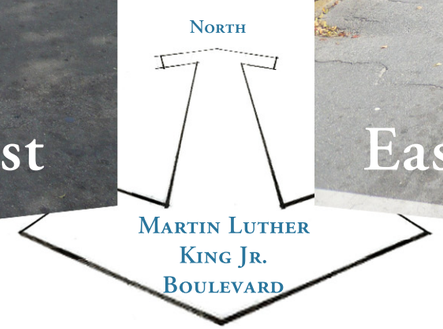
Montgomery Street Axis

I-16 EXIT RAMP REMOVAL PROJECT

SAVANNAH GEORGIA

City of Savannah
Chatham County
Metropolitan Planning Commission
CORE Metropolitan Planning Organization
Savannah Development & Renewal Authority





View West from MLK to the I-16 entrance ramp.

View East from MLK into the Landmark District.

Taylor Street

STREETSCAPE COMPARISON

MLK Boulevard Axis

Information contained herein has been compiled from various sources and may contain inaccuracies based on available data. Compliance with applicable codes and ordinances and approval by authorities having jurisdiction is not guaranteed. This material is intended to create an overview and analysis of site conditions and provide a framework for future redevelopment. **© Copyright 2012, Sottile & Sottile**

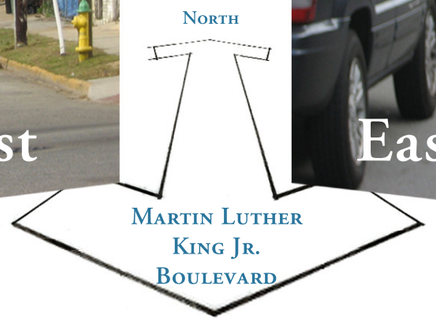
I-16 EXIT RAMP REMOVAL PROJECT

SAVANNAH GEORGIA

City of Savannah
Chatham County
Metropolitan Planning Commission
CORE Metropolitan Planning Organization
Savannah Development & Renewal Authority

West

East



View West from MLK into the West Boundary Area.

View East from MLK into the Landmark District.

Jones Street

Information contained herein has been compiled from various sources and may contain inaccuracies based on available data. Compliance with applicable codes and ordinances and approval by authorities having jurisdiction is not guaranteed. This material is intended to create an overview and analysis of site conditions and provide a framework for future redevelopment. © Copyright 2012, Sottile & Sottile

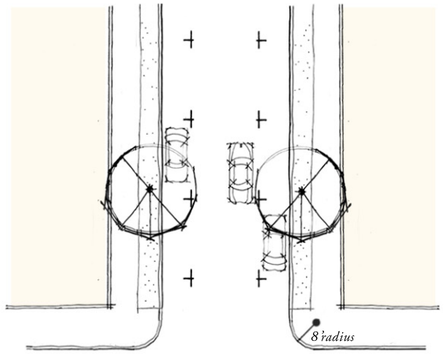
STREETSCAPE COMPARISON

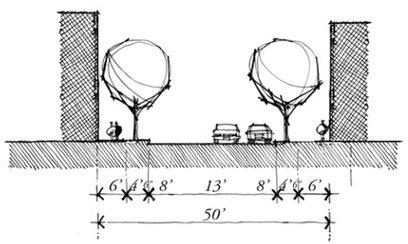
MLK Boulevard Axis

I-16 EXIT RAMP REMOVAL PROJECT

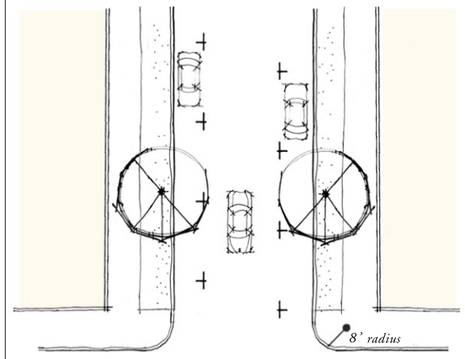
SAVANNAH GEORGIA

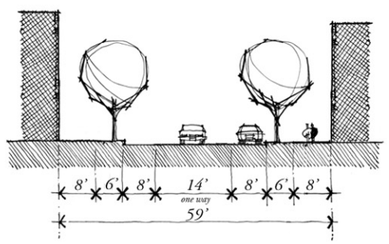
City of Savannah
Chatham County
Metropolitan Planning Commission
CORE Metropolitan Planning Organization
Savannah Development & Renewal Authority



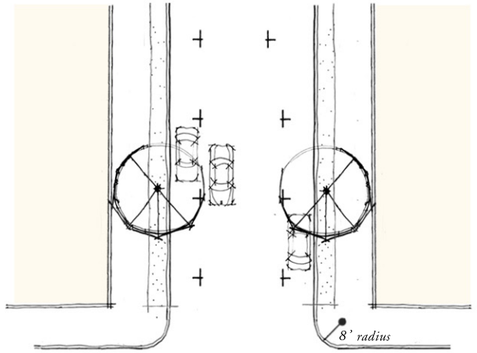


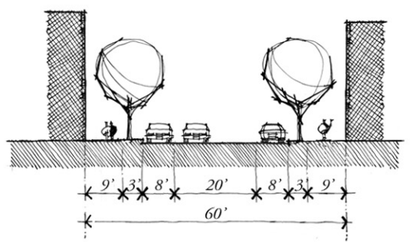
Charlton Street
at Montgomery Street



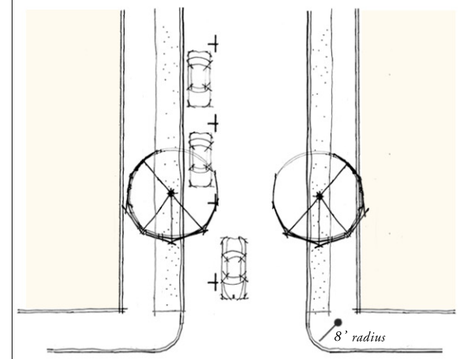


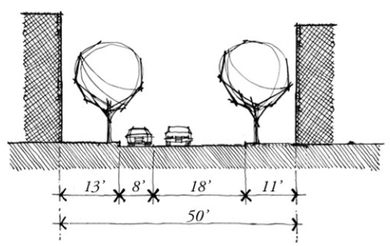
Jones Street
at Montgomery Street



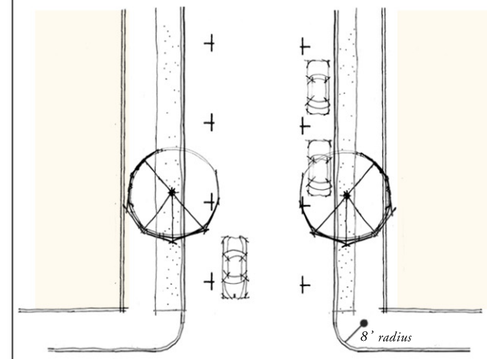


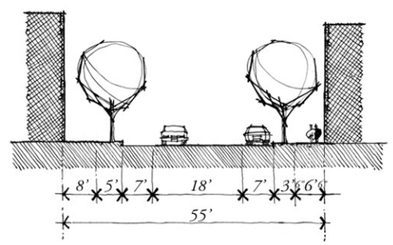
Jones Street
at MLK, west





Berrien Street
at Purse Street





Berrien Street
at Montgomery Street

Information contained herein has been compiled from various sources and may contain inaccuracies based on available data. Compliance with applicable codes and ordinances and approval by authorities having jurisdiction is not guaranteed. This material is intended to create an overview and analysis of site conditions and provide a framework for future redevelopment. **© Copyright 2012, Sottile & Sottile**

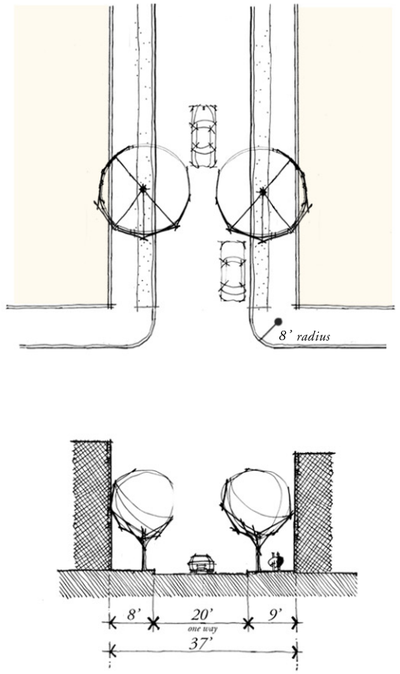
EXISTING STREET CONFIGURATIONS

MLK / Montgomery Street Corridor

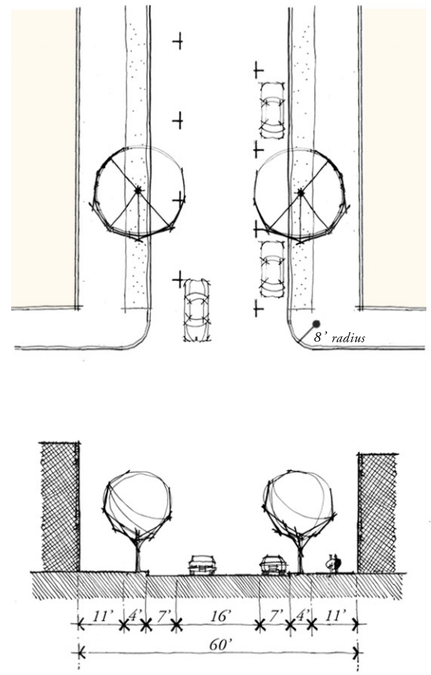
I-16 EXIT RAMP REMOVAL PROJECT

SAVANNAH GEORGIA

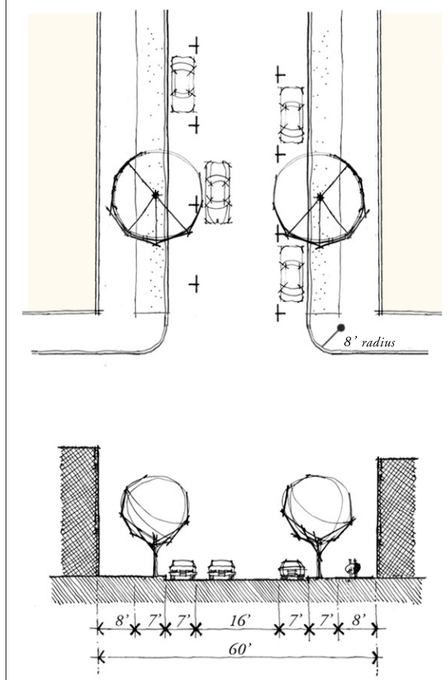
City of Savannah
Chatham County
Metropolitan Planning Commission
CORE Metropolitan Planning Organization
Savannah Development & Renewal Authority



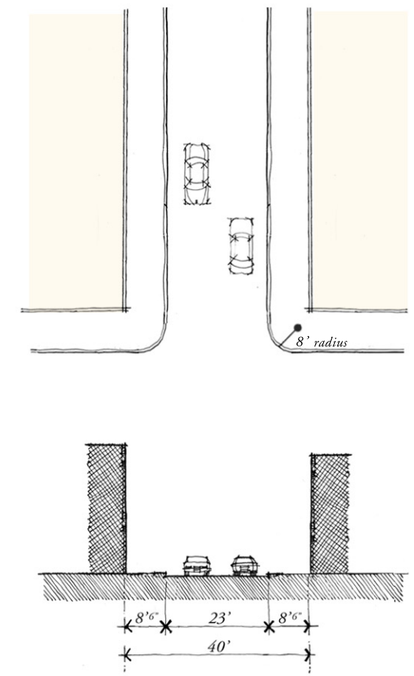
Taylor Street
at Montgomery Street



Wayne Street
at Montgomery Street



Alice Street
at Montgomery Street



Gaston Street
at Montgomery Street

EXISTING STREET CONFIGURATIONS

MLK / Montgomery Street Corridor

Information contained herein has been compiled from various sources and may contain inaccuracies based on available data. Compliance with applicable codes and ordinances and approval by authorities having jurisdiction is not guaranteed. This material is intended to create an overview and analysis of site conditions and provide a framework for future redevelopment. **© Copyright 2012, Sottile & Sottile**

I-16 EXIT RAMP REMOVAL PROJECT

SAVANNAH GEORGIA

City of Savannah
Chatham County
Metropolitan Planning Commission
CORE Metropolitan Planning Organization
Savannah Development & Renewal Authority

I-16 Ramp Removal Study
Transit Network

0 170 340 680 Feet

N

Legend

Study Area

CAT Busroutes

Transit

The project study area is served by several transit routes. Chatham Area Transit (CAT) is the transit service provider in the area. The study area is served by eight bus routes listed below.

- Route 1 – CAT Shuttle (Fare Free)
- Route 1A – Liberty Street Shuttle (Fare Free)
- Route 3A – Augusta Avenue Garden City
- Route 3B – Augusta Avenue Garden City, Hudson Hill
- Route 4 – Barnard
- Route 12 – Henry
- Route 17 – Silk Hope/Savannah Festival Outlet Center
- Route 25 – MLK Jr. Boulevard/Westland Apartments
- Route 29 – West Gwinnett/Cloverdale

Information contained herein has been compiled from various sources and may contain inaccuracies based on available data. Compliance with applicable codes and ordinances and approval by authorities having jurisdiction is not guaranteed. This material is intended to create an overview and analysis of site conditions and provide a framework for future redevelopment.

TRANSIT
Existing Conditions

Institutional & Commercial Stakeholders

Plan Areas

1 I-16 Exit Ramp Detailed Plan Area

2 MLK / Montgomery Streets Revitalization Plan Area

Neighborhood Residents & Businesses

Civic-Institutional

3 Civic Center

4 Savannah Visitor's Center

5 Ralph Mark Gilbert Civil Rights Museum

6 Coastal Heritage Society

Educational-Institutional

7 Savannah-Chatham Public School System

8 Coastal Georgia Center

9 Savannah College of Art & Design

10 West Broad YMCA

Residential

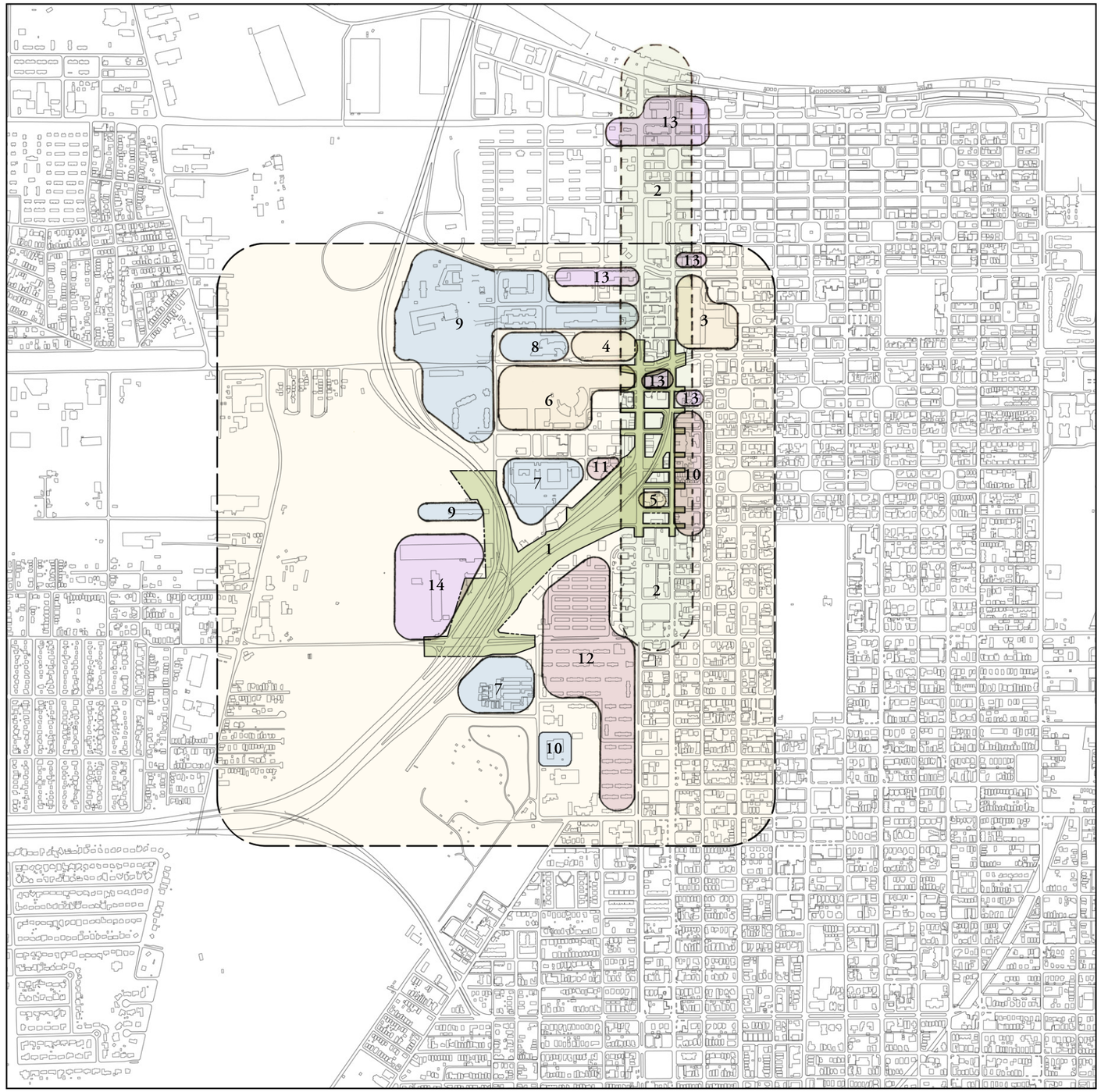
11 Recent Residential In-Fill

12 Housing Authority of Savannah

Commercial

13 Hotel Developments

14 Chatham Steel



STAKEHOLDER GROUPS

The Exit Ramp Removal Project has the potential to affect a wide variety of users in the West Boundary area.

Information contained herein has been compiled from various sources and may contain inaccuracies based on available data. Compliance with applicable codes and ordinances and approval by authorities having jurisdiction is not guaranteed. This material is intended to create an overview and analysis of site conditions and provide a framework for future redevelopment. © **Copyright 2012, Sottile & Sottile**

STAKEHOLDER GROUPS

Diverse Interest Groups

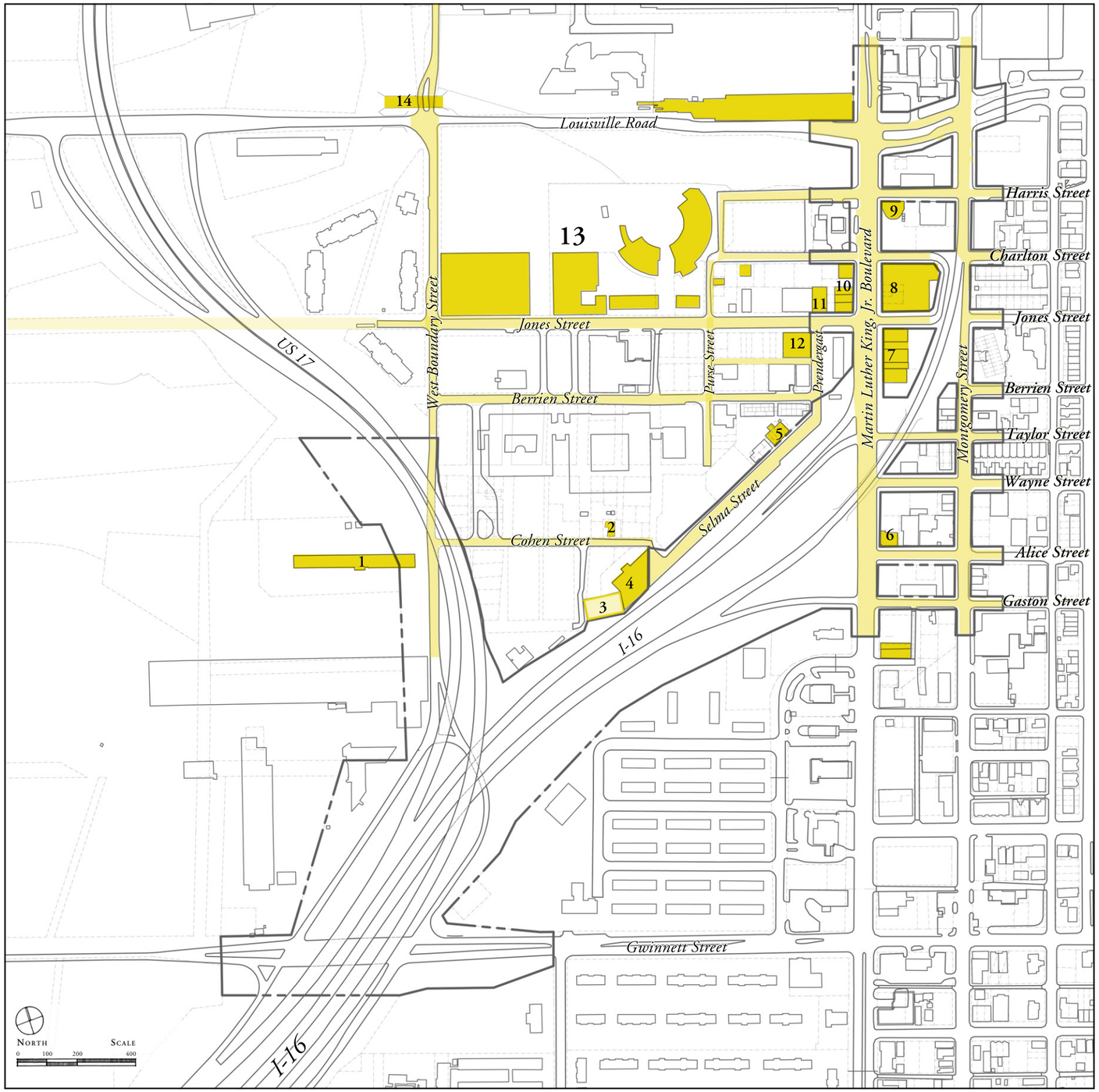
I-16 EXIT RAMP REMOVAL PROJECT

SAVANNAH GEORGIA

City of Savannah
Chatham County
Metropolitan Planning Commission
CORE Metropolitan Planning Organization
Savannah Development & Renewal Authority

Historic Buildings & Sites

1. **SCAD Boundary Hall**
   former railroad freight warehouse, c. 1920
2. **Burial Ground**
   Levi Sheftall Family, c. 1773
3. **Jewish Burial Ground**
   Gift of Mordecai Sheftall, c. 1773
4. **Savannah Station**
   former Railway Express Building, c. 1902
5. **Frogtown Lofts**
   former Seaboard Airline Railway Signal Building, c. 1947
6. **Ralph Mark Gilbert Civil Rights Museum**
   former Wage Earners Savings and Loan, c. 1909
7. **402-414 MLK, Jr. Boulevard**
   Sutker Building, Christopher Building, c. 1905
8. **340-350 MLK, Jr. Boulevard**
   Thrifty Hardware Block, c. 1906-1922
9. **SCAD Pei Ling Chan Gallery**
   former Exchange Branch Bank, c.1919
10. **339-345 MLK, Jr. Boulevard**
    c. 1900
11. **506-508 West Jones**
12. **513 West Jones**
    Wholesale Plumbing, c. 1930s
13. **Central of Georgia Shops**
    Landmark District, c. 1855-1929
14. **Central of Georgia Viaduct**
    Landmark District, c. 1850s



Historic Streets & Rights-of-Way

- Martin Luther King, Jr. Boulevard
- Montgomery Street
- West Boundary Street
- Jones Street
- Berrien Street
- Taylor Street
- Wayne Street
- Cohen Street
- Alice Street
- Selma Street
- Gaston Street
- Prendergast Street
- Purse Street

Information contained herein has been compiled from various sources and may contain inaccuracies based on available data. Compliance with applicable codes and ordinances and approval by authorities having jurisdiction is not guaranteed. This material is intended to create an overview and analysis of site conditions and provide a framework for future redevelopment. © **Copyright 2012, Sottile & Sottile**

HISTORIC RESOURCES

Buildings, Sites & Streets

I-16 EXIT RAMP REMOVAL PROJECT

SAVANNAH GEORGIA

City of Savannah
Chatham County
Metropolitan Planning Commission
CORE Metropolitan Planning Organization
Savannah Development & Renewal Authority

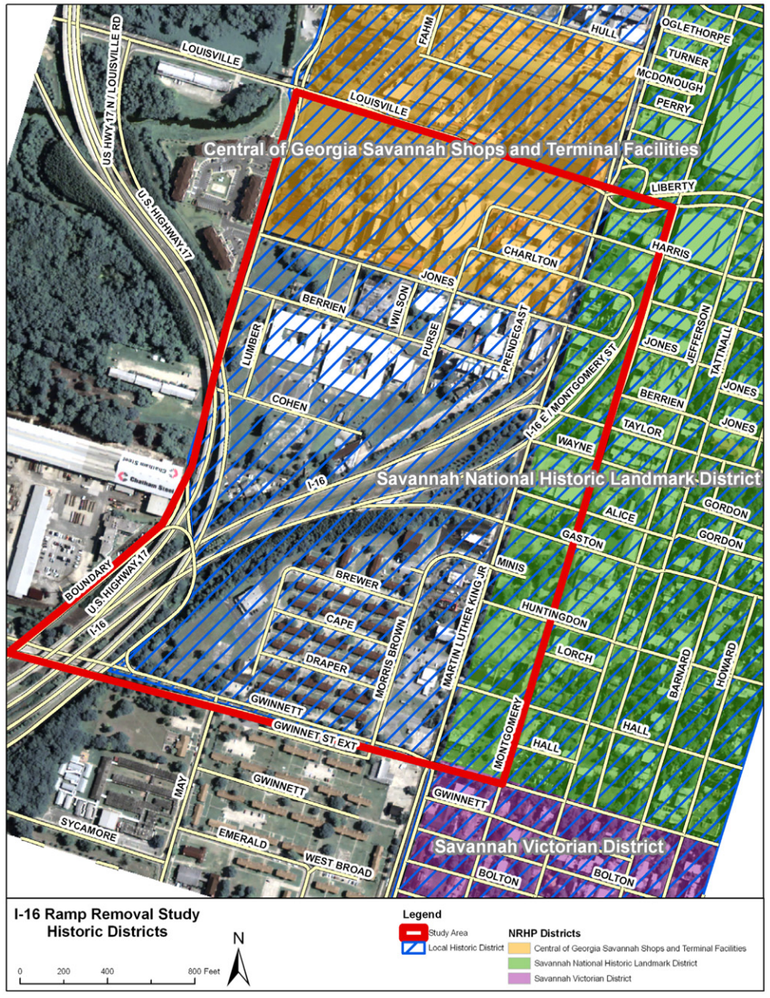
NATIONAL REGISTER HISTORIC DISTRICTS

Portions of the project study area lie within two historic districts that are on the National Register of Historic Places (NRHP).

- The **Savannah National Historic Landmark District** covers the section of the study area east of MLK Boulevard and north of Gwinnett Street.
- The **Central of Georgia Savannah Shops and Terminal Facilities Landmark District** covers the section of the study area north of Jones Street, west of MLK Boulevard, east of Boundary Street and south of Turner Boulevard.

LOCAL HISTORIC DISTRICT

The entire study area lies within the boundaries of the locally designated Savannah Historic District. This area is subject to design review.



Information contained herein has been compiled from various sources and may contain inaccuracies based on available data. Compliance with applicable codes and ordinances and approval by authorities having jurisdiction is not guaranteed. This material is intended to create an overview and analysis of site conditions and provide a framework for future redevelopment.

POTENTIAL ARCHAEOLOGICAL SITES

Potential archaeological sites were identified by the Historic Preservation Division of the Georgia Department of Natural Resources.

Site #	Description	Classification/status	Comments
307	Planned fed bldg site		Includes Telfair Square-outside study area-2 blocks east of Montgomery
536	Springfield Canal	Locks (1824/1831) and viaducts (1852/1859) are historically significant. The locks and canal segment are eligible for nomination to National Register. The viaducts are part of the Central of GA RR Savannah Shops and Terminal Facilities, a Historic Landmark District	4.7 mile long canal on the west side of study area. The lock near Bay St is outside the study area. The other lock and the viaducts are within the study area near Louisville Rd.
559/ 9CH703	Red Building, Battlefield Park-basement excavation		Possibly outside study area
612/ 9CH703	John Gardiner residence in area known as New Leeds, Savannah Revolutionary Battlefield Park at Fahm St	1984 investigation of New Leeds, an early community on the edge of Savannah during the late eighteenth century and early nineteenth century. Found evidence of domesticated mammals, cows and caprines.	Incomplete information
1528	1981 analysis of cultural landscape-Savannah Revolutionary Battlefield Park	Purpose was to investigate, analyze, and record cultural resources. Site includes Central of Georgia RR facilities and is listed on National Register of Historic Places.	Study assisted in adaptive reuse and preservation of City of Savannah property (repair yard)
1852/ 9CH695	Survey of two blocks of Montgomery St between Liberty and Charlton for the proposed Olympic Beautification Sidewalk and Street Improvements.	National Historic Landmark-collected eighteenth, nineteenth, and twentieth century historic artifacts including glass, ceramics, metal, bone, shell, brick, and mortar.	
9CH703	1982; then 2008 revisit of Savannah Revolutionary Battlefield Park	National Historic Landmark-Site was Revolutionary War battlefield; then occupied by Central of GA RR as a base of operations (Roundhouse, Shops, Maintenance Yard). Survey completed in conjunction with construction of visitor's center, park and shopping mall with condominiums. Heavy filling in 1840 to create level grade for RR. Revisit in 2008 to conduct GPR survey in Louisville Rd and MLK/Louisville-negative evidence. Artifacts collected-18th and 19th century ceramics, brass pistol, lead balls, glass, pipe stems, animal bone, nails, etc.	
9CH795	1994 survey of median strips for Olympic Beautification noted features and buried strata with good integrity. 18th century bastion and moat that protected Savannah during the mid eighteenth century. Archaeological testing recommended. Revisit in 2009		
4248/ 5653	CAT study of Louisville Rd and Oglethorpe Transfer Facility sites	Louisville site was disturbed and any cultural resources were lost to urban development. Potential for resources under the pavement on the Oglethorpe site is great. Additional testing is recommended.	Oglethorpe site is outside study area.

Refer to Chapter 4 of Savannah Under Fire 1779: Expanding the Boundaries by Rita Folse Elliott, with contributions by Laura E. Seifert, published November 2011, which can be found at http://www.thelamarinstitute.org/images/PDFs/publication_174.pdf for a more complete report of archeological site within the study area.

HISTORIC RESOURCES

Historic Districts and Archeological Sites

COMMUNITY CHARACTERISTICS

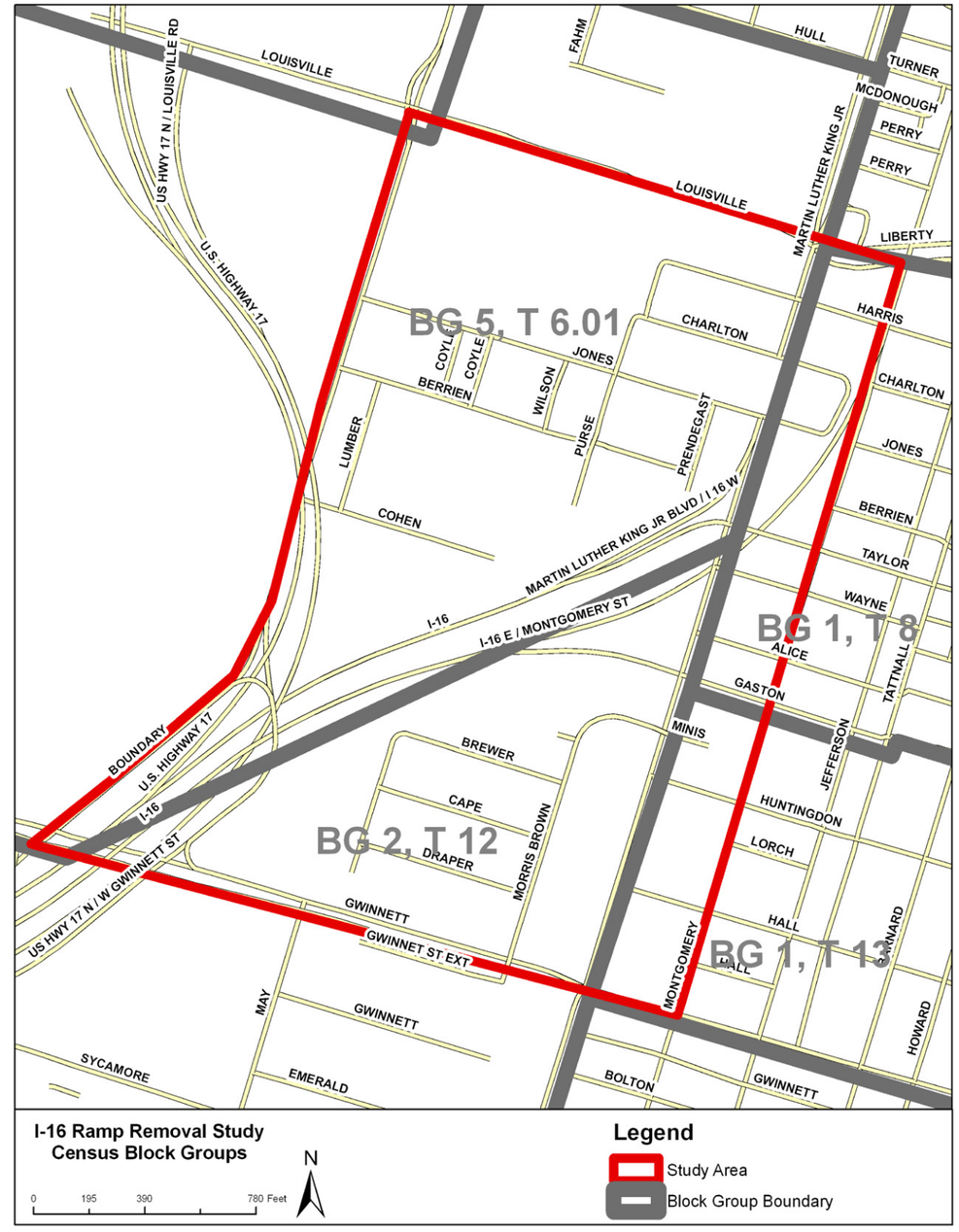
The project study area lies within portions of four Census block groups. A block group is the smallest geographic unit for which data is publicly available from the Census Bureau. MLK Jr. Boulevard separates the Census block groups. Block Group 5 of Tract 6.01 and Block Group 2 of Tract 12 lie to the west of MLK Jr. Boulevard. Block Group 1 of Tract 8 and Block Group 1 of Tract 13 are to the east of MLK Jr. Boulevard. To the west of MLK Jr. Boulevard the study area is predominantly African American and low income. The demographic data for Chatham County is used as a point of reference.

Study Area Demographic Data

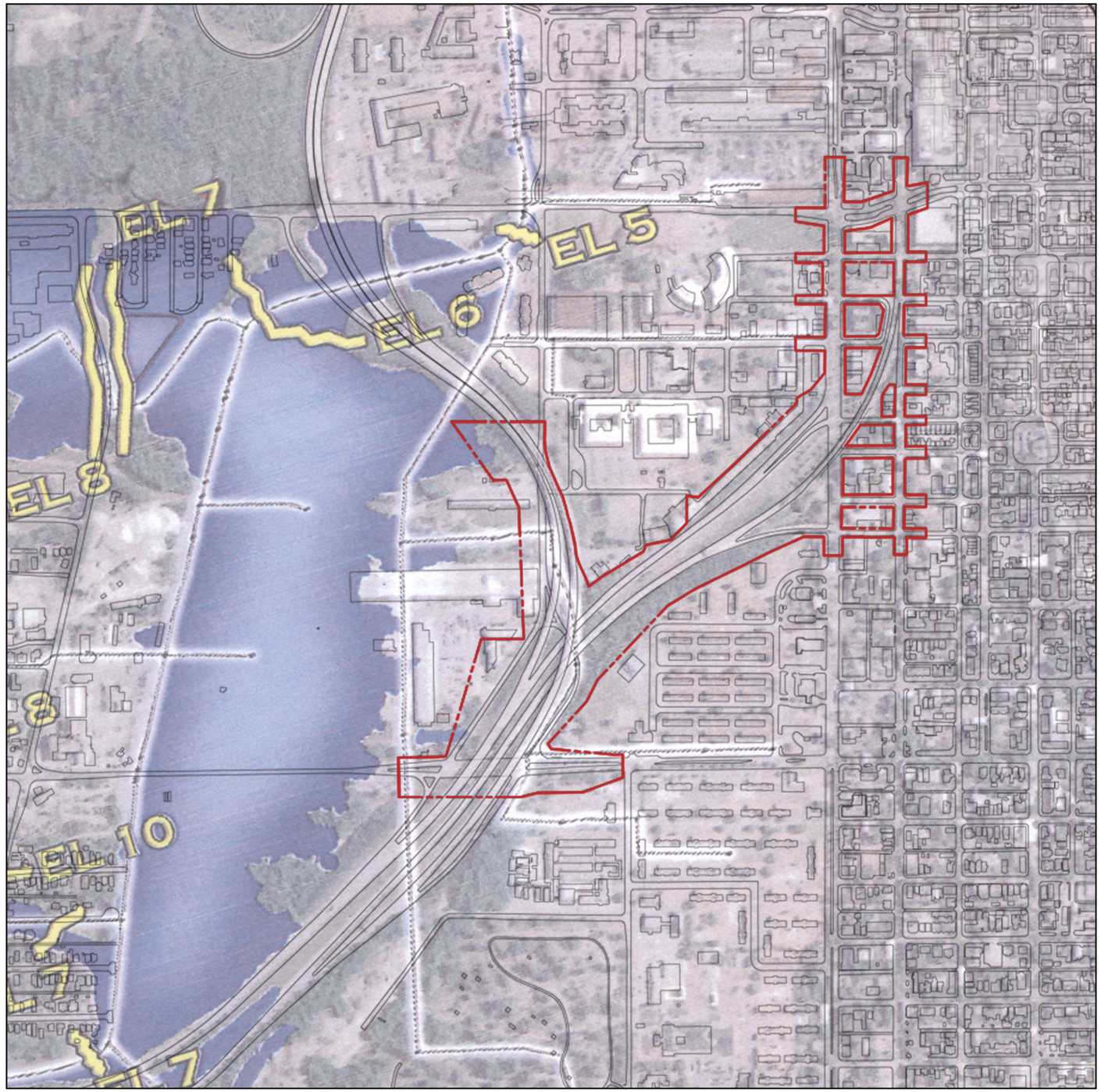
Block Group	Total Population (2000)	Median household income in 1999	White/ % of Total	African American/ % of Total	Over 65 Years Old/ % of Total
Block Group 5, Census Tract 6.01	611	$13,640	6/<1%	598/98%	123/20%
Block Group 2, Census Tract 12	555	$7,929	5/<1%	540/97%	41/7%
Block Group 1, Census Tract 8	797	$27,774	704/88%	45/6%	75/9%
Block Group 1, Census Tract 13	460	$21,705	304/66%	124/27%	28/6%
Chatham County	232,048	$37,752	128,279/55%	93,971/40%	29,770/13%

Because the study area lies within a small portion of the block groups it is difficult to determine the exact demographic data for the study area. The travel demand model used by the CORE MPO uses traffic analysis zones (TAZs) to model transportation. The TAZs tend to cover smaller geographic areas and are encoded with some demographic data. Because the study area is small, data from the TAZs in reference to the study area was collected. According to the MPC travel demand model, the study area had 70 households with approximately 200 people in the year 2000. Median income was $18,057 and employment in the study area totaled 1,047.

Census Block Groups



Information contained herein has been compiled from various sources and may contain inaccuracies based on available data. Compliance with applicable codes and ordinances and approval by authorities having jurisdiction is not guaranteed. This material is intended to create an overview and analysis of site conditions and provide a framework for future redevelopment.



LOCAL STREET NETWORK

The proposed study area has minimal contact with the City of Savannah's designated flood plain areas.

Information contained herein has been compiled from various sources and may contain inaccuracies based on available data. Compliance with applicable codes and ordinances and approval by authorities having jurisdiction is not guaranteed. This material is intended to create an overview and analysis of site conditions and provide a framework for future redevelopment. © Copyright 2012, Sottile & Sottile

FLOOD PLAIN MAPPING

Areas Requiring Flood Plain Mitigation

I-16 EXIT RAMP REMOVAL PROJECT

SAVANNAH GEORGIA

City of Savannah
Chatham County
Metropolitan Planning Commission
CORE Metropolitan Planning Organization
Savannah Development & Renewal Authority

PARCEL DATA

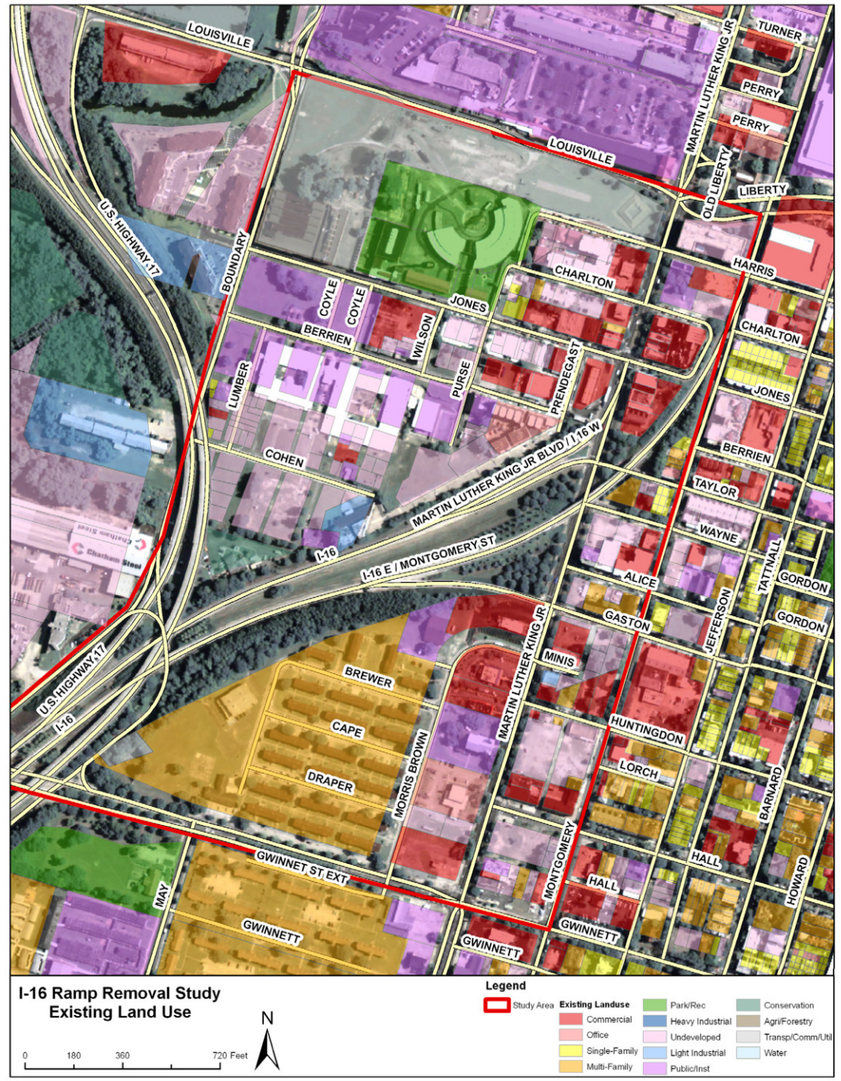
There are approximately 225 parcels located within the project study area.

LAND USE

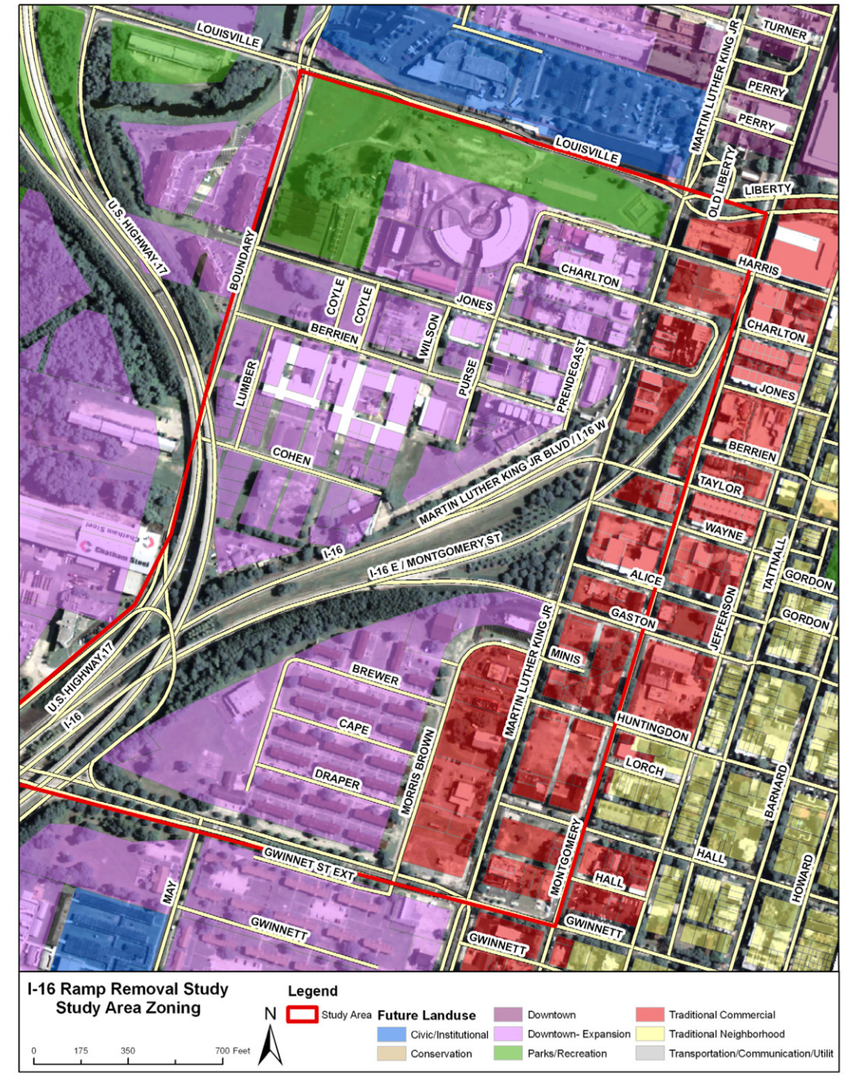
The Comprehensive Plan of 2006 is a joint plan for Chatham County and the City of Savannah. The existing land use is defined in the plan as well as the proposed future land use. Based on the existing land use map, the study area has significant sections of undeveloped property. The commercial/office land uses are located along MLK Jr. Boulevard. The portion of the study area to the south of the I-16 ramps is predominantly multi-family housing. Garrison Elementary School is located along Berrien Street within the study area and is bordered by undeveloped property to the south. The Historic Roundhouse and Railroad Museum is located on the north side of the study area between Jones Street and Louisville Road. The historic property is identified as both conservation land and parkland. The future land use maps identify this area and the neighboring areas as predominantly mixed use for downtown expansion. Expanded commercial land uses are identified for MLK Jr. Boulevard. The acreages of each land use type and percent of the total study area are listed below. The existing and future land use maps for the study area are shown to the right.

Study Area Land Use Characteristics

Existing Land Use	Acres (% in study area)	Future Land Use	Acres (% in study area)
Commercial	12.2 (10.2%)	Traditional Commercial	15.5 (19.9%)
Industrial	0.6 (0.5%)	Downtown - Expansion	52.5 (67.4%)
Park/Recreation/ Conservation	6.2 (5.2%)	Parks/ Recreation	9.9 (12.7%)
Public/Institutional	8.7 (7.3%)		
Residential	14.9 (12.4%)		
Transportation/Communication/Utilities	63.5 (53.1%)		
Undeveloped/Vacant	13.7 (11.4%)		



Existing Land Use



Future Land Use

Information contained herein has been compiled from various sources and may contain inaccuracies based on available data. Compliance with applicable codes and ordinances and approval by authorities having jurisdiction is not guaranteed. This material is intended to create an overview and analysis of site conditions and provide a framework for future redevelopment.

LAND USE

Existing and Future

I-16 EXIT RAMP REMOVAL PROJECT

SAVANNAH GEORGIA

City of Savannah
Chatham County
Metropolitan Planning Commission
CORE Metropolitan Planning Organization
Savannah Development & Renewal Authority

Existing streets within the study area function well and meet their purpose which is largely local circulation. MLK Boulevard, Montgomery Street, Liberty Street and Gwinnett Street provide the collector/arterial network function with a consistently adequate level of service. Table 1 shows the existing streets in the study area and their respective physical and land use characteristics.

MLK Jr. Boulevard is an urban principal arterial with a continuous center turn lane and Montgomery Street is an urban minor arterial with two to four lanes. Liberty Street is an arterial with four lanes and a landscaped median. Development in the area is mixed including commercial and residential land uses.

A 2008 Georgia Department of Transportation study entitled *I-16 Terminus/MLK Jr. Boulevard Flyover Analysis and Concept Development Study* provided significant data and analysis of the area and concluded that the ramps could be removed without a "significantly detrimental effect on the operation of the I-16 ramps and adjacent roadway network."

North-south and east-west connectivity in the area is limited by the I-16 ramps. The chart shows the roadways in the area that have been disconnected in the study area, parking locations and sidewalks. Streets that are disconnected by the ramp are mostly low-volume, low speed, two-lane local roadways with little or no provision for pedestrian and bicycle traffic.

The study area roadways that may be considered for restoration include:

- Charlton Street
- Jones Street
- Berrien Street
- Taylor Street
- Wayne Street
- Alice Street

Name	Lanes	Sidewalk	Signals	Parking	Curbs	Ped/Bike
Charlton Street*	2	Both sides		On-street both sides	Yes	Yes
Charlton Street**	2	One side		On street-both sides	Yes	No
Jones Street*	2	Both sides		On street-both sides	Yes	Yes
Jones Street**	2	Both sides	MLK Blvd	On street-both sides	Yes	Yes
Berrien Street*	2	Both sides		On street-both sides***	Yes	Yes
Berrien Street**	2	One side		On street-both sides	Yes	Yes
Taylor Street*	2	Both sides	MLK Blvd	On street-one side*	Yes	Yes
Taylor Street**	2	Both sides		On street-both sides	Yes	No
Wayne Street	2	Both sides		On street-both sides	Yes	Yes
Harris Street	2	Both sides		On-street one side	Yes	Yes
Lumber Street	2	No		None	No	No
Cohen Street	2	No		None	Yes	No
Selma Street	2	One side		On street-both sides	Yes	No
Coyle Street	2	No		On street-one side	Yes	No
Morris Brown Dr /Allison Street	2	Both sides		None	Yes	No
Cape Street	2	Both sides		On street-both sides	Yes	Yes
Brewer Street	2	Both sides		On street-both sides	Yes	Yes
Boundary Street	2	Both sides-north section only	Louisville	None	North only	No
Draper Street	2	Both sides		On street-both sides	Yes	Yes
Union Street	2	No		None	No	No
Purse Street	2	No		None	Yes	No
Walker Street	2	No		None	No	No
Alice Street	2	Both sides		On-street both sides	Yes	Yes
Gaston Street	2	Both sides	MLK Blvd	On-street both sides	Yes	Yes
Huntingdon St	2	None		Sporadic	Yes	Yes
Ell Street	Unpaved	None		None	No	No
Hall Street	2	One side		On street-both sides	Yes	Yes
Wilson St	Unpaved	None		On street-both sides	No	No
Prendergast St	2	One side		On street – both sides	Yes	No
MLK Boulevard	4-5 lane divided w/turn lands	Both sides	Jones St, Taylor St, Liberty St, Gaston St, Gwinnett St	Areas on-street parking on both sides	Yes	No
Montgomery St	2	Both sides	Gwinnett Street and Liberty Street	On street-both sides	Yes	No
Gwinnett Street	4 divided west of MLK; 2 east of MLK	Both sides	MLK and Montgomery	None	Yes	No
Liberty Street	4 divided	Both sides	MLK and Montgomery	No on-street	Yes	Yes
Louisville Road	2 with turn lanes	No	Boundary	No on-street	No	No

*Between MLK and Montgomery St
**Between MLK and Boundary St
***Metered parking

Information contained herein has been compiled from various sources and may contain inaccuracies based on available data. Compliance with applicable codes and ordinances and approval by authorities having jurisdiction is not guaranteed. This material is intended to create an overview and analysis of site conditions and provide a framework for future redevelopment.

LOCAL STREET INFRASTRUCTURE SURVEY

Street Network

4

PUBLIC PROCESS & PARTICIPATION

The following pages describe the I-16 Exit Ramp Removal Charrette, held February 17-19, 2010, and the Open House, held on October 12, 2010. The Charrette process is highlighted as well as participation of stakeholders in public presentations and discussions and as citizen designers during the Hands-On Design Session. The Open House offered members of the community an opportunity to review and comment on the three plans for redevelopment created as a result of the Charrette.

Design Charrette

Invitation & Schedule

Visioning & Goals

Hands-On Design Session

Context & Concept Diagrams

Work-in-Progress Discussion

In Progress Open House

Invitation

Public Review & Commentary

Concept 1: Minimum Removal

Concept 2: Intermediate Removal

Concept 3: Maximum Removal

Conceptual Evolutionary Studies

Survey & Results

Final Open House

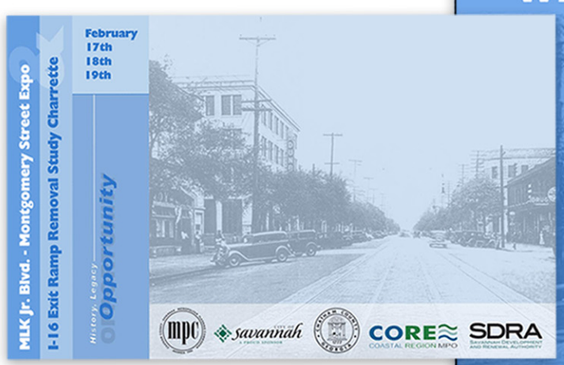
Invitation

Public Review & Commentary

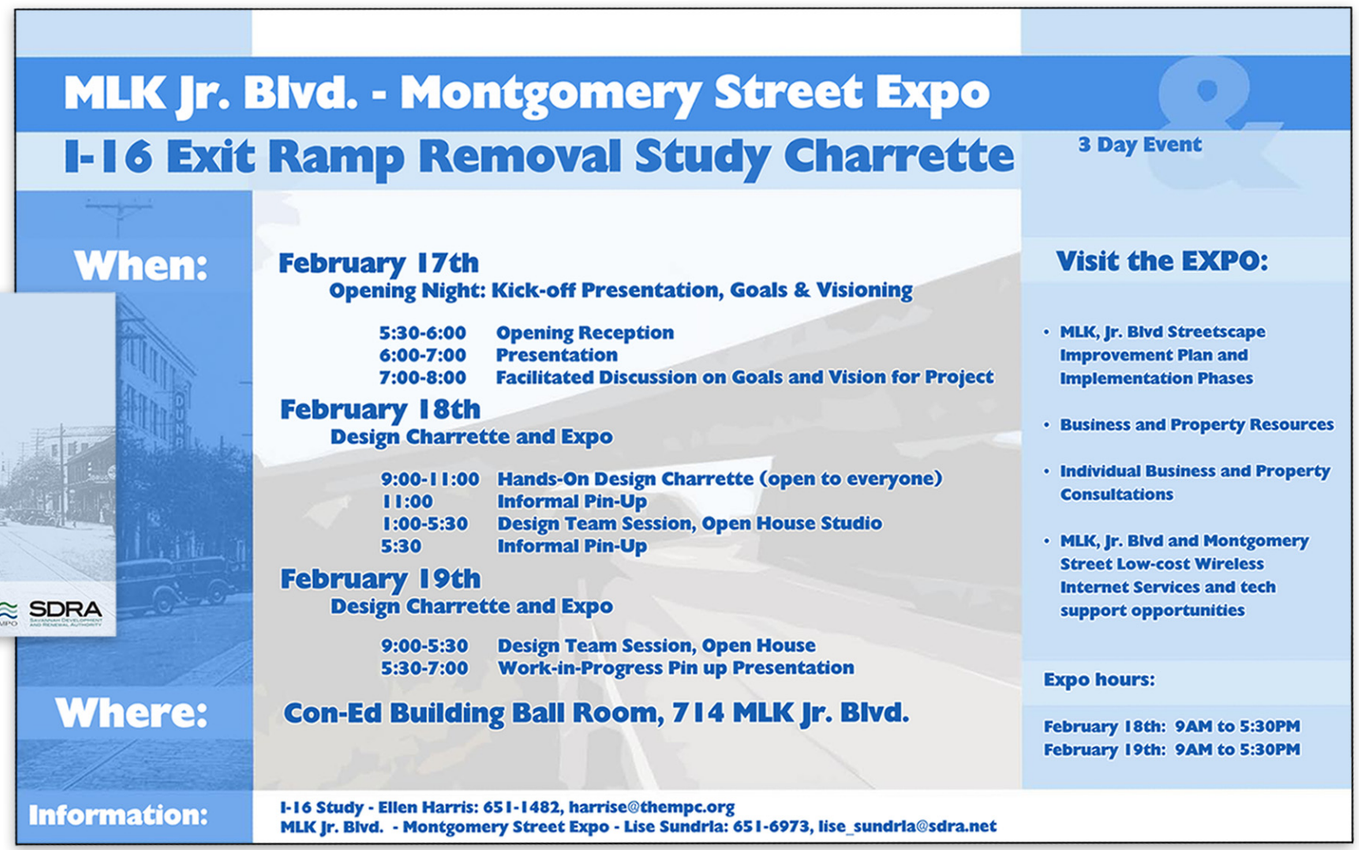
More than 250 citizens attended and participated in the I-16 Charrette including the Kick-Off Presentation, the Hands-On Design Session, Pin-Ups, Discussions, Open Studio and Public Presentations.

The I-16 Exit Ramp Removal Study Charrette & the MLK Jr. Boulevard - Montgomery Street Expo were held February 17 -19, 2010. The events were held at the Con-Ed Center in the historic McKelvey-Powell building at 714 MLK, Jr. Boulevard.

The event was organized by the Metropolitan Planning Commission, The City of Savannah, Chatham County, Coastal Region MPO, and Savannah Development & Renewal Authority.



Invitation to Charrette & Expo



Information contained herein has been compiled from various sources and may contain inaccuracies based on available data. Compliance with applicable codes and ordinances and approval by authorities having jurisdiction is not guaranteed. This material is intended to create an overview and analysis of site conditions and provide a framework for future redevelopment. © Copyright 2012, Sottile & Sottile

Savannah Morning News

SUNDAY, FEBRUARY 21, 2010 | SAVANNAHNOW.COM | LIGHT OF THE COASTAL EMPIRE

$1.50

The I-16 flyover: Its end draws near

Courtesy of Sottile & Sottile

John Settles, center, along with community members, discusses ideas for removal of the Interstate 16 flyover and uses for the land during a design team session at a design charrette Thursday at the Con-Ed Building.

BY ARLINDA SMITH BROADY • 912-652-0314 • arlinda.broady@savannahnow.com

TO ADEQUATELY PLAN FOR THE FUTURE, you have to respect the past. That sentiment was a recurring theme as the community came together this past week in a three-day expo on the Martin Luther King Jr. Boulevard/Montgomery Street revitalization plan.

John Carrington/Savannah Morning News

Richard Shinhoster speaks at a public forum at the Con-Ed Building about the past and future of the I-16 flyover, which is named after his late brother, former NAACP leader Earl T. Shinhoster.

With the expo came a design charrette to explore ideas to remove the Interstate 16 flyover, formally called the Earl T. Shinhoster Interchange.

The first two days attracted more than 250 citizens to the sessions, with some 75 neighborhood residents, corridor business and property owners, civic leaders and community partners participating in the open hands-on charrette. They came up with several preliminary concepts for removal and redevelopment of the I-16 site and corridor.

"This kind of thing was long overdue," said Mayor Pro Tem Edna Jackson. "There are some sections of M.L. King Boulevard that have been neglected for too long, and it will be good to see especially the southern end — Waldburg, Bolton, Gwinnett and Alice streets — come back."

Jackson's sentiments were echoed by native Savannahians, historic preservationists, business owners and concerned citizens.

Bernetta Anderson, president of the Hudson Hill Community Association, was part of a team that suggested creating a transportation transfer station with park-and-ride, streetcar and bus access. Their plan also would add greenspace as well as pedestrian- and bicycle-friendly roadways.

"My grandmother lived here, and she had no say in tearing down the neighborhoods and putting up the flyover," Anderson said. "This process is a new and different way to plan that's more inclusive and makes sure the public has some input."

To truly understand how the flyover has affected the physical, social, economic and psychological

WHAT'S NEXT

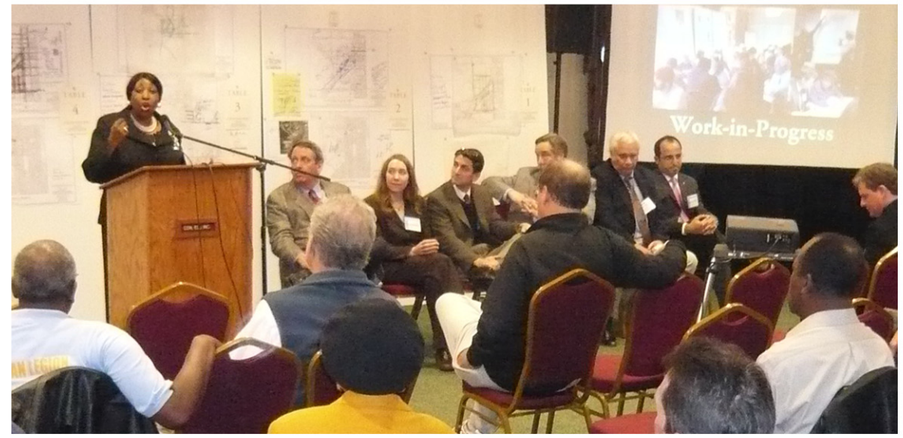
The design charrettes were just one segment of a longer process. Although streetscape improvements to MLK have begun and more are expected to be under way this summer, deciding the next phase of the corridor's revitalization has just started.

Ideas from the workshops will be drawn out and put on display for public scrutiny. So even if you didn't attend any of the meetings, you still have a chance to make your voice heard.

The study is expected to wrap up by the end of the summer. Besides design, other important components include funding, land use and transportation needs.

In a week or so, look for drafts at www.sdra.org and www.thempc.org. Copies of the documents will be available for viewing at SDRA and MPC offices.

SEE FLYOVER, PAGE 5A



Work-in-Progress Pin up Presentation during the charrette.

The Work-in-Progress offered another opportunity for public comment.

The Hands-On Design Session was followed by a Pin-up where each team presented their ideas for the I-16 and MLK area.

DESIGN CHARRETTE
Process & Participation

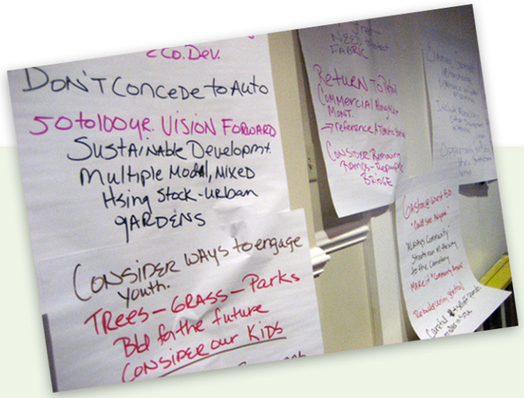
The Kick-Off Meeting, Goals & Visioning, Hands-on Design Session, and Progress Presentations were well attended with great participation from numerous citizens, community leaders, and property owners. Many citizens and officials also stopped by the open Design Studio during the three-day Charrette to offer additional input as various options were developing.

Information contained herein has been compiled from various sources and may contain inaccuracies based on available data. Compliance with applicable codes and ordinances and approval by authorities having jurisdiction is not guaranteed. This material is intended to create an overview and analysis of site conditions and provide a framework for future redevelopment. © Copyright 2012, Sottile & Sottile

DESIGN CHARRETTE
Process & Participation

FACILITATED DISCUSSION ON VISIONING AND GOALS

Kick-Off Presentation, February 17, 2010



Public Comments recorded at the Visioning and Goals Session

- Creative Enterprise Zon e- develop incentives to support urban vibrancy
- Creative/knowledge based industries; music-media hub
- Community - civic pride
- A place where businesses can survive
- Make people feel good about MLK/Montgomery
- Multi-layered uses of buildings - hotel to retail to school to community use/housing
- Incentive to invest and to encourage all citizens opportunity to be a part of revitalization
- Look at un-met needs and integration of diverse options
- Look at other communities and their efforts
- Neighborhoods were deteriorated in the 50s and 60s change needed to occur
- Consider cost of undertaking this project
- Re-create Union Station - grocer, retail
- Recognize elders in Civil Rights - WW Law and Earl Shinhoster
- Create a place for ALL citizens
- Rebuild, Retain Character
- Diverse Cultures
- Consider ways to engage youth
- Trees, grass, parks
- Build for the future
- Consider our kids
- Consider Healthcare Needs

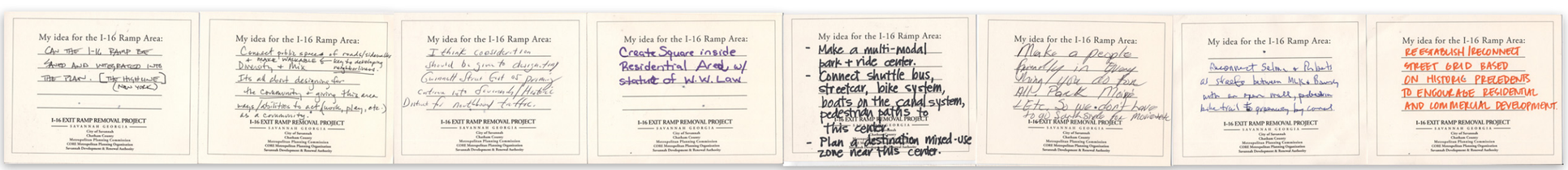
- Sustainable development: multi-modal, mixed housing stock, urban gardens
- What makes Savannah memorable? Oglethorpe Plan - still working
- Focus on basic infrastructure to grow with City - dynamic - flexible
- Consider generators of traffic flow west/south
- Multiple movement options leads to economic development
- Don't concede to auto-oriented solutions
- Take the 50-100 year vision forward
- Concern about natural disaster - how to evacuate quickly
- Crosswalks needed - esp. in Kayton and Frazier homes area
- Traffic lights - need to provide enough time to cross
- Get people into the city effectively- don't back up traffic on I-16
- Gwinnett Street might need to be enhanced
- Arena Potential, Gwinnett Improvements
- Look for other models for Federal financing
- Planning too often related to buildings - relate to people too
- People need to be protected - this is their home - don't displace
- Don't forget to design for entire community
- Make transition as easy and accessible as possible
- More connectivity/more options to get into town will alleviate stress
- SCAD and other development will generate more people/commerce
- Cars are not the only way to move people
- Look at what other cities are doing
- High-priced oil, schools (distance learning), food production (local)
- Many more people will be moving to urban centers
- Welcoming image for native Savannahians to come home
- Focus on recreation, education
- Structure sessions so young people can participate
- Connect neighborhoods, connect streets
- Focus on affordability
- Replace lost amenities (movie theater) and lost history
- Entertainment history - retain cultural roots
- Consider needs of aging population
- Opportunity for local jobs through construction and demolition
- Current system works well - new plan must work as well

- Think Big
- 37th Street - need to protect the neighborhood fabric
- Return to retail and commercial along MLK and Montgomery
- Reference Atlantic Station in Atlanta as a case study
- Consider removing ramps but re-purposing bridge - crosswalk
- Gaston at West Broad: in West Broad's heyday -"could see everyone"
- "Always was a community"- make it community again - safe, everyone knew each other, diverse
- Potential hub for transit system
- Streets historically ran all the way to cemetery
- Care must be taken to sell off parcels smaller in size- don't sell all land to one developer for one development
- Provide incentives for lower/middle incomes
- Better public notice to Kayton and Frazier Homes about meetings
- Redevelopment will encourage travel south of Liberty Street
- What is it going to cost? Where is money going to come from?
- Don't squeeze out the little person - allow renters
- Avoid gentrification
- Concern about mix of land use - think it through
- Financing - use long-term debt to finance improvements over a long period of time - leverage local funds with state and federal funds
- Multi-modal transportation
- Mixed housing stock
- Let vision be fundable
- Plan for people who live here now as well as in the future
- Do not build a school on a highway
- Don't repeat mistakes of the past
- Look out over 50 years to create opportunities to finance improvements (political and community partnership)

Information contained herein has been compiled from various sources and may contain inaccuracies based on available data. Compliance with applicable codes and ordinances and approval by authorities having jurisdiction is not guaranteed. This material is intended to create an overview and analysis of site conditions and provide a framework for future redevelopment. © Copyright 2012, Sottile & Sottile

Citizens participated in the Hands-On Design Session in small groups, working together to develop ideas for the I-16 Area.

Each of the five Design Teams presented their ideas to the entire group during an informal Pin-up Session.



Participants recorded additional ideas about redeveloping the I-16 and MLK area.

Information contained herein has been compiled from various sources and may contain inaccuracies based on available data. Compliance with applicable codes and ordinances and approval by authorities having jurisdiction is not guaranteed. This material is intended to create an overview and analysis of site conditions and provide a framework for future redevelopment. **© Copyright 2012, Sottile & Sottile**

HANDS ON DESIGN SESSION

Process & Participation

I-16 EXIT RAMP REMOVAL PROJECT

SAVANNAH GEORGIA

City of Savannah
Chatham County
Metropolitan Planning Commission
CORE Metropolitan Planning Organization
Savannah Development & Renewal Authority

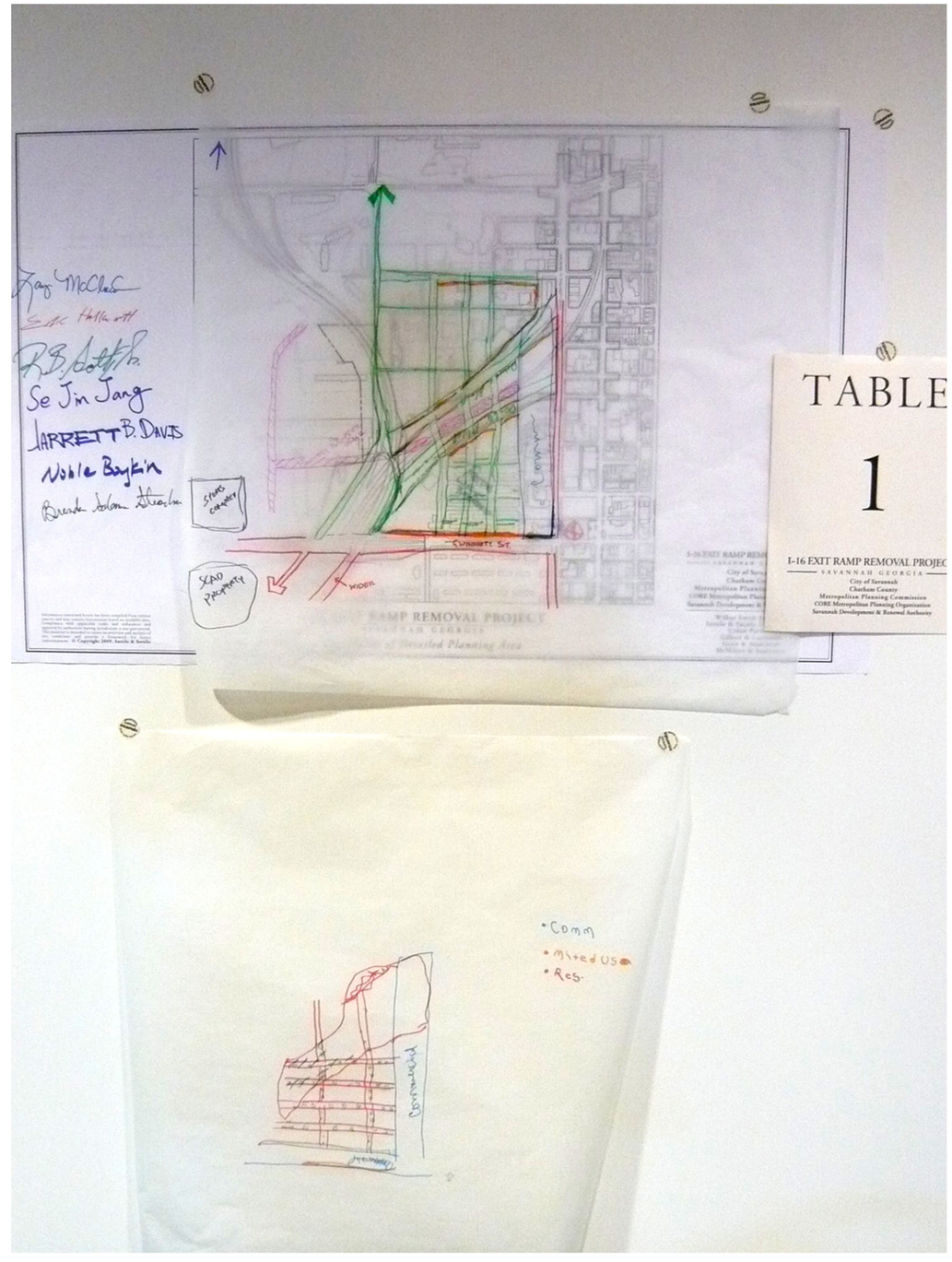


TABLE 1 CONCEPTS

Hands-On Design

- Encourage diverse interests in the area
- I-16 at Gwinnett – beautified as a major entry to Savannah; Gwinnett connected as an important corridor
- From Gwinnett, a redeveloped Boundary Street connects to Jones and Louisville
- I-16 movement to spread out to network vs. "Pipeline" approach
- Boulevard to replace I-16 ramps with green space between to accommodate bikeway or canal
- Residential – Mixed & Sustainable

Information contained herein has been compiled from various sources and may contain inaccuracies based on available data. Compliance with applicable codes and ordinances and approval by authorities having jurisdiction is not guaranteed. This material is intended to create an overview and analysis of site conditions and provide a framework for future redevelopment. **© Copyright 2012, Sottile & Sottile**

TABLE 1 CONCEPTS

Hands-On Design Session

TABLE 2 CONCEPTS

Hands-On Design

- Essential to knit together major projects and create access among them, where historic development pattern meets new technology/development; Avoid barriers
- Access to redevelopment area from 17, coming south; after Oglethorpe exit – How can we get in?
- Triangular garden lots – Develop to showcase farming, working history & sustainability
- Work with the flood plain in creating civic space (i.e. develop lake & canal)
- Trolley Hub developed at Union Station

Information contained herein has been compiled from various sources and may contain inaccuracies based on available data. Compliance with applicable codes and ordinances and approval by authorities having jurisdiction is not guaranteed. This material is intended to create an overview and analysis of site conditions and provide a framework for future redevelopment. **© Copyright 2012, Sottile & Sottile**

TABLE 2 CONCEPTS

Hands-On Design Session

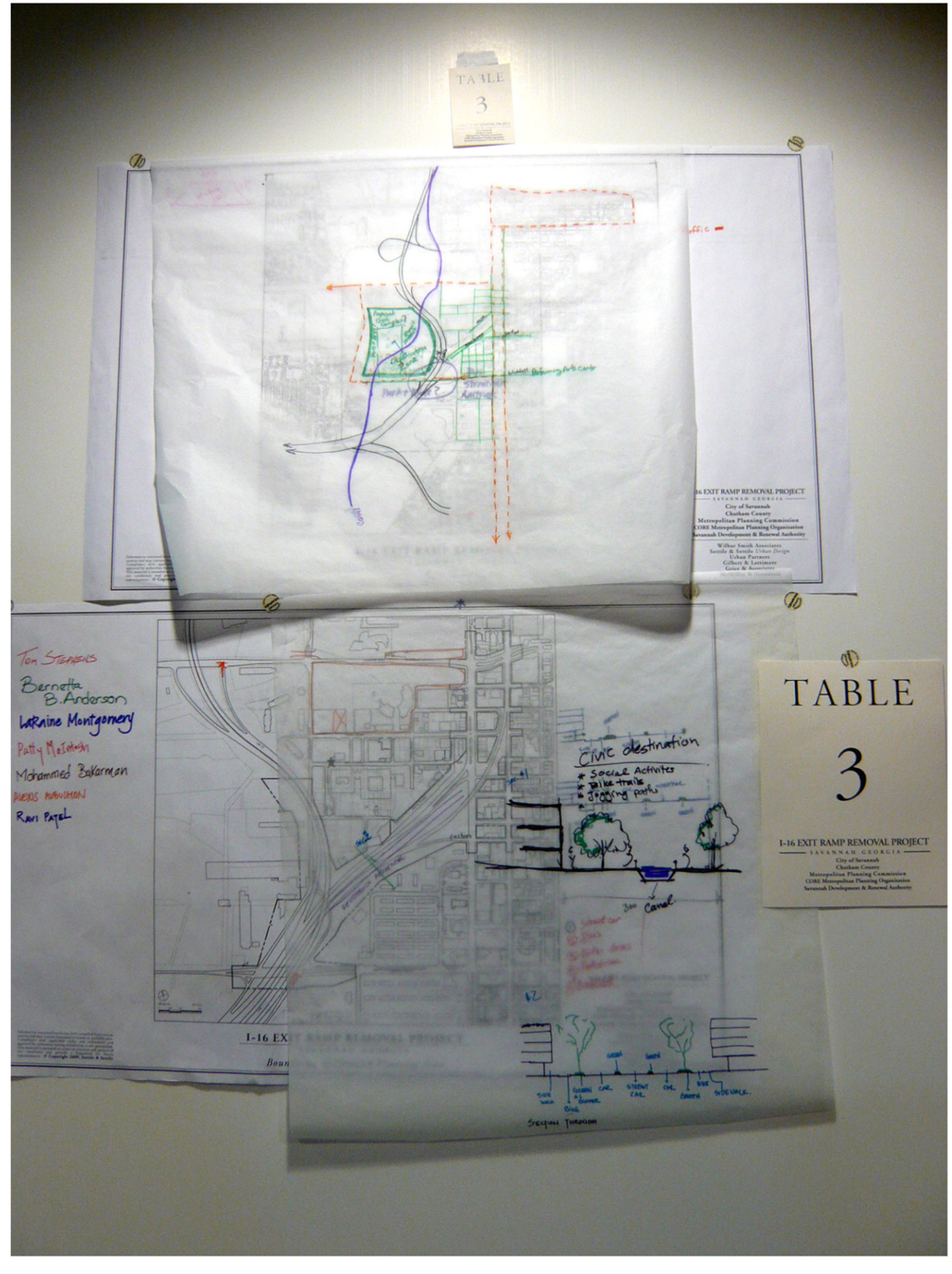


TABLE 3 CONCEPTS
Hands-On Design

- Restore historic street patterns & residential community
- Gwinnett & Louisville – Improve entry experience to Savannah
- I-16 Exit ramp transitions to an urban boulevard, creates numerous economic development opportunities
- Park & Ride – Access to possible arena site, streetcar, canal, mixed-use development
- Design for not only cars; Route west for streetcar; Create connections to West Savannah neighborhoods
- Sustainable boulevards for residents and business users
- Public Park to honor W.W. Law

Information contained herein has been compiled from various sources and may contain inaccuracies based on available data. Compliance with applicable codes and ordinances and approval by authorities having jurisdiction is not guaranteed. This material is intended to create an overview and analysis of site conditions and provide a framework for future redevelopment. **© Copyright 2012, Sottile & Sottile**

TABLE 3 CONCEPTS
Hands-On Design Session

I-16 EXIT RAMP REMOVAL PROJECT
SAVANNAH GEORGIA
City of Savannah
Chatham County
Metropolitan Planning Commission
CORE Metropolitan Planning Organization
Savannah Development & Renewal Authority

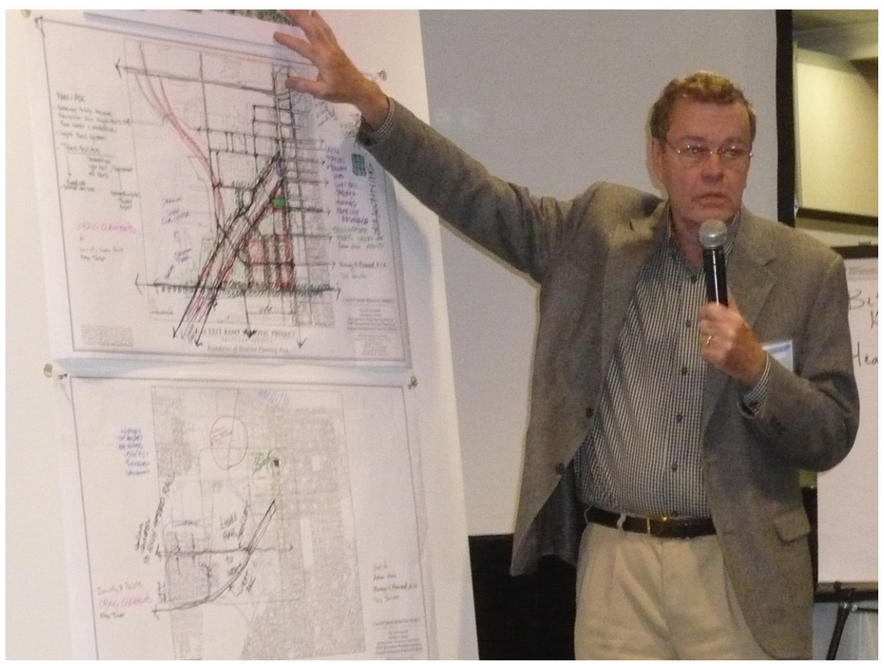


TABLE 4 CONCEPTS

Hands-On Design

- Disperse highway among city streets
- Enhance Oglethorpe interchange to allow on-ramp south
- Transit Hub – Light rail to west for commuters, linking to trolley downtown; Intermodal connections from downtown system to western suburbs, airport, Pooler
- Reconnect street grids through Kayton & Frazier Homes
- Montgomery Street restored to two-way movement
- Connect streets across route of ramps
- Re-establish Selma & Roberts Streets
- Re-establish vital edges on MLK
- Create connected, walkable streets with short blocks, street trees
- Build parks with retail & active edges
- Re-build Union Station as transit hub; Psychological value in the image of Union Station; Civic focal point.
- Identity for district - naming opportunity

Information contained herein has been compiled from various sources and may contain inaccuracies based on available data. Compliance with applicable codes and ordinances and approval by authorities having jurisdiction is not guaranteed. This material is intended to create an overview and analysis of site conditions and provide a framework for future redevelopment. **© Copyright 2012, Sottile & Sottile**

TABLE 4 CONCEPTS

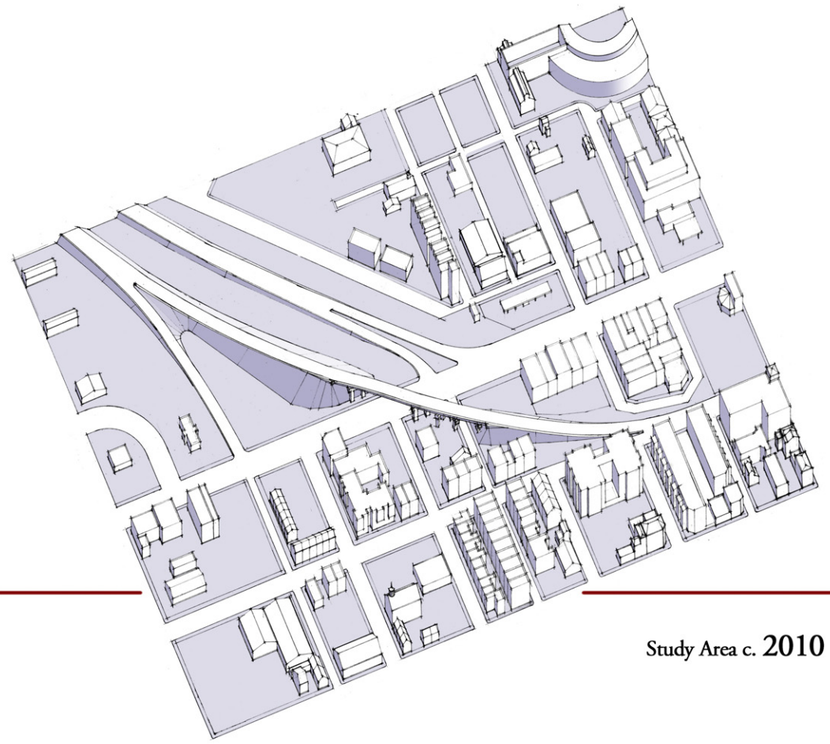
Hands-On Design Session

TABLE 5 CONCEPTS
Hands-On Design

- Enhance I-16 gateway just north of Gwinnett; create routes into parking decks – intermodal center; tie to possible light rail on MLK
- Enhance interchanges at Gwinnett & Louisville
- Amtrak – Connect to Visitors Center
- East/west access from MLK to possible arena district via Cohen Street; Develop smaller streets west of MLK
- Develop Green space / Urban garden / lake within former right-of-way
- Create an Arts & entertainment – mixed-use district; with offerings for children - museum, gaming, movie theater
- Cultural/museum district along MLK & small business incubators
- The Frogtown Fleamarket, mix of produce and goods; Urban Grocery
- Encourage 3-4 story building heights along MLK; Allow for taller building heights, stepping back from MLK; bring in affordable & senior housing
- Bike routes, Connect to Henry & Anderson, return to two-way movement
- Create a destination for Savannah suburbanites to come Downtown

Information contained herein has been compiled from various sources and may contain inaccuracies based on available data. Compliance with applicable codes and ordinances and approval by authorities having jurisdiction is not guaranteed. This material is intended to create an overview and analysis of site conditions and provide a framework for future redevelopment. **© Copyright 2012, Sottile & Sottile**

TABLE 5 CONCEPTS
Hands-On Design Session



Study Area c. 2010

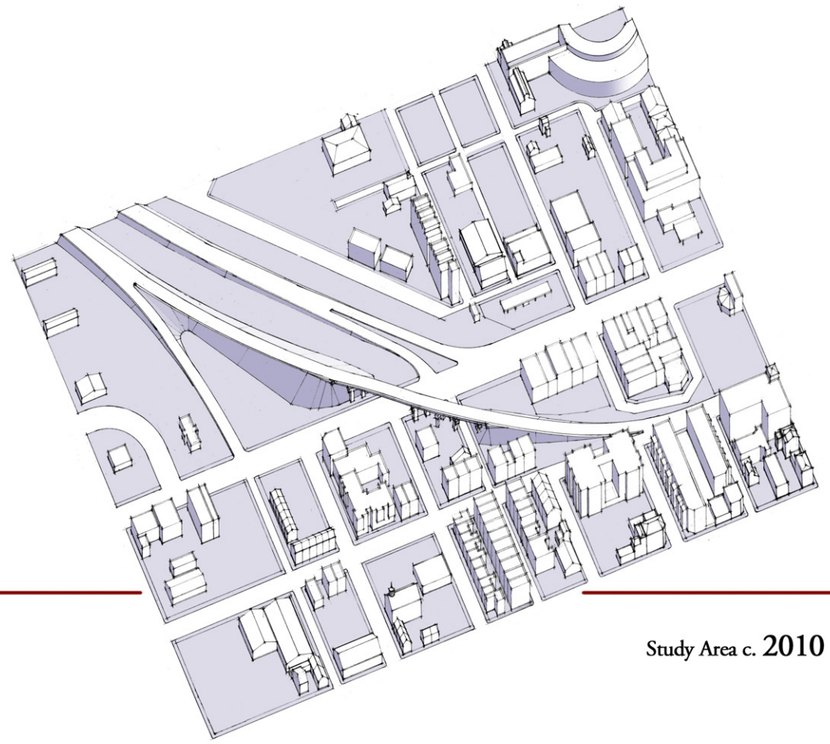
Study Area c. Future

Removal of the I-16 on-ramp and exits west to Gwinnett Street allows the creation of a new civic building fronting onto MLK, Jr. Boulevard with a public reserve to the west within the former right-of-way. This could be held as a green space and a future rail corridor opportunity or used as a neighborhood development area. A public park could be located along MLK, Jr. Boulevard across from the Civil Rights Museum with re-established streets and mixed-use buildings surrounding its edges as well as significant infill and revitalization opportunities within the Montgomery Street Corridor.

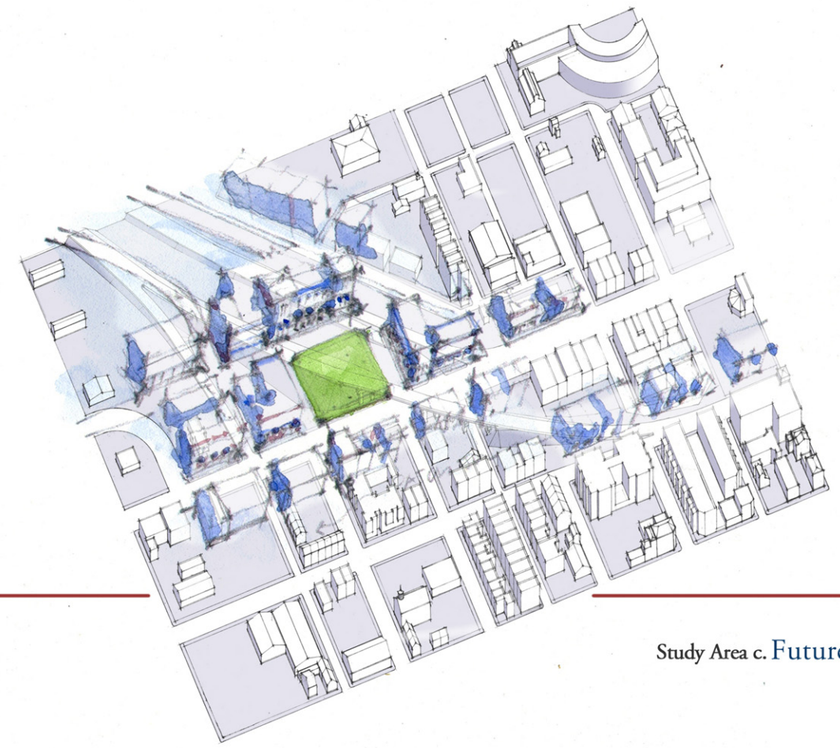
CHARRETTE CONCEPT

Maximum Exit Ramp Removal

Information contained herein has been compiled from various sources and may contain inaccuracies based on available data. Compliance with applicable codes and ordinances and approval by authorities having jurisdiction is not guaranteed. This material is intended to create an overview and analysis of site conditions and provide a framework for future redevelopment. **© Copyright 2012, Sottile & Sottile**



Study Area c. 2010



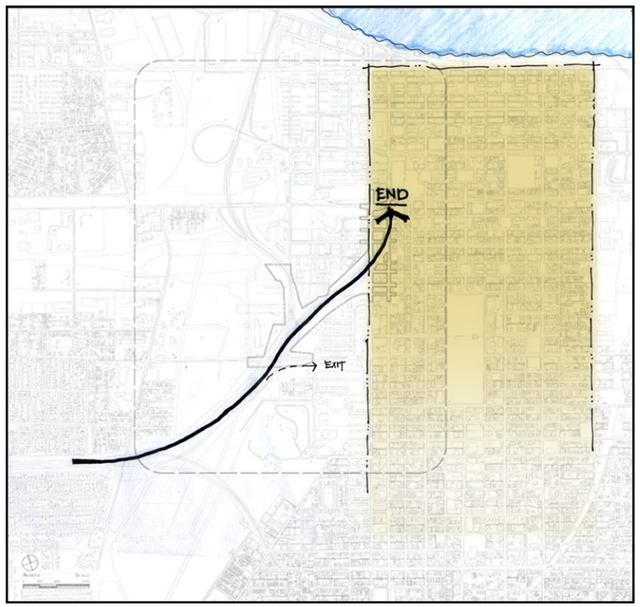
Study Area c. Future

Removal of the I-16 on-ramp and exits immediately west of MLK, Jr. Boulevard would allow for the creation of a prominent civic building site fronting a park at MLK, Jr. Boulevard. This new park, across from the Civil Rights Museum, would have the opportunity for multiple additional mixed-use building sites surrounding its edges. With the removal of the elevated ramp structure, significant revitalization opportunities would also be created within the Montgomery Street Corridor.

CHARRETTE CONCEPT

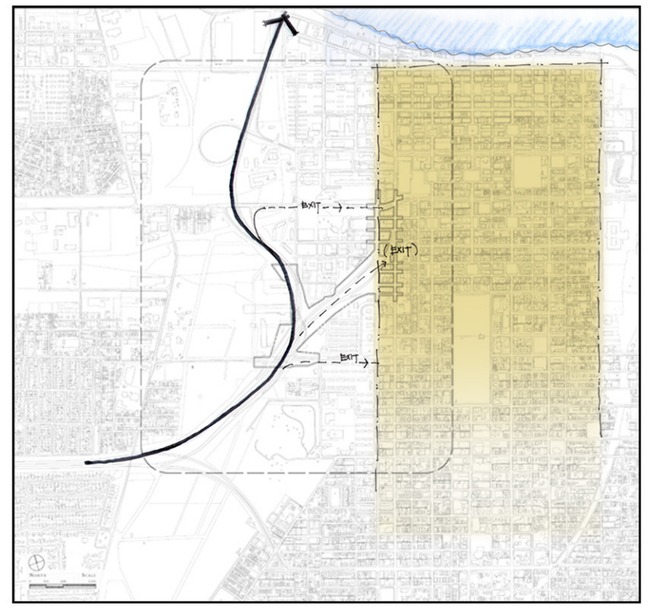
Minimum Exit Ramp Removal

Information contained herein has been compiled from various sources and may contain inaccuracies based on available data. Compliance with applicable codes and ordinances and approval by authorities having jurisdiction is not guaranteed. This material is intended to create an overview and analysis of site conditions and provide a framework for future redevelopment. **© Copyright 2012, Sottile & Sottile**



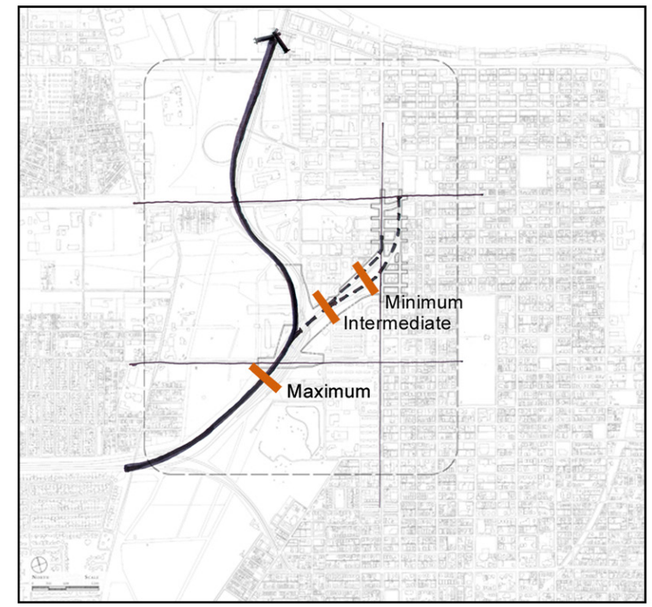
1965
The Highway Ends

When I-16 was originally planned, the highway came to a complete terminus in downtown Savannah where the on-ramp and exit ramp currently merge into the urban street grid at MLK, Jr. Blvd. and Montgomery Street.



1990
The Highway Continues

By 1990, a new highway structure was constructed, continuing the end of I-16 to connect with Highway 17, and creating a continuous route with multiple access points. Currently, the MLK and Montgomery ramps of I-16 serve only as an exit from the highway to downtown Savannah.



2010
Now Only an Exit

THREE CONCEPTS

With the terminus now functioning as an exit, different strategies to reconfigure the ramps and restore neighborhoods can be considered. Three concepts were explored at the Charrette. These are differentiated by the extent of their removal of the I-16 ramps.

Information contained herein has been compiled from various sources and may contain inaccuracies based on available data. Compliance with applicable codes and ordinances and approval by authorities having jurisdiction is not guaranteed. This material is intended to create an overview and analysis of site conditions and provide a framework for future redevelopment. **© Copyright 2012, Sottile & Sottile**

CONTEXT DIAGRAMS
Charrette Sketches & Preliminary Concepts

I-16 EXIT RAMP REMOVAL PROJECT
SAVANNAH GEORGIA
City of Savannah
Chatham County
Metropolitan Planning Commission
CORE Metropolitan Planning Organization
Savannah Development & Renewal Authority

CHARRETTE CONCEPT 1
Minimum Exit Ramp Removal

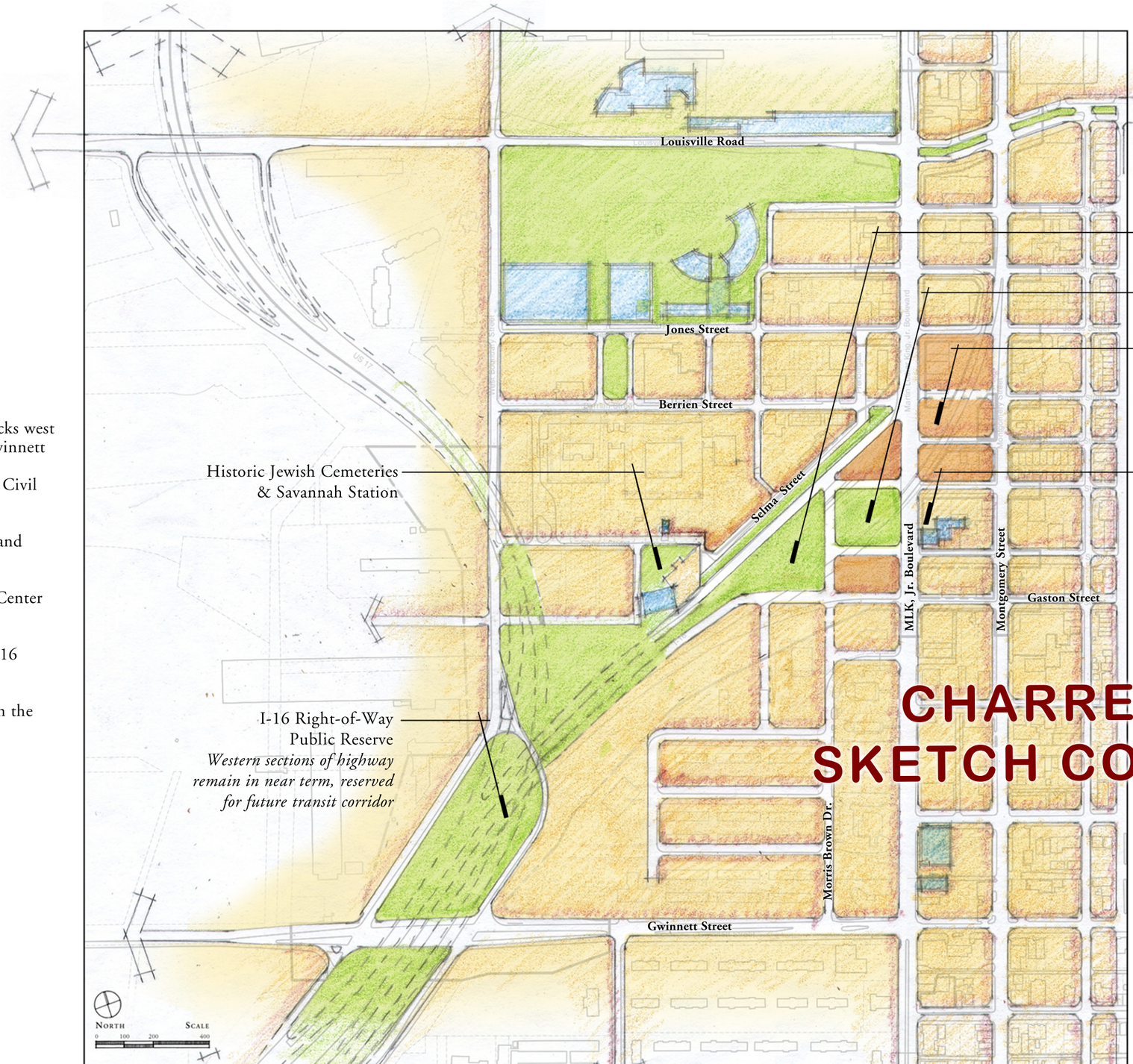
Minimum Removal

Key Ideas & Benefits

- Remove Exit Ramps initially two blocks west of MLK; in the future, remove to Gwinnett
- Public Park on MLK across from the Civil Rights Museum
- Restoration of Historic Selma Street and later, Roberts Street
- Potential Site for new Transit / Rail Center fronting Public Park
- Potential for future rail corridor in I-16 right-of-way
- Opens two new developable blocks on the West side of MLK

FUTURE CONCEPT
Transit Station on Public Reserve,
Highway removed back to Gwinnett Street

Information contained herein has been compiled from various sources and may contain inaccuracies based on available data. Compliance with applicable codes and ordinances and approval by authorities having jurisdiction is not guaranteed. This material is intended to create an overview and analysis of site conditions and provide a framework for future redevelopment. **© Copyright 2012, Sottile & Sottile**



CHARRETTE SKETCH CONCEPT

Opportunity Blocks
Unaffected Blocks
Parks & Public Reserve

CHARRETTE CONCEPT 1
Minimum Exit Ramp Removal

I-16 EXIT RAMP REMOVAL PROJECT
SAVANNAH GEORGIA
City of Savannah
Chatham County
Metropolitan Planning Commission
CORE Metropolitan Planning Organization
Savannah Development & Renewal Authority

CHARRETTE CONCEPT 2

Intermediate Exit Ramp Removal

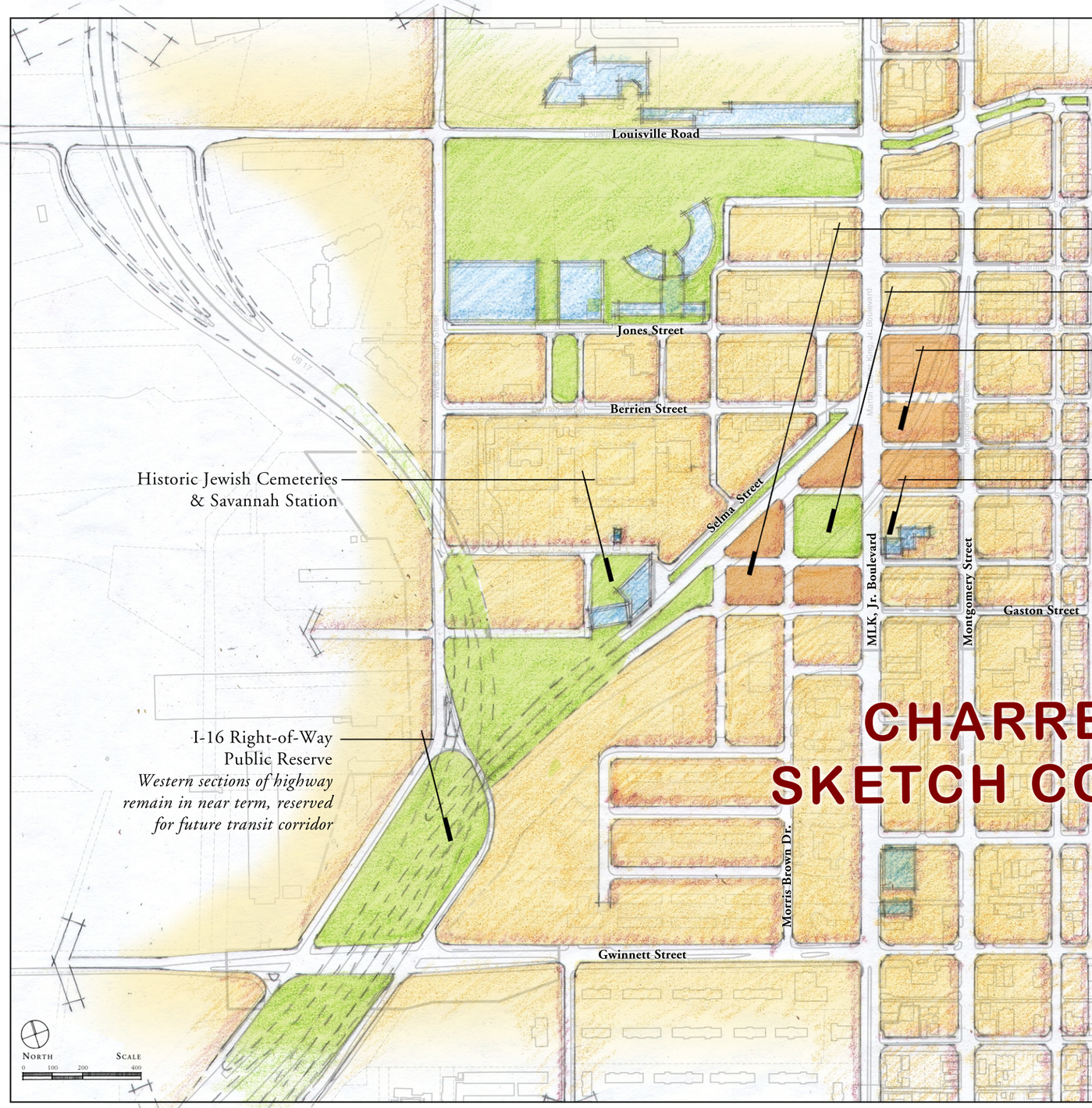
Intermediate Removal

Key Ideas & Benefits

- Remove Exit Ramps initially three blocks west of MLK; in the future, remove to Gwinnett
- Public Park on MLK across from the Civil Rights Museum
- Urban Boulevard along Historic Selma Street
- Opens three developable blocks on the East side of MLK
- Opens four new developable blocks on the West side of MLK

FUTURE CONCEPT

New Development within former I-16 right-of-way
Highway removed back to Gwinnett Street



CHARRETTE SKETCH CONCEPT

Opportunity Blocks
Unaffected Blocks
Parks & Public Reserve

CHARRETTE CONCEPT 2
Intermediate Exit Ramp Removal

I-16 EXIT RAMP REMOVAL PROJECT

SAVANNAH GEORGIA

City of Savannah
Chatham County
Metropolitan Planning Commission
CORE Metropolitan Planning Organization
Savannah Development & Renewal Authority

Information contained herein has been compiled from various sources and may contain inaccuracies based on available data. Compliance with applicable codes and ordinances and approval by authorities having jurisdiction is not guaranteed. This material is intended to create an overview and analysis of site conditions and provide a framework for future redevelopment. © Copyright 2012, Sottile & Sottile

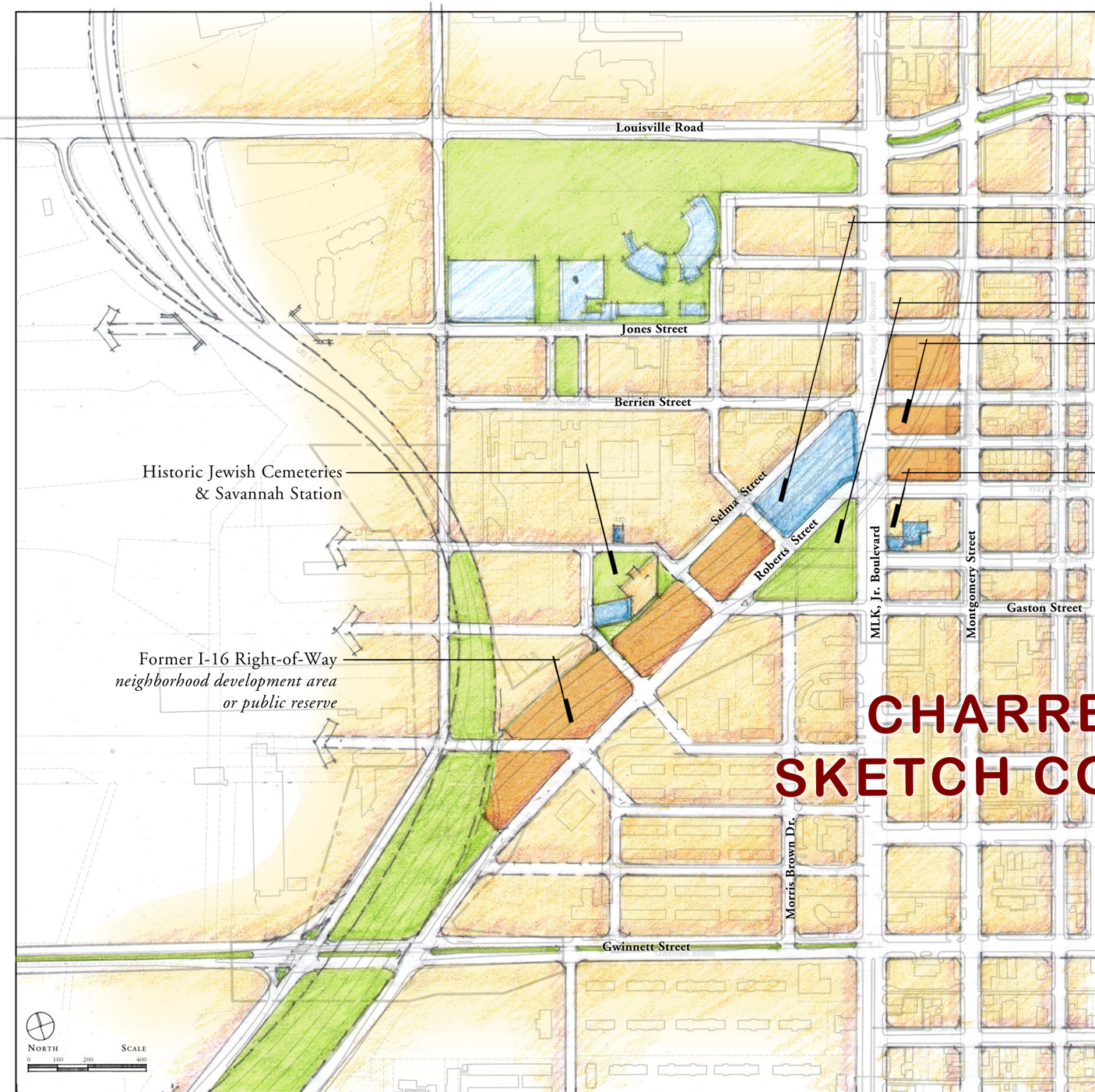
CHARRETTE CONCEPT 3
Maximum Exit Ramp Removal

Maximum Removal

Key Ideas & Benefits

- Remove Exit Ramps back to Gwinnett Street
- Public Park on MLK across from the Civil Rights Museum
- Restoration of historic Roberts Street
- Potential Site for new Transit Center fronting MLK on old Union Station Site
- Opens three developable blocks on the East side of MLK
- Potential to open four large developable blocks West of MLK

ALTERNATE CONCEPT
Public Reserve for future rail line in I-16 right-of-way



Potential Transit Center
former I-16 ramp area

Proposed Public Park

Opportunity Blocks
former I-16 ramp area

Civil Rights Museum

Historic Jewish Cemeteries & Savannah Station

Former I-16 Right-of-Way
neighborhood development area or public reserve

CHARRETTE SKETCH CONCEPT

Opportunity Blocks

Unaffected Blocks

Parks & Public Reserve

Information contained herein has been compiled from various sources and may contain inaccuracies based on available data. Compliance with applicable codes and ordinances and approval by authorities having jurisdiction is not guaranteed. This material is intended to create an overview and analysis of site conditions and provide a framework for future redevelopment. © **Copyright 2012, Sottile & Sottile**

CHARRETTE CONCEPT 3
Maximum Exit Ramp Removal

I-16 EXIT RAMP REMOVAL PROJECT
SAVANNAH GEORGIA
City of Savannah
Chatham County
Metropolitan Planning Commission
CORE Metropolitan Planning Organization
Savannah Development & Renewal Authority

COMMENTS ON WORK-IN-PROGRESS

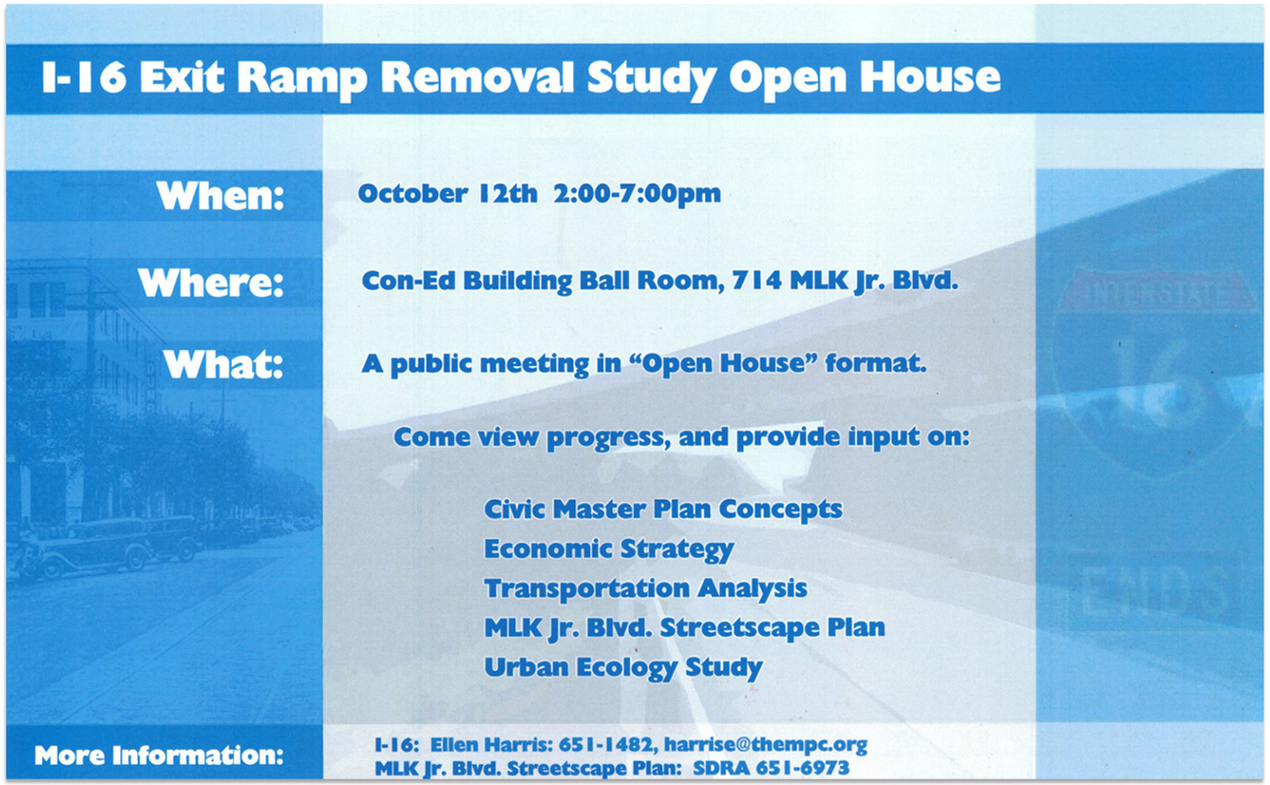
Presentation, February 19 2010

Citizens helped draw preliminary concepts during the Hands-On Design Session and Open Studio.

- Strengthen community - develop enough creative capital to be sustainable
- Need to develop analysis to identify what "entertainment/culture" means
- Project must incorporate economic and financial plan
- Does one component stand out as achievable now?
- Common ownership of land by the City - could make redevelopment happen more quickly
- Next Steps - 7 year game plan to build - money to make vision actionable - must proceed with the optimism that it MUST happen
- Don't create expectations if leadership can't make it happen
- Let's be bold and mighty forces will come to our aid
- Make corridor the destination once again
- It is Time to Act
- Concept and Charrette format used is productive - nothing is carved in stone
- Pull together- something positive will result
- Multi-modal question - getting to historic district core - facilitate transportation - discussion/need
- Where will the people come from?
  Who will live where new neighborhoods are created?
- Be inclusive with the community
- Keep land costs down, keep ownership in City's hands - give a helping hand to smaller developers and land owners
- Value of land could support financing
- Create opportunities for all citizens to invest
- Reasonable time frame?
  - 10-20 year build out
  - Spread investment out over larger area
  - Government entities determine priority
- Zoom to fine grain details
- Eco-land use-finance - government has to provide support
- Let's not blow it - an opportunity like this comes along only once in many years
- MLK/Montgomery needs to remain the priority
- How will we handle traffic? Alice? Gaston?
- City government has to commit - fast track
- Public funds have to be committed to creating and sustaining. Rooftops=business
- Resources need to be put in place to support residential and business growth
- Can a resolute action be taken? Yes. We should move quickly and expediently
- Very good - inspired to support what's best for the City
- Doesn't have to be grand but need an entry way to Savannah that represents Savannah

New ideas shared during Pin-Ups and Public Presentations.

Information contained herein has been compiled from various sources and may contain inaccuracies based on available data. Compliance with applicable codes and ordinances and approval by authorities having jurisdiction is not guaranteed. This material is intended to create an overview and analysis of site conditions and provide a framework for future redevelopment. © Copyright 2012, Sottile & Sottile



Invitation to Open House

Transportation Analysis, Economic Analysis, Cost Estimates were Presented for all Three Alternative Concepts

Design team members reviewed the concept proposals with elected officials.

Individual interest groups, like the Savannah Bicycle Campaign, had opportunities to discuss ideas with the design team.

Supplemental information on the Martin Luther King, Jr./Montgomery Corridor was presented by community advocates.

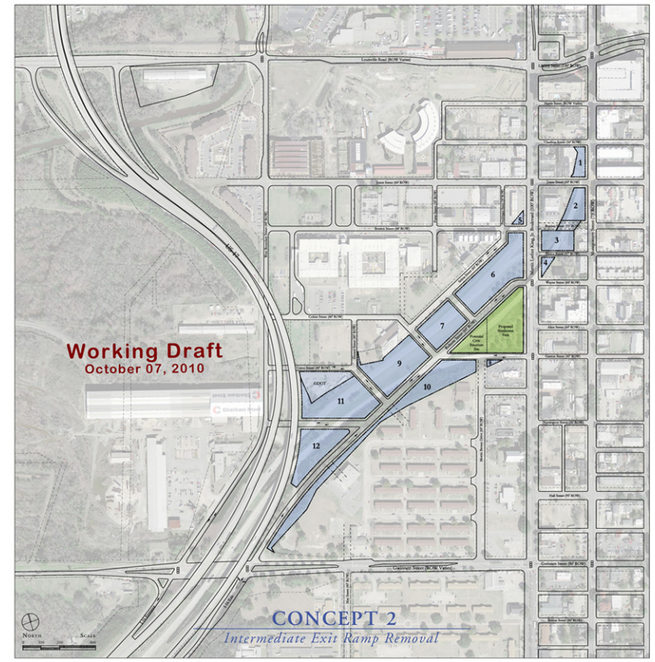
On October 12, 2010, the public was invited to the I-16 Exit Ramp Removal Study Open House. As a result of the charette held in February 2010, three preliminary plans for redevelopment of the area were developed in detail. At the Open House, the public was encouraged to comment, ask questions, and participate in discussion.

The Open House was held at the Con-Ed Center in the historic McKelvey-Powell building at 714 MLK, Jr. Boulevard. In attendance were representatives of the City of Savannah, Chatham County Elected Officials, business owners, advocacy groups, residents, and members of the community.

Information contained herein has been compiled from various sources and may contain inaccuracies based on available data. Compliance with applicable codes and ordinances and approval by authorities having jurisdiction is not guaranteed. This material is intended to create an overview and analysis of site conditions and provide a framework for future redevelopment. © Copyright 2012, Sottile & Sottile

CONCEPT PROPOSAL OPEN HOUSE

Public Review & Commentary



Representatives from Chatham County, City of Savannah, Elected Officials, and Members of the Community had the opportunity to review the three alternative design concepts, ask questions and provide comments.

Information contained herein has been compiled from various sources and may contain inaccuracies based on available data. Compliance with applicable codes and ordinances and approval by authorities having jurisdiction is not guaranteed. This material is intended to create an overview and analysis of site conditions and provide a framework for future redevelopment. **© Copyright 2012, Sottile & Sottile**

CONCEPT PROPOSAL OPEN HOUSE

Public Process & Participation

I-16 EXIT RAMP REMOVAL PROJECT

SAVANNAH GEORGIA

City of Savannah
Chatham County
Metropolitan Planning Commission
CORE Metropolitan Planning Organization
Savannah Development & Renewal Authority

October 12, 2010 Open House Results

On October 12, 2010 three concepts were presented that were developed as a direct result of the community ideas vocalized at the February 2010 charrette. Participants in the Open House were asked to fill out a survey form (see below).

I-16 Exit Ramp Removal Study

Questionnaire

Your input is critical to this important project and we need to hear from you. Please circle or write in your response.

1. **Do you think the I-16 exit ramps at MLK Jr. Blvd. and Montgomery Street should be removed?**

   Yes No

2. **Do you prefer:**

   Concept 1 Concept 2 Concept 3 Other (please explain)_____

3. **If you chose a preferred concept above, what do you like about it (circle all that apply)?**

   Street pattern Block sizes Greenspace

   Restoration of historic streets Traffic pattern Selma Boulevard

   Restoration of blocks on MLK and Montgomery Other:_____

   What do you not like about it? _____

4. **Do you believe that the Economic Strategy is appropriate for the area?**

   Yes No Don't know

   If no, please elaborate on what should be included in the Economic Strategy:

   _____

5. **Do you believe the community input, goals, and vision provided during the charrette in February 2010 were incorporated into the concepts?**

   Yes No Didn't attend charrette

   If no, what input, goals, or vision was left out?

   _____

6. **Recognizing that this study is a feasibility study and more analysis will be necessary, what do you think needs to be studied further as a part of the next phase of analysis on removing the exit ramps?**

   _____

7. **Please provide any other comments or suggestions you feel may be helpful:**

   _____

The survey form was also posted on the MPC webpage (www.thempc.org) for 30 days. A summary of the results of the survey compiled at the public meeting and from the website is below.

Should exit ramps be removed?

- *Yes- 90%*
- *No- 2%*
- *Blank- 8%*

Preferred Concept:

- *Concept 1- 8%*
- *Concept 2- 28%*
- *Concept 3- 55%*
- *None/Other- 8%*

Based on the results of the survey, Concept 3 was selected as the Preferred Concept and additional analysis on Concept 3 was completed.

Information contained herein has been compiled from various sources and may contain inaccuracies based on available data. Compliance with applicable codes and ordinances and approval by authorities having jurisdiction is not guaranteed. This material is intended to create an overview and analysis of site conditions and provide a framework for future redevelopment. © Copyright 2012, Sottile & Sottile

I-16 Open House October 12, 2010
Comments

Concept 1

- I think that concept 1 could be the first phase to concept 3 to help financially
- Simple- KISS Keep it simple less expensive
- Put in more greenspace
- Seems like the most feasible in the near future
- More room for private development
- Hopefully you can start and finish sooner with #1
- Most bang for buck

Concept 2

- I don't like the way Concept 2 meets MLK and blocks are too large
- Less traffic near public school
- I like the big block better than concept 3
- More viable space at lower cost
- Less streets and more income from taxes and property value
- Don't like street emptying into corner of Jones and Berrien
- New/old road will not unload on Montgomery- this is good
- Need more greenspace
- Option 2 would create unusable properties on what would effectively be an off-ramp, and would not achieve sufficient reintegration of the additional land to justify the cost.

Concept 3

- Restores pattern of the city better
- Do in phases
- We get the best bang for the bucks used
- Will be empty for awhile
- Better scale
- Square park more Savannah
- Selma Blvd typical Savannah
- The greenspace seems superficial nod to historicism and not well integrated into the design
- More connectivity potential would emphasize orthogonal streets over Roberts
- I would convert Roberts to housing "loop" and not connect it to Gwinnett
- Is a 10 year timeline feasible/possible/ maybe a mix of concept 2 and 3 is best
- Green
- Creative
- Go ahead and invest for the future and the best option for neighborhood, like smaller blocks, smaller development opportunities
- It will be the most effective and beneficial to the city in the long run. It will bring the community back together
- Rather than having the option to add onto each phase, wouldn't it make sense to do it all now? Financially and for the residents
- Good to take away problem and restore community
- Go ahead and take the problem (flyover) away the first time, instead of creating a new problem- time contingency between concepts.
- May take so long to implement and complete
- More squares
- More potential for smaller development
- Provides more space and more room to develop more of the land
- Area 10- based on the scope of the space, let's put a walking trail/green space in
- Shorter varied blocks
- Include service corridors/lanes
- Although it is the most costly, Option 3 provides the best and most workable end result. My second choice would be Option 1, as the cheapest.

Economic Strategy/land use

- More houses, stores
- Friendly user businesses for the neighborhood
- More food stores
- I think particular uses of land being freed up should come later. Priority should be on getting the flyover out and reconnect streets
- Mix of uses- not a repeat of low-density residential in nearby areas
- This could be a good spot for the transfer center to include a bike depot and streetcar exchange
- Creating a liveable community by mixed use and income
- Integration of economic levels of housing- desegregating commercial, affordable housing, luxury housing
- This timeline is more like 25-30 years
- Mixed use
- Too vague
- I would prefer they return to the station (AMTRAC) where it is now is not economically integrated
- Economic development will be stronger with bikes encouraged to be part of plan
- Please include more retail space, however keep the cost low
- Before we create 100k more retail space will it be used? Empty storefronts are not good
- Support minority businesses- to help them develop within your plan
- Include redevelopment of MLK
- Include more modern affordable housing
- Concern about perceived negative impact of Kayton Homes- City could split up lowest income residents and sread out in other blocks.
- City can require new development include % of affordable housing
- It would be great if the main library were moved here at some point in the future
- Don't let it be hotel space.
- How do you retain the residential space and preserve the history of the area?

Information contained herein has been compiled from various sources and may contain inaccuracies based on available data. Compliance with applicable codes and ordinances and approval by authorities having jurisdiction is not guaranteed. This material is intended to create an overview and analysis of site conditions and provide a framework for future redevelopment. © Copyright 2012, Sottile & Sottile

I-16 Open House October 12, 2010
Comments (cont.)

Transportation

- Concern about potential impact on Louisville Road and Gwinnett Street (Concept 3)
- Transportation study graphics are not very clear
- Connect west highway to east highway
- On ramp needed in I-16 west at Bay Street to accommodate truck traffic
- More study needed on traffic patterns on Gwinnett and Louisville Road
- Addition of an off ramp from Hwy 17 to Oglethorpe Ave
- Study off/on ramps to hwy 17
- No mention of the passenger rail train station
- Exiting from interstate with multiple lanes wanting to turn left (north) is a bad concept
- Leave the ramp where it is (location). Reconstruct on pedestals (new design) allowing traffic patterns and avoid need to acquire new ROW. Traffic wise I think the existing pattern does a good job getting workers and tourists into downtown area.
- Study on-off ramp at Louisville Road
- Traffic flow in Option 3 appears to create a head-on conflict along the new boulevard (Selma). The proposed traffic flow in the restored blocks is unnecessarily complex and appears to be addressing some concern that is not readily apparent or overtly stated.
- Need to designate primary interchange as access point in and out of Historic District from I-16
- Keep Boundary Street and use it as an additional feeder into downtown via Jones, Louisville Rd, etc.
- Need another I-16 exit from SC
- More on transportation w/the identification of a transportation transfer station for multi-transportation modes.
- Also, an additional exit from the Savannah River Bridge into Savannah somewhere in the greater downtown area was excluded, but extremely needed.
- We need to look at ALL of MLK down to Bay St. and make the necessary changes as needed to prevent "bottle necks" etc.and perhaps even make some of the streets not available for left turns headed North.
- Please leave the I-16 flyover as is. Removing the flyover would dump the current eastbound commuter traffic into MLK and entry points south and west. This would create another barrier between midtown and the bridge, and, for the many of us that commute to SC every day, it is already very difficult to get out of town and to the bridge. For the many that commute to downtown on I-16, the I-16 flyover is an important access point to downtown, and removing 2 lanes of access would likely back up traffic on I-16 eastbound in the morning commute. Clearly, the importance of Montgomery is recognized because of the parking capacity that has been built along Montgomery. It's unwise to dump the traffic in elsewhere and force commuters to crawl through side streets to get to the parking that is designed for access from Montgomery. Finally, with traffic pushed west of Montgomery, SCAD students would be put at risk by the increase traffic in their dormitory complex off Boundary and their main crossings on MLK. Leave I-16 as is to conserve money and prevent negative impact on traffic. (email)
- Since moving here in 1991, I have long wondered why the east-west corridor problem hasn't been resolved. It seems that a logical solution is the extension of I-16 eastward, then joining up with the Islands Expressway. Bridges can be attractive structures and blend in with the historical nature of the city. If the eastward extension of I-16 passed just south of Forsythe Park, the Historic District would remain untouched, and some blighted areas would be eliminated. This would solve several current problems. First, trucks that are now routed down Bay Street (which is a terrible situation, especially for the tourism industry), could follow this route. Second, it would relieve much of the traffic on DeRenne Street, eliminating the need for changes there. Third, if it is decided that the LNG terminal will be sending trucks through town, this would be a much safer route. Fourth, it would give residents and visitors both far better access to Tybee than is currently available. Fifth, it would show everyone that we have the ability to maintain the integrity of our history while we progress forward with infrastructure needs. There are several ways this could all be accomplished. I-16 could link to the Truman Parkway, or to President Street near the Truman Parkway. Or it could go further east and connect to the Islands Expressway directly. The details should be worked out by the engineers. (email)
- Been very frustrating reading about it in the paper, which never once identifies, simply and clearly, where myriad morning commuters will be diverted. Most folks like to hear the bottom line first: How much will the flyover tear-down/re-routing cost me time/distance-wise? Put another way, how many tax dollars will it *cumulatively* cost, including lost-structure cost (i.e., we all spent what, $10 million to build the flyover?), plus re-routing cost. THAT is what I and I'm sure my fellow-commuters want to know first (i.e., the bottom line). THEN we'll hear all the rosey projections about "opportunity blocks" (I just love P.R. terms cooked up by developers who smell an economic upside, taxpayer-losses be damned....). (email)

Bicycle

- Minimal bicycle accommodations +
- Bike lanes not indicated
- More study on bikeways- connect low volume streets to greenway to west
- No bike paths
- Don't like integration of pedestrians and cyclist

Floating park (citizen idea)

- Need to do more development on floating park
- Add other Shinhoster floating park
- The floating park would bring a space that could provide some great opportunities
- Floating park is cool

Information contained herein has been compiled from various sources and may contain inaccuracies based on available data. Compliance with applicable codes and ordinances and approval by authorities having jurisdiction is not guaranteed. This material is intended to create an overview and analysis of site conditions and provide a framework for future redevelopment. © Copyright 2012, Sottile & Sottile

I-16 Open House October 12, 2010
Comments (cont.)

- Explore "walkover" concept- save a piece of ramp that crosses over MLK to form pedestrian bridge
- Prefers floating park concept
- Keeping a piece of flyover for public greenspace will increase tourism
- Make the flyover a pedestrian crosswalk and park
- In the pedestrian park over MLK- Put in a waterfall that takes coins then push a button to make the water fall from the top to a wishing pool below- gather coins also from the wishing pool
- Love bridge for crosswalk
- Prefers floating park
- Study the possible use of existing structure for pedestrian walkover
- Study the highline as a model
- If the actual overpass is left, it's pointless

Other

- I-16 exit ramp serves as a reminder of destabilizing the community
- There is currently a "Roberts Street" in Savannah so I'd suggest changing Roberts Street to Frogtown Avenue.
- Some type of civic building in the area have a façade that replicates Union Station
- As much permeable paving as possible
- As many trees as possible
- As long as I-16 exit ramps are going to be removed, lets consider 10, 20, 30 years in the future and not have to re-do the development in a few years because we didn't do enough initially
- Do it once and do it right- why not the best? Which will be cheaper in the long run and will be enjoyed for centuries. The better design, the more taxes it can command so #1 and #2 is apples compared to #3- oranges.
- Reuse of ramp material
- But I liked the triangular shaped gardens
- Is there a reason to consider bringing back some of the light industrial business that once was there?
- We spend too much money and time on analysis with the goal never in reach
- Recreation of Union Square would be a great addition
- There should be an anchor building and/or park- something dramatic- will be a draw like River Street- not a box building with a lawn
- Gateway opportunities on parcel 10- connect w/ Springfield canal
- Just put in more light under the bridge and introduce street lights on MLK
- Where is the downtown swimming pool?
- I do not see what the people want- you are taking away the history
- Cater towards west Broad Street not MLK
- Consult with community on Frogtown

Ideas, goals, visions omitted

- Connectivity to Springfield Canal
- Union Station
- Totally green
- Transportation hub
- Lack of train station from past
- The public transportation hub at the "Arena Site" was excluded.

Suggestions for next phase

- Bike/greenway along Roberts Street
- Service corridors
- Widths of streets
- Accommodating alternate modes of transport
- What the economic impact can actually be on the area that will be impacted- pros and cons
- How to stage and prioritize so we can afford #3 concept
- Analysis of restaurants and food providers
- Developing the street patterns and connectivity further
- Land acquisition in surrounding blocks
- MLK corridor up to 37th Street
- Stormwater management, utilities and infrastructure (preferably sustainable)
- Safe clear wayfinding
- Uses/scale/height
- Developer funding possibilities and financing
- Stormwater and localized flooding in direct areas
- Economics- direct effect on residents and commercial
- Economics- effect to community
- Access to downtown Savannah (historic district) from the west (I-16)
- Impact on the property tax base to pay for the project
- Reincorporation of public housing
- Rail
- Making it an area that draws people to it so it helps integrate the different social classes
- More visual displays or powerpoint
- The impact of removal on residents who have become acclimatized to this structure in their lives
- Environmental implications
- The effects of regentrification on low income residents
- Study the impact on parking
- Study the cost to locals who must park and enjoy the new development
- Historic Preservation
- Affordable housing
- Zoning
- Traffic and economic analysis
- Plan on rebuilding Montgomery Street (Streetscape plan)
- More traffic studies, and looking at real estate sales (buying & selling).....what retail operations are showing interest in this area?
- the economic impact, the addition of Greenspace and how we best utilize it and how this will affect the community now present.
- Appropriate exit strategies, signs, communication to the community and region. Ensuring a positive sense of arrival during remediation and construction is vital.

Information contained herein has been compiled from various sources and may contain inaccuracies based on available data. Compliance with applicable codes and ordinances and approval by authorities having jurisdiction is not guaranteed. This material is intended to create an overview and analysis of site conditions and provide a framework for future redevelopment. © Copyright 2012, Sottile & Sottile

The invitation for the Final Open House, July18th, 2012

The open house allowed citizens to study the Civic Master Plan and proposed street sections in detail.

Information on the previous public meetings was available for review.

Local news media interviewed citizens on the I-16 flyover removal.

A synchro analysis provided the community with a visual representation of alternative future traffic patterns.

Information contained herein has been compiled from various sources and may contain inaccuracies based on available data. Compliance with applicable codes and ordinances and approval by authorities having jurisdiction is not guaranteed. This material is intended to create an overview and analysis of site conditions and provide a framework for future redevelopment. **© Copyright 2012, Sottile & Sottile**

FINAL OPEN HOUSE

Public Process & Participation

FINAL OPEN HOUSE

On July 18, 2012, the final public open house and presentation was held at the Con-Ed Center at 714 Martin Luther King, Jr. Boulevard.

Members of the community, residents, business owners, representatives from the City of Savannah, and Elected Officials from the City of Savannah and Chatham County participated.

The Civic Master Plan for 'Reclaiming West Broad Street' was presented during the final public open house along with the transporation analysis, economic study, and implementation plan and timeline. Detailed materials were also available for review in individual table stations that were arranged according to topics. Project representatives were available to receive input, answer questions and provide additional information.

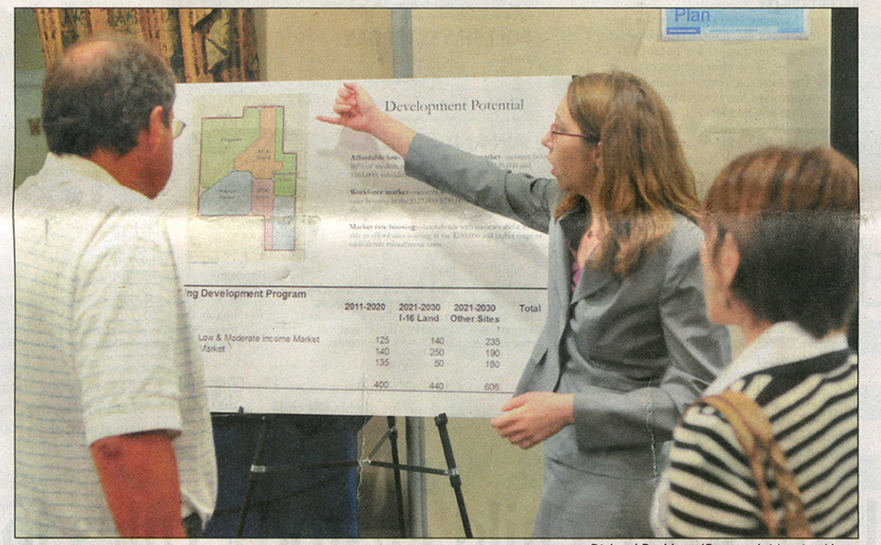
The I-16 Civic Master Plan, developed from the public's preferred alternative, was available for review and comment.

Design team members were available to answer questions and recieve feed back from the public.

Stations were available to discuss the Civic Master Plan, economic analysis, transportation analysis and implementation strategies.

Information contained herein has been compiled from various sources and may contain inaccuracies based on available data. Compliance with applicable codes and ordinances and approval by authorities having jurisdiction is not guaranteed. This material is intended to create an overview and analysis of site conditions and provide a framework for future redevelopment. **© Copyright 2012, Sottile & Sottile**

I-16 FLYOVER REMOVAL PLANS MOVE FORWARD



Richard Burkhart/Savannah Morning News

Ellen Harris of the Metropolitan Planning Commission talks about the development potential of the I-16 flyover removal during an open house Wednesday evening at the Con Ed Building on Martin Luther King Jr. Boulevard.

MPC presents design for MLK at open house

BY ADAM VAN BRIMMER
912-652-0362
adam.vanbrimmer@savannahnow.com

One downtown Savannah monument's days are numbered.

The Earl T. Shinhoster Overpass, better known as the Interstate 16 flyover, moved closer to its final demise Wednesday with the unveiling of the conceptual plan to remove it and restore the historical street structure of the area.

The design was presented during an open house hosted by the Chatham County-Savannah Metropolitan Planning Commission at the Con-Ed Building on Martin Luther King Jr. Boulevard., within site of the I-16 terminus that opened in 1967.

"Go home and mark this date down," Tom Thomson, the MPC's executive director, told the crowd of approximately 25 Savannahians in attendance. "Ten to 12 years from now, you'll be able to say you were there the night we moved this project forward."

Wednesday's meeting was held as the flyover's removal project, or the Reclaiming Old West Broad Street initiative as it is officially known, moves from the "planning phase" to the "required documentation and approval phase," according to project manager Ellen Harris.

The open house also comes 13 days before a potential source of funding for the project, the Transportation Investment Act, better known as T-SPLOST, goes before local voters. T-SPLOST would include $22 million for the $37.2 million project.

SEE **FLYOVER,** PAGE **5A**

Community members were presented with details on the project.

Elected Officials shared the history of Martin Luther King, Jr. Blvd. and the importance of removing the I-16 flyover.

The I-16 Civic Master Plan was presented during the open house.

Information contained herein has been compiled from various sources and may contain inaccuracies based on available data. Compliance with applicable codes and ordinances and approval by authorities having jurisdiction is not guaranteed. This material is intended to create an overview and analysis of site conditions and provide a framework for future redevelopment. © **Copyright 2012, Sottile & Sottile**

FINAL OPEN HOUSE

Public Process & Participation

I-16 EXIT RAMP REMOVAL PROJECT

SAVANNAH GEORGIA

City of Savannah
Chatham County
Metropolitan Planning Commission
CORE Metropolitan Planning Organization
Savannah Development & Renewal Authority

5

CIVIC MASTER PLAN

Civic Master Plan

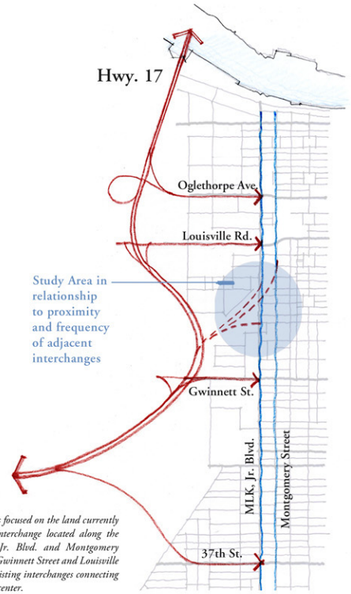
Street Sections

Tricentennial Plan

Design Context

Design Guidelines

The land area occupied by the existing I-16 interchange at Martin Luther King, Jr. Blvd.was formerly home to Union Station and a vibrant mixed-use neighborhood in Savannah's west boundary. The goal of the plan is to reclaim this significant land resource and restore it as a well-connected district, integral to Savannah's city center.

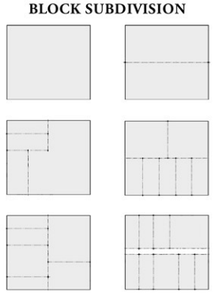


The Civic Master Plan is focused on the land currently occupied by the I-16 interchange located along the Martin Luther King, Jr. Blvd. and Montgomery Street corridor between Gwinnett Street and Louisville Road. It is one of five existing interchanges connecting I-16 to Savannah's city center.

Mixed Uses & Subdivision of Blocks

Blocks should be subdivided to allow for a diverse range of building types and lot sizes. Primary uses may be mixed within blocks and within buildings. Fee-simple lots may be subdivided within blocks in varied configurations. Subdivided blocks shall allow for each lot to have a minimum of 15 feet of frontage on a primary street or a lane and a minimum lot size of 600 square feet.

Examples of
BLOCK SUBDIVISION



LEGEND

- Schematic Street Type
- Greens, Parks and Tree lawns
- Pedestrian Paths and Public Spaces
- Build-To Line with Frontage and Entry Requirements
- BT. ME. Build-To Line; Minimum Entry.
- Street Connection
- Future / Potential Street Connection

Adjustments and revisions to the street and block plan by the Metropolitan Planning Commission are anticipated due to final project engineering, property transfers and unforeseen environmental and regulatory conditions.

Information contained herein has been compiled from various sources and may contain inaccuracies based on available data. Compliance with applicable codes and ordinances and approval by authorities having jurisdiction is not guaranteed. This material is intended to create an overview and analysis of site conditions and provide a framework for future redevelopment. © **Copyright 2012, Sottile & Sottile**

July 15, 2012

CIVIC MASTER PLAN

West Boundary - Interstate 16 Flyover Area

SAVANNAH GEORGIA

Block Plan

The single most important defining element of the Civic Master Plan is the street and block plan, reconnecting this large open property to the historic patterns of the City of Savannah. The street and block plan organizes the site, improves circulation, and creates small blocks to accommodate a range of uses and open spaces. It is the basis for the official mapping of streets, parks, and other public spaces that will shape the future of the public realm.

Streets and Parking

A network of interconnected streets provides circulation throughout the area. Street sections are compact with 10 foot travel lanes on most streets. Curb radii are minimized to between 6 and 12 feet. Parallel parking is provided on all streets on either one or two sides. Parallel parking is accommodated in 8 x 20-22 foot bays. Additional off-street parking may be provided in surface lots with screened edges or in structured decks. Off-street parking may not front a build-to line.

Sidewalks and Street Trees

A network of continuous sidewalks on all streets promotes connections and pedestrian-oriented development. Sidewalks are generally 5 to 6 feet in width, ranging up to 18 feet along retail frontage. Street trees are provided in tree lawns or tree wells along all streets. Tree lawns are 4 to 8 feet in width and are located between the sidewalk and the street. Regularly spaced and aligned street trees provide human scale, visual continuity, shade for pedestrians, and a barrier between moving traffic. Trees should be Live Oaks at 40 to 50 foot intervals, or other species compatible to those found in the city center.

Public Spaces

In addition to the network of high quality, pedestrian oriented-streets, a number of additional public spaces have been created, including a linear park space within the historic Selma Street / Stewart Street corridor, as well as a large public square on Martin Luther King, Jr. Blvd. across from the Ralph Mark Gilbert Civil Rights Museum. The western portion of this public square is envisioned as an appropriate site for a future landmark civic building.

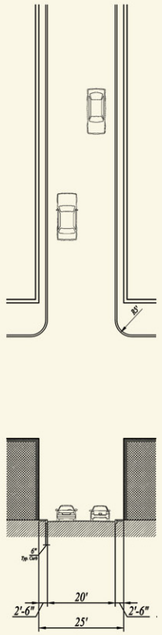
The 1901 Savannah Union Station was demolished in 1963 to make way for the I-16 terminus and exit ramp.

I-16 EXIT RAMP REMOVAL PROJECT

SAVANNAH GEORGIA

City of Savannah
Chatham County
Metropolitan Planning Commission
CORE Metropolitan Planning Organization
Savannah Development & Renewal Authority

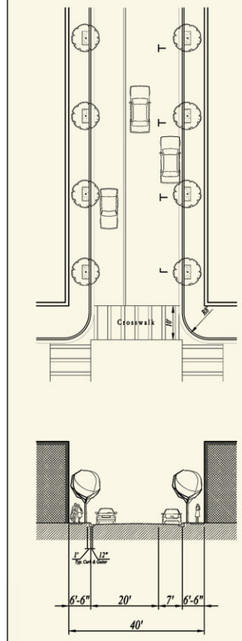
Wilbur Smith Associates
Sottile & Sottile *Urban Design*
Urban Partners
Gilbert & Lattimore
Grice & Associates
McMillan & Associates



Service Street

25' Lane

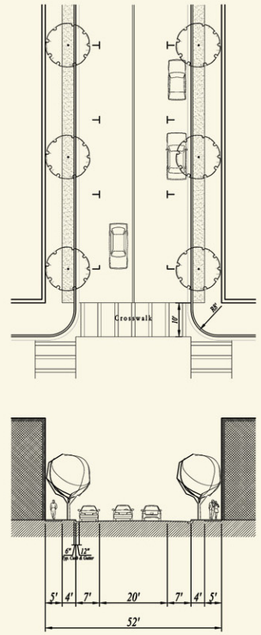
The 25 foot lane allows for vehicular access to garages and parking areas with two lanes of travel. Building walls, garden walls, or neatly paved parking areas may define the edges of the Lane.



Neighborhood Street

40' Street

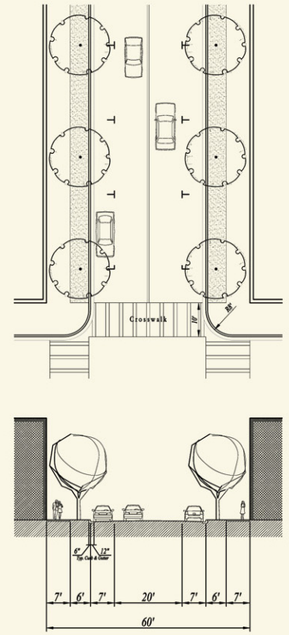
The 40 foot street is compact in character. It has two travel lanes with parallel parking on one side and street trees in planting areas along both street edges. The scale is neighborly with 40 feet between buildings.



Neighborhood Street

52' Street

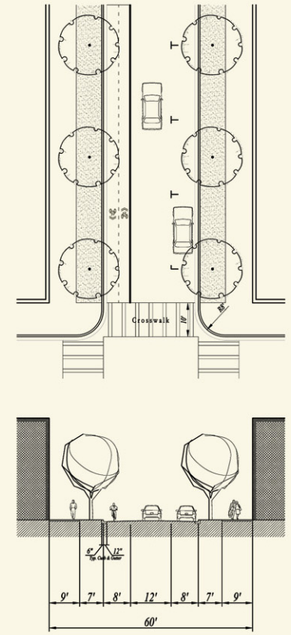
The 52 foot street allows for two travel lanes with parallel parking and a compact tree lawn and sidewalk on both sides. This helps create a comfortable, safe, pedestrian environment with sidewalks sheltered from moving traffic by parked cars and tree lawns.



Neighborhood Street

60' Street - A

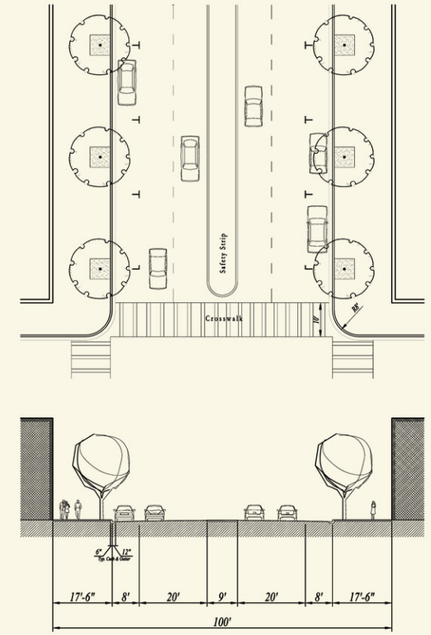
This 60 foot street allows for two travel lanes with parallel parking and a larger tree lawn and sidewalk on both sides. The 60 foot street is versatile, balancing pedestrian, vehicular, and bicycle movement throughout the district.

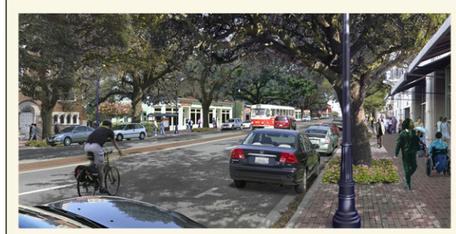


Neighborhood Street

60' Street - B

This 60 foot street allows for one generous lane of travel in one direction and parallel parking on one side. A dedicated bicycle lane is provided for increased cyclist safety, in anticipation of higher traffic speeds due to the wider travel lane.

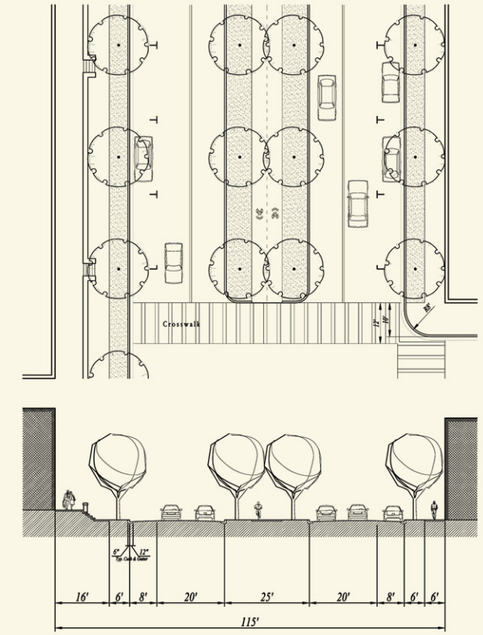




Commercial / Retail Street

100' Boulevard

The 100 foot boulevard allows for four lanes of travel separated by a paved safety strip, as well as parallel parking and a generous sidewalk with tree wells on both sides of the street. The width of the safety strip anticipates the possibility of future mass transit.



Urban Boulevard

115' Boulevard

The 115 foot boulevard includes a 25 foot tree-lined median dividing a pair of two-way travel lanes with parallel parking along both edges. A wide tree lawn separates the sidewalk from the street. The median anticipates a potential bike path connection to a larger greenway system.

Information contained herein has been compiled from various sources and may contain inaccuracies based on available data. Compliance with applicable codes and ordinances and approval by authorities having jurisdiction is not guaranteed. This material is intended to create an overview and analysis of site conditions and provide a framework for future redevelopment. © **Copyright 2012, Sottile & Sottile**

SCHEMATIC STREET TYPES

I-16 Exit Ramp Removal Project

I-16 EXIT RAMP REMOVAL PROJECT

SAVANNAH GEORGIA

City of Savannah
Chatham County
Metropolitan Planning Commission
CORE Metropolitan Planning Organization
Savannah Development & Renewal Authority

COMPREHENSIVE PLANNING

The I-16 Civic Master Plan is located in an area designated by the Chatham County – Savannah Tricentennial Plan as a Downtown Expansion (DX) area.

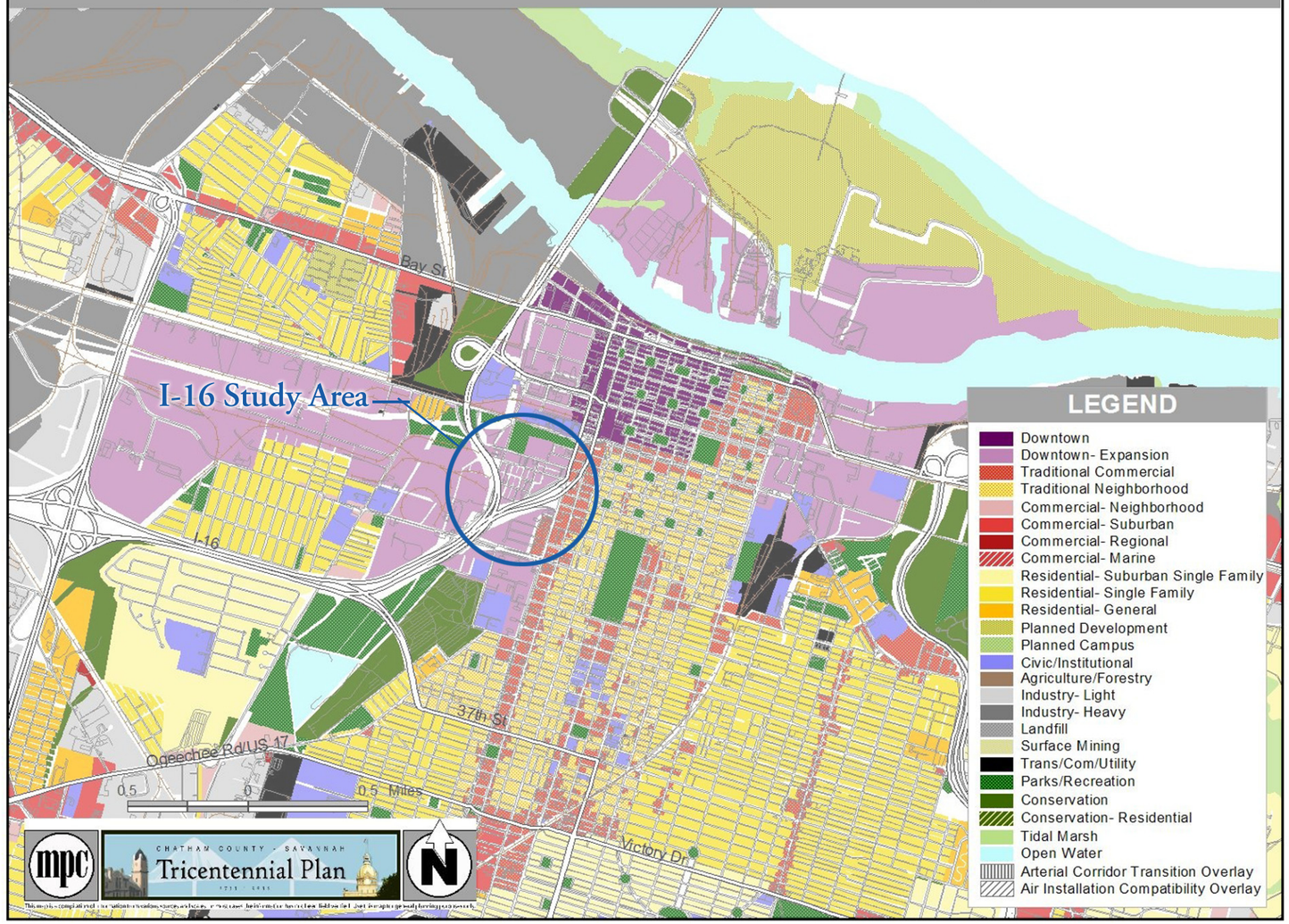
These redevelopment areas, located around the perimeter of the City Center are targeted for *"…a vibrant mix of retail, office, entertainment, institutional, civic and residential uses with a high degree of connectivity to the central business district."*

An emphasis on the public realm is also a clear objective for DX areas in the Tricentennial Plan, which states that:

"New development shall sustain the openness and interconnectedness of downtown Savannah, and it shall not turn inward or turn its back on the public realm. Public squares shall be placed at similar intervals to those found in downtown Savannah. Where they are modified to accommodate topography and physical constraints, they shall be designed to achieve the effect of an interlocking network of public spaces."

The I-16 Civic Master Plan works within these objectives for Downtown Expansion, while maintaining the unique historic street patterns of the West Boundary. While distinct from the Oglethorpe ward pattern, the streets and blocks within the plan maintain the walkability and urban scale of the City Center.

Figure 2-3 Downtown Savannah Future Development



Future Land Use map adopted by the City of Savannah in 2006.

Information contained herein has been compiled from various sources and may contain inaccuracies based on available data. Compliance with applicable codes and ordinances and approval by authorities having jurisdiction is not guaranteed. This material is intended to create an overview and analysis of site conditions and provide a framework for future redevelopment. © Copyright 2012, Sottile & Sottile

URBAN DESIGN STANDARDS

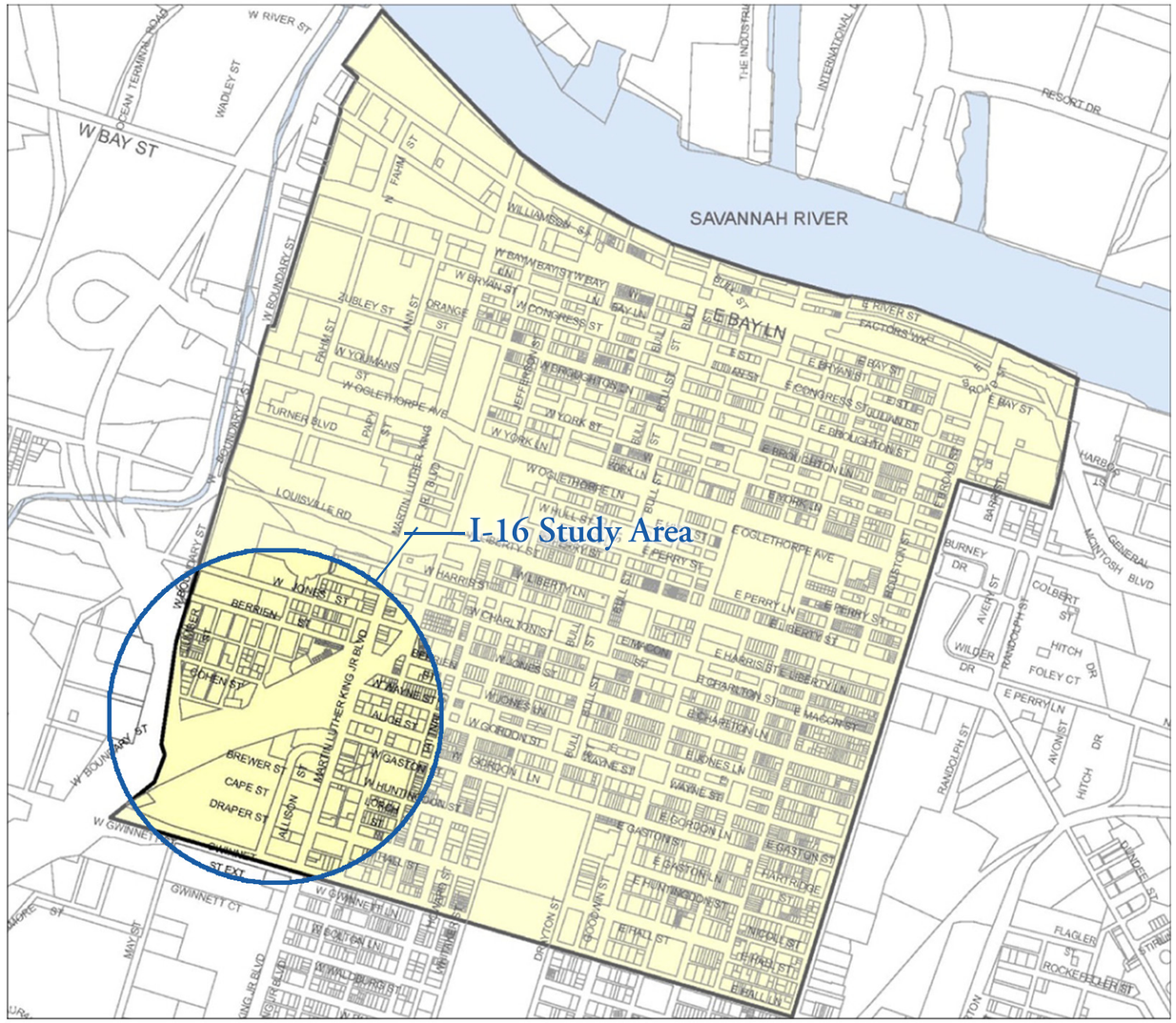
The following pages contain detailed descriptions for each block within the I-16 Civic Master Plan, along with applicable Urban Design Standards.

The entire area of the plan falls within the existing defined boundaries of the Historic District, as illustrated in the map at left. As such, the Historic District Ordinance applies to all new development, redevelopment and renovation within the Civic Master Plan area.

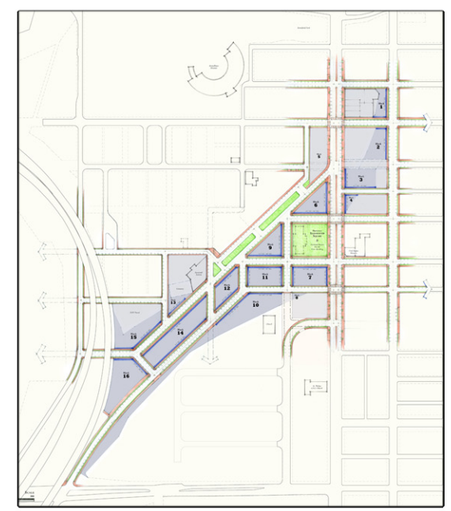
On blocks without an established context of contributing buildings, Visual Compatibility Standards which rely on architectural precedent derived from "contributing structures to which the structure is Visually Related" may be met utilizing relevant contributing buildings from other areas within the Historic District.

Map graphics are taken from the Historic District Ordinance (Revised 12.03.2009.

Excerpt from ***Figure 3: Historic District Height Map*** *illustrates 4 and 5 story height limits throughout the 1-16 Exit Ramp Removal Study Area.*



Section 8-3030 **Figure 1. Historic District Boundaries** Revised 12/3/09



Block Pattern from the Civic Master Plan

Information contained herein has been compiled from various sources and may contain inaccuracies based on available data. Compliance with applicable codes and ordinances and approval by authorities having jurisdiction is not guaranteed. This material is intended to create an overview and analysis of site conditions and provide a framework for future redevelopment. **© Copyright 2012, Sottile & Sottile**

DESIGN CONTEXT

Historic District Overlay

I-16 EXIT RAMP REMOVAL PROJECT

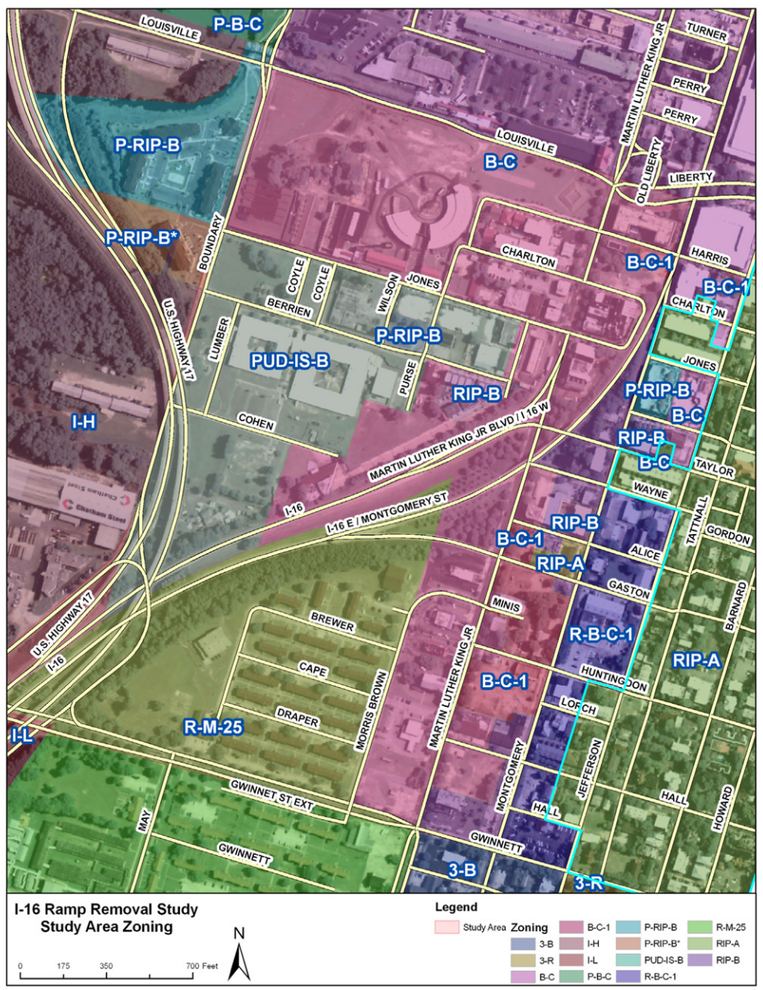
SAVANNAH GEORGIA

City of Savannah
Chatham County
Metropolitan Planning Commission
CORE Metropolitan Planning Organization
Savannah Development & Renewal Authority

EXISTING ZONING

There are eight zoning districts within the project study area ranging from residential to commercial. The zoning districts in the study area are:

- B-C: Community Business
- B-C-1: Central Business
- P-RIP-B: Planned Residential Medium Density
- P-RIP-B*: Planned Residential Medium Density – Special Use or Approved Site Plan
- PUD-IS-B: Planned Unit Development Institutional Amended
- R-M-25: Multi-family residential 25 Units/Net Acre
- RIP-A: Residential Medium Density
- RIP-B: Residential Medium Density



Existing Zoning

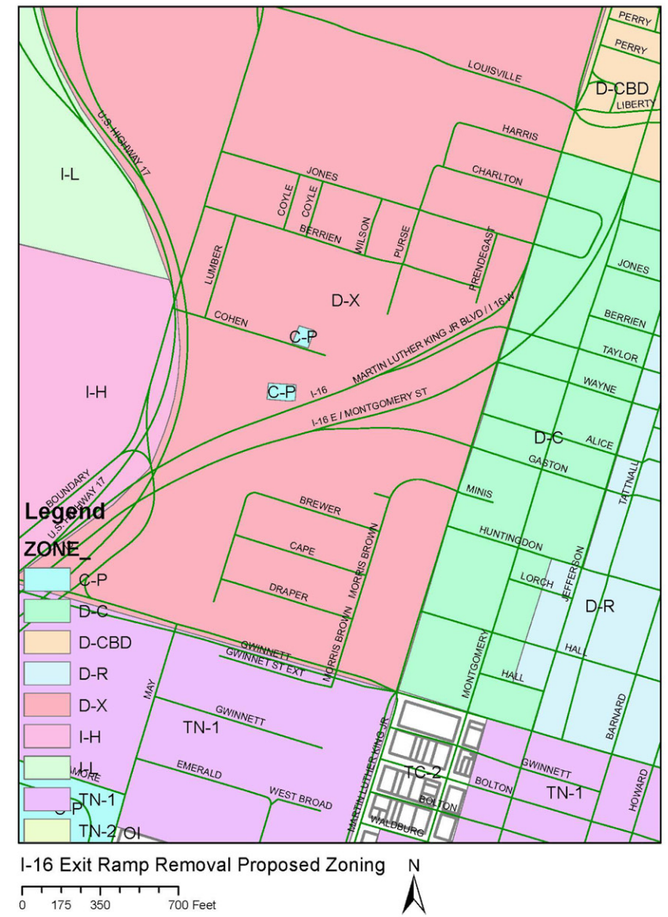
Information contained herein has been compiled from various sources and may contain inaccuracies based on available data. Compliance with applicable codes and ordinances and approval by authorities having jurisdiction is not guaranteed. This material is intended to create an overview and analysis of site conditions and provide a framework for future redevelopment.

PROPOSED ZONING

On June 28, 2011, the MPC released a draft of the Unified Zoning Ordinance for public comment. The public comment period is currently underway and open ended. At the time of publication of this document, the Unified Zoning Ordinance remained in draft format.

There are eight proposed zoning districts within the project study area ranging from residential to commercial. The proposed zoning districts in the study area are:

C-P: Conservation Park
D-C: Downtown Commercial
D-CBD: Downtown Central Business District
D-X: Downtown Expansion
I-H: Heavy Industrial
I-L: Light Industrial
TN-1: Traditional Neighborhood 1
TN-2: Traditional Neighborhood 2



ZONING

Existing and Future

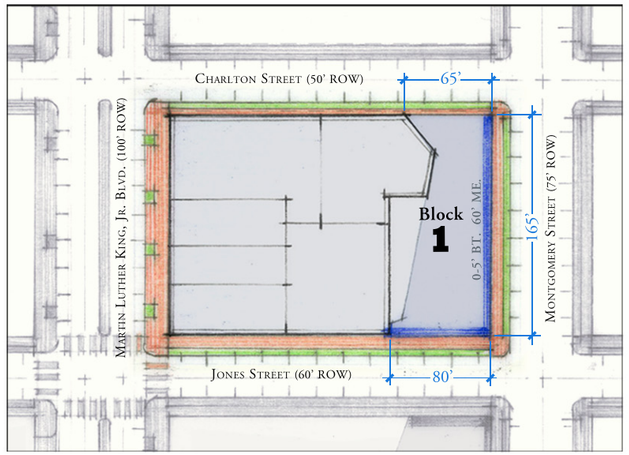
I-16 EXIT RAMP REMOVAL PROJECT

SAVANNAH GEORGIA

City of Savannah
Chatham County
Metropolitan Planning Commission
CORE Metropolitan Planning Organization
Savannah Development & Renewal Authority

Block 1

Block 1 within the Civic Master Plan



Detail of Block 1 - All dimensions are approximate.

Block Description

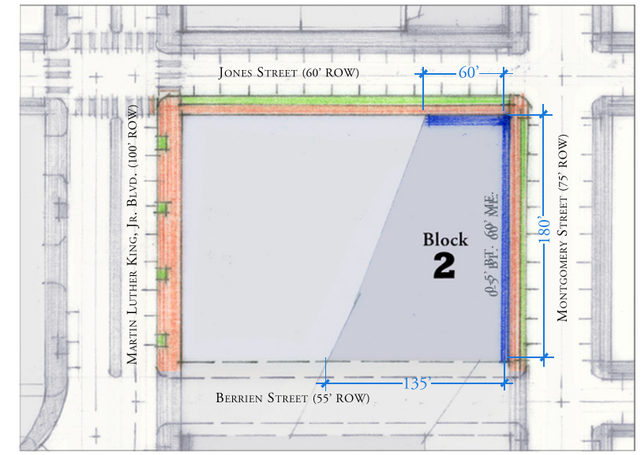
Block One is bounded by Charlton Street to the north, Jones Street to the south, Montgomery Street to the east and Martin Luther King, Jr. Blvd. to the west. It is a partially intact block. Its Montgomery Street frontage will be restored by the removal of the exit ramp, resulting in a complete urban block with accessible street frontages on all four sides.

Base Zoning and Land Uses:	Mixed-use zoning classification supporting a diverse range of mixed land uses, urban residential densities, and development formats. Final zoning classification to be determined.
Overlay Zoning Classification:	City of Savannah Section 8-3030, Historic District Ordinance
Total Area to be Redeveloped:	9,190 Square Feet (Approx.)
Maximum Allowable Lot Coverage:	100%*
Minimum Required Setbacks:	None*, Frontage Line to be between 0 to 5 feet.
Minimum Entrance Interval:	60 feet
Allowable Height:	5 Stories
Required Build-To Lines:	Continuous build-to line along Montgomery Street and Jones Street frontages.
Development Standards:	The property is subject to the development standards contained within the City of Savannah Historic District Ordinance, including but not limited to the Visual Compatibility Factors (8-3030m) and Design Standards (8-3030n). A copy of the Historic District Ordinance is available through the Chatham County Savannah Metropolitan Planning Commission.

** Targeted standards for urban redevelopment. Final Setback and Lot Coverage standards are subject to the adoption of a Base Zoning Classification for the subject property.*

Block 2

Block 2 within the Civic Master Plan



Detail of Block 2 - All dimensions are approximate.

Block Description

Block Two is bounded by Jones Street to the north, the Berrien Street right-of-way to the south, Montgomery Street to the east and Martin Luther King, Jr. Blvd. to the west. It is a partially intact block. Its Montgomery Street frontage will be restored by the removal of the exit ramp, resulting in a complete urban block with street frontages on three sides. The land within the Berrien Street right-of-way is not included in the developable footprint in order to maintain the potential to re-open the street and restore this lost connection to the west boundary.

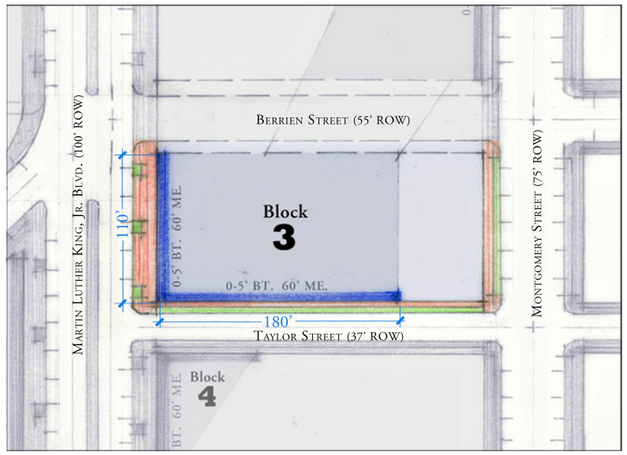
Base Zoning and Land Uses:	Mixed-use zoning classification supporting a diverse range of mixed land uses, urban residential densities, and development formats. Final zoning classification to be determined.
Overlay Zoning Classification:	City of Savannah Section 8-3030, Historic District Ordinance
Total Area to be Redeveloped:	17,120 Square Feet (Approx.)
Maximum Allowable Lot Coverage:	100%*
Minimum Required Setbacks:	None*, Frontage Line to be between 0 to 5 feet.
Minimum Entrance Interval:	60 feet
Allowable Height:	5 Stories
Required Build-To Lines:	Continuous build-to line along Montgomery Street and Jones Street frontages.
Development Standards:	The property is subject to the development standards contained within the City of Savannah Historic District Ordinance, including but not limited to the Visual Compatibility Factors (8-3030m) and Design Standards (8-3030n). A copy of the Historic District Ordinance is available through the Chatham County Savannah Metropolitan Planning Commission.

** Targeted standards for urban redevelopment. Final Setback and Lot Coverage standards are subject to the adoption of a Base Zoning Classification for the subject property.*

Information contained herein has been compiled from various sources and may contain inaccuracies based on available data. Compliance with applicable codes and ordinances and approval by authorities having jurisdiction is not guaranteed. This material is intended to create an overview and analysis of site conditions and provide a framework for future redevelopment. © Copyright 2012, Sottile & Sottile

Block 3

Block 3 within the Civic Master Plan



Detail of Block 3 - All dimensions are approximate.

Block Description

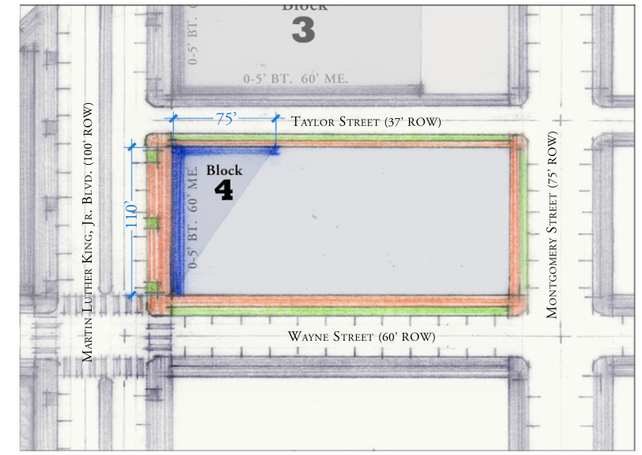
Block Three is bounded by the Berrien Street right-of-way to the north, Taylor Street to the south, Montgomery Street to the east and Martin Luther King, Jr. Blvd. to the west. It is a partially intact block. Its Martin Luther King Jr. Blvd. frontage will be restored by the removal of the exit ramp, resulting in a complete urban block with street frontages on three sides. The land within the Berrien Street right-of-way is not included in the developable footprint in order to maintain the potential to re-open the street and restore this lost connection to the west boundary.

Base Zoning and Land Uses:	Mixed-use zoning classification supporting a diverse range of mixed land uses, urban residential densities, and development formats. Final zoning classification to be determined.
Overlay Zoning Classification:	City of Savannah Section 8-3030, Historic District Ordinance
Total Area to be Redeveloped:	19,610 Square Feet (Approx.)
Maximum Allowable Lot Coverage:	100%*
Minimum Required Setbacks:	None*
Minimum Entrance Interval:	60 feet
Allowable Height:	5 Stories
Required Build-To Lines:	Continuous build-to line along Martin Luther King Jr. Blvd. and Taylor Street frontages.
Development Standards:	The property is subject to the development standards contained within the City of Savannah Historic District Ordinance, including but not limited to the Visual Compatibility Factors (8-3030m) and Design Standards (8-3030n). A copy of the Historic District Ordinance is available through the Chatham County Savannah Metropolitan Planning Commission.

** Targeted standards for urban redevelopment. Final Setback and Lot Coverage standards are subject to the adoption of a Base Zoning Classification for the subject property.*

Block 4

Block 4 within the Civic Master Plan



Detail of Block 4 - All dimensions are approximate.

Block Description

Block Four is bounded by the Taylor Street to the north, Wayne Street to the south, Montgomery Street to the east and Martin Luther King, Jr. Blvd. to the west. It is a partially intact block. Its Martin Luther King Jr. Blvd. frontage will be restored by the removal of the exit ramp, resulting in a complete urban block with street frontages on four sides.

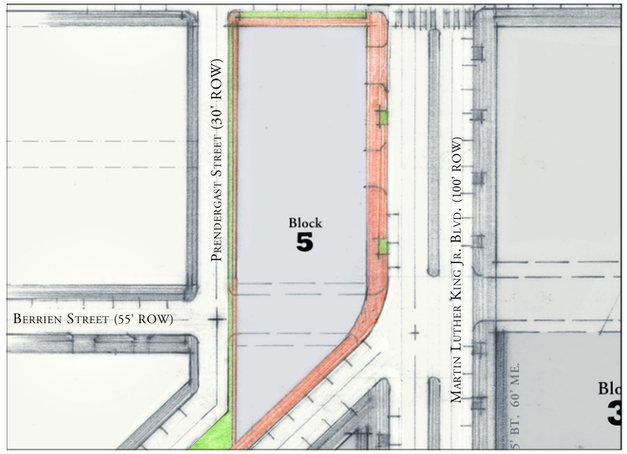
Base Zoning and Land Uses:	Mixed-use zoning classification supporting a diverse range of mixed land uses, urban residential densities, and development formats. Final zoning classification to be determined.
Overlay Zoning Classification:	*City of Savannah Section 8-3030, Historic District Ordinance*
Total Area to be Redeveloped:	4,050 Square Feet (Approx.)
Maximum Allowable Lot Coverage:	100%*
Minimum Required Setbacks:	None*
Minimum Entrance Interval:	60 feet
Allowable Height:	5 Stories
Required Build-To Lines:	Continuous build-to line along Martin Luther King Jr. Blvd. and Taylor Street frontages.
Development Standards:	The property is subject to the development standards contained within the City of Savannah Historic District Ordinance, including but not limited to the Visual Compatibility Factors (8-3030m) and Design Standards (8-3030n). A copy of the Historic District Ordinance is available through the Chatham County Savannah Metropolitan Planning Commission.

** Targeted standards for urban redevelopment. Final Setback and Lot Coverage standards are subject to the adoption of a Base Zoning Classification for the subject property.*

Information contained herein has been compiled from various sources and may contain inaccuracies based on available data. Compliance with applicable codes and ordinances and approval by authorities having jurisdiction is not guaranteed. This material is intended to create an overview and analysis of site conditions and provide a framework for future redevelopment. © Copyright 2012, Sottile & Sottile

Block 5

Block 5 within the Civic Master Plan



Detail of Block 5 - All dimensions are approximate.

Block Description

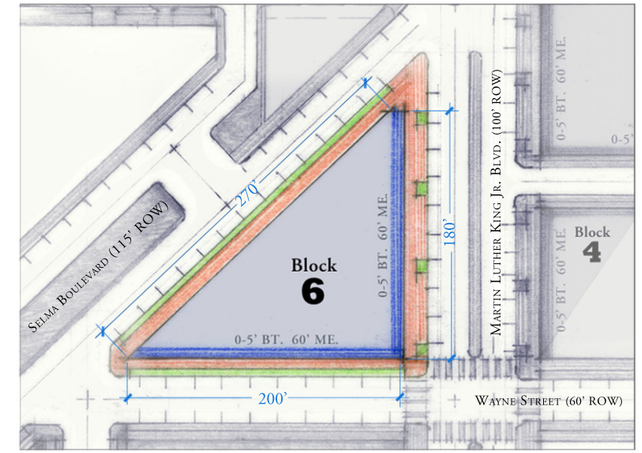
Block Five is bounded by the Jones Street right-of-way to the north, Selma Street to the south, Martin Luther King, Jr. Blvd. to the east and Prendergast Street to the west. It currently includes a portion of the historic Berrien Street right-of-way. A potential of the plan during redevelopment is to explore restoration of the Berrien Street connection to the west boundary.

Base Zoning and Land Uses:	Mixed-use zoning classification supporting a diverse range of mixed land uses, urban residential densities, and development formats. Final zoning classification to be determined.
Overlay Zoning Classification:	*City of Savannah Section 8-3030, Historic District Ordinance*
Total Area to be Redeveloped:	TBD
Maximum Allowable Lot Coverage:	100%*
Minimum Required Setbacks:	None*
Minimum Entrance Interval:	60 feet
Allowable Height:	3 Stories
Required Build-To Lines:	Continuous build-to line along Martin Luther King Jr. Blvd. Plan goal to restore Berrien Street connection and frontage.
Development Standards:	The property is subject to the development standards contained within the City of Savannah Historic District Ordinance, including but not limited to the Visual Compatibility Factors (8-3030m) and Design Standards (8-3030n). A copy of the Historic District Ordinance is available through the Chatham County Savannah Metropolitan Planning Commission.

** Targeted standards for urban redevelopment. Final Setback and Lot Coverage standards are subject to the adoption of a Base Zoning Classification for the subject property.*

Block 6

Block 6 within the Civic Master Plan



Detail of Block 6 - All dimensions are approximate.

Block Description

Block Six is a new triangular block bounded by Martin Luther King, Jr. Blvd. to the east, Wayne Street to the south and Selma Boulevard to the northwest. The south face of the block faces Shinhoster Square. Block Six is well suited to mixed-use commercial urban development.

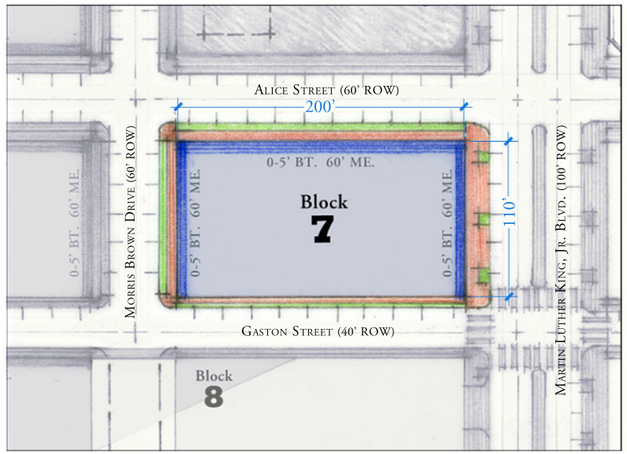
Base Zoning and Land Uses:	Mixed-use zoning classification supporting a diverse range of mixed land uses, urban residential densities, and development formats. Final zoning classification to be determined.
Overlay Zoning Classification:	*City of Savannah Section 8-3030, Historic District Ordinance*
Total Area to be Redeveloped:	19,030 Square Feet (Approx.)
Maximum Allowable Lot Coverage:	100%*
Minimum Required Setbacks:	None*
Minimum Entrance Interval:	60 feet
Allowable Height:	5 Stories
Required Build-To Lines:	Continuous build-to line along the Martin Luther King Jr. Blvd. and Wayne Street frontages.
Development Standards:	The property is subject to the development standards contained within the City of Savannah Historic District Ordinance, including but not limited to the Visual Compatibility Factors (8-3030m)** and Design Standards (8-3030n). A copy of the Historic District Ordinance is available through the Chatham County Savannah Metropolitan Planning Commission.

** Targeted standards for urban redevelopment. Final Setback and Lot Coverage standards are subject to the adoption of a Base Zoning Classification for the subject property.*
***On blocks without an established context of contributing buildings, Visual Compatibility Standards which rely on architectural precedent derived from "contributing structures to which the structure is Visually Related" may be met utilizing relevant contributing buildings from other areas within the Landmark District.*

Information contained herein has been compiled from various sources and may contain inaccuracies based on available data. Compliance with applicable codes and ordinances and approval by authorities having jurisdiction is not guaranteed. This material is intended to create an overview and analysis of site conditions and provide a framework for future redevelopment. © Copyright 2012, Sottile & Sottile

Block 7

Block 7 within the Civic Master Plan



Detail of Block 7 - All dimensions are approximate.

Block Description

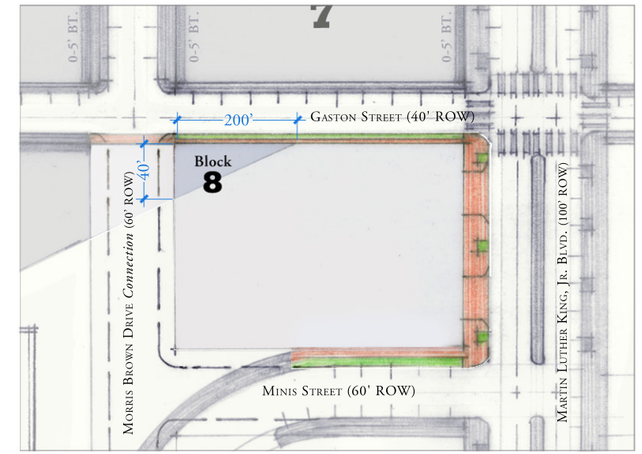
Block Seven is a new block bounded by Alice Street to the north, Gaston Street to the south, Martin Luther King, Jr. Blvd. to the east, and the extentsion of Morris Brown Drive to the west. The north face of the block faces Shinhoster Square. Block Seven is well suited to mixed-use commercial development.

Base Zoning and Land Uses:	Mixed-use zoning classification supporting a diverse range of mixed land uses, urban residential densities, and development formats. Final zoning classification to be determined.
Overlay Zoning Classification:	*City of Savannah Section 8-3030, Historic District Ordinance*
Total Area to be Redeveloped:	22,000 Square Feet (Approx.)
Maximum Allowable Lot Coverage:	100%*
Minimum Required Setbacks:	None*
Minimum Entrance Interval:	60 feet
Allowable Height:	5 Stories
Required Build-To Lines:	Continuous build-to line along the Martin Luther King Jr. Blvd., Alice Street, and Morris Brown Drive frontages.
Development Standards:	The property is subject to the development standards contained within the City of Savannah Historic District Ordinance, including but not limited to the Visual Compatibility Factors (8-3030m)** and Design Standards (8-3030n). A copy of the Historic District Ordinance is available through the Chatham County Savannah Metropolitan Planning Commission.

** Targeted standards for urban redevelopment. Final Setback and Lot Coverage standards are subject to the adoption of a Base Zoning Classification for the subject property.*
***On blocks without an established context of contributing buildings, Visual Compatibility Standards which rely on architectural precedent derived from "contributing structures to which the structure is Visually Related" may be met utilizing relevant contributing buildings from other areas within the Landmark District.*

Block 8

Block 8 within the Civic Master Plan



Detail of Block 8 - All dimensions are approximate.

Block Description

Block Eight is bounded by Gaston Street to the north, historic Minis Street to the south (currently Morris Brown Drive), proposed Morris Brown Drive extension to the west, and Martin Luther King, Jr. Blvd. to the east. It is a partially intact block. It is a goal of the plan during redevelopment to explore continuing the Morris Brown Drive connection through to Selma Boulevard and restablishing former Minis Street frontage.

Base Zoning and Land Uses:	Mixed-use zoning classification supporting a diverse range of mixed land uses, urban residential densities, and development formats. Final zoning classification to be determined.
Overlay Zoning Classification:	*City of Savannah Section 8-3030, Historic District Ordinance*
Total Area to be Redeveloped:	1,610 Square Feet (Approx.)
Maximum Allowable Lot Coverage:	100%*
Minimum Required Setbacks:	None*
Minimum Entrance Interval:	60 feet
Allowable Height:	5 Stories
Required Build-To Lines:	Continuous build-to line along the Martin Luther King Jr. Blvd. frontage.
Development Standards:	The property is subject to the development standards contained within the City of Savannah Historic District Ordinance, including but not limited to the Visual Compatibility Factors (8-3030m) and Design Standards (8-3030n). A copy of the Historic District Ordinance is available through the Chatham County Savannah Metropolitan Planning Commission.

** Targeted standards for urban redevelopment. Final Setback and Lot Coverage standards are subject to the adoption of a Base Zoning Classification for the subject property.*

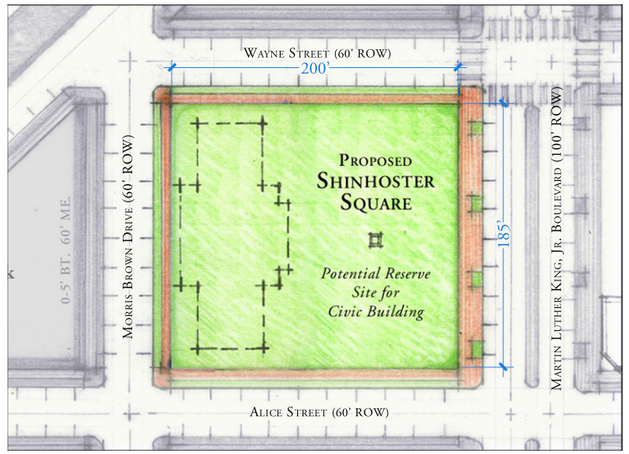
Information contained herein has been compiled from various sources and may contain inaccuracies based on available data. Compliance with applicable codes and ordinances and approval by authorities having jurisdiction is not guaranteed. This material is intended to create an overview and analysis of site conditions and provide a framework for future redevelopment. © Copyright 2012, Sottile & Sottile

Proposed

Shinhoster Square

Potential Reserve Site for Civic Building

Shinhoster Square within the Civic Master Plan



Detail of Shinhoster Square - All dimensions are approximate.

Block Description

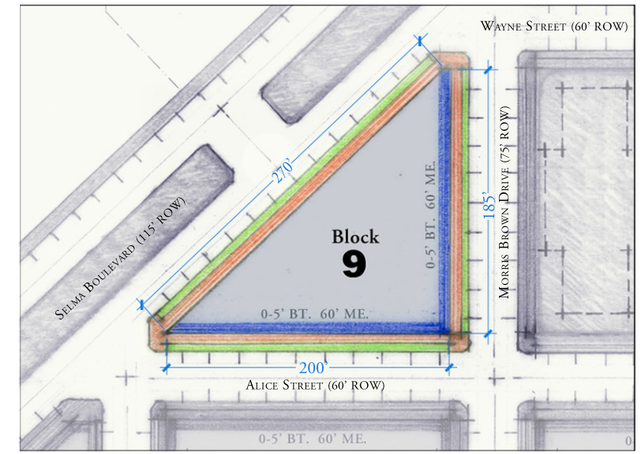
Shinhoster Square is a large public green located on Martin Luther King, Jr. Blvd. across from the Ralph Mark Gilbert Civil Rights Museum. It is bounded by Wayne Street to the north, Morris Brown Drive to the west, and Alice Street to the south. Its location is also significant as the park sits on the site of the historic Union Station, which was demolished to make way for the I-16 exit ramp. The civic history of this site makes it particularly appropriate as a location for a new public space. A portion of the square has also been allocated as a potential site for a new civic building that could define the western edge of the park, and create a public landmark for this new neighborhood within Savannah's west boundary.

Base Zoning and Land Uses:	Mixed-use zoning classification supporting a diverse range of mixed land uses, urban residential densities, and development formats. Final zoning classification to be determined.
Overlay Zoning Classification:	*City of Savannah Section 8-3030, Historic District Ordinance*
\	
Total Area to be Redeveloped:	36,990 Square Feet (Approx.)
Development Standards:	Much of the property should be dedicated as open space, with a landscape design compatible with the civic character of Savannah's other public squares. The potential civic building would be subject to the development standards contained within the City of Savannah Historic District Ordinance, including but not limited to the Visual Compatibility Factors (8-3030m)** and Design Standards (8-3030n), and provisions for Monumental Buildings (8-3030n17). A copy of the Historic District Ordinance is available through the Chatham County Savannah Metropolitan Planning Commission.

** Targeted standards for urban redevelopment. Final Setback and Lot Coverage standards are subject to the adoption of a Base Zoning Classification for the subject property.*
***On blocks without an established context of contributing buildings, Visual Compatibility Standards which rely on architectural precedent derived from "contributing structures to which the structure is Visually Related" may be met utilizing relevant contributing buildings from other areas within the Landmark District.*

Block 9

Block 9 within the Civic Master Plan



Detail of Block 9 - All dimensions are approximate.

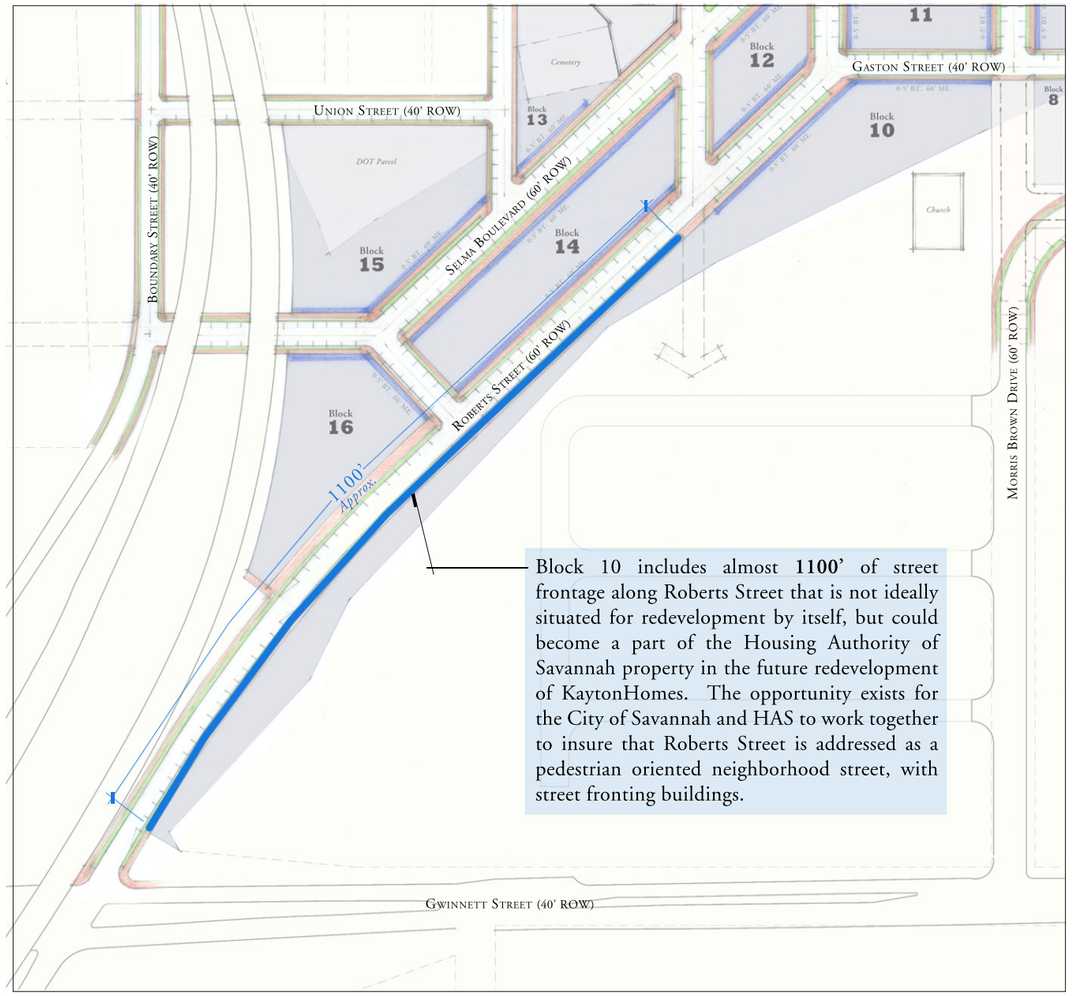
Block Description

Block Nine is a new triangular block bounded by Morris Brown Drive to the east, Alice Street to the south and Selma Boulevard to the northwest. The east face of the block faces Shinhoster Square. Block Nine is well suited to mixed-use commercial development.

Base Zoning and Land Uses:	Mixed-use zoning classification supporting a diverse range of mixed land uses, urban residential densities, and development formats. Final zoning classification to be determined.
Overlay Zoning Classification:	*City of Savannah Section 8-3030, Historic District Ordinance*
Total Area to be Redeveloped:	18,740 Square Feet (Approx.)
Maximum Allowable Lot Coverage:	100%*
Minimum Required Setbacks:	None*
Minimum Entrance Interval:	60 feet
Allowable Height:	4 Stories
Required Build-To Lines:	Continuous build-to lines along the Morris Brown Drive and Alice Street frontages.
Development Standards:	The property is subject to the development standards contained within the City of Savannah Historic District Ordinance, including but not limited to the Visual Compatibility Factors (8-3030m)** and Design Standards (8-3030n). A copy of the Historic District Ordinance is available through the Chatham County Savannah Metropolitan Planning Commission.

** Targeted standards for urban redevelopment. Final Setback and Lot Coverage standards are subject to the adoption of a Base Zoning Classification for the subject property.*
***On blocks without an established context of contributing buildings, Visual Compatibility Standards which rely on architectural precedent derived from "contributing structures to which the structure is Visually Related" may be met utilizing relevant contributing buildings from other areas within the Landmark District.*

Information contained herein has been compiled from various sources and may contain inaccuracies based on available data. Compliance with applicable codes and ordinances and approval by authorities having jurisdiction is not guaranteed. This material is intended to create an overview and analysis of site conditions and provide a framework for future redevelopment. © Copyright 2012, Sottile & Sottile

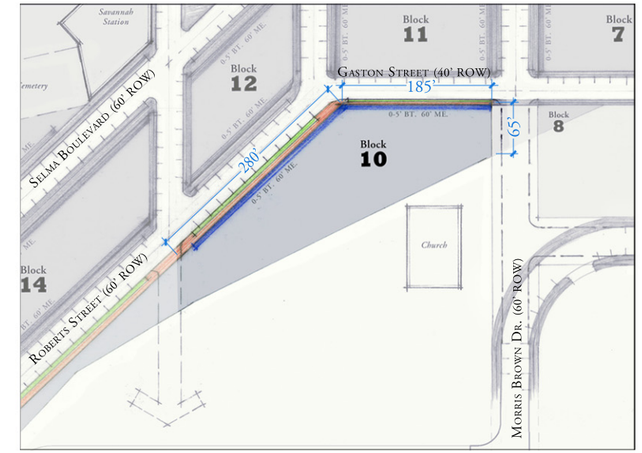


Block 10 includes almost **1100'** of street frontage along Roberts Street that is not ideally situated for redevelopment by itself, but could become a part of the Housing Authority of Savannah property in the future redevelopment of KaytonHomes. The opportunity exists for the City of Savannah and HAS to work together to insure that Roberts Street is addressed as a pedestrian oriented neighborhood street, with street fronting buildings.

The additional frontage of Block 10 within the Civic Master Plan.

Block 10

Block 10 within the Civic Master Plan



Detail of Block 10 - All dimensions are approximate.

Block Description

Block 10 occupies the entire southeast frontage of Roberts Street between Gaston Street and Gwinnett Street. It could provide the Housing Authority parcel to the south with a continuous street frontage and could play a key role in the future redevelopment of Kayton Homes into an integrally connected mixed-use neighborhood.

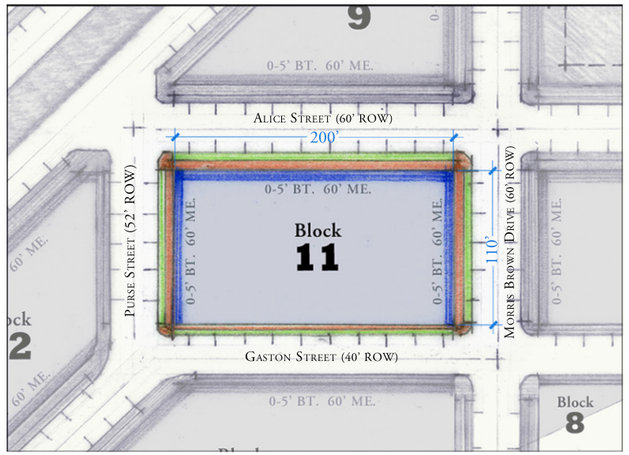
Base Zoning and Land Uses:	Mixed-use zoning classification supporting a diverse range of mixed land uses, urban residential densities, and development formats. Final zoning classification to be determined.
Overlay Zoning Classification:	*City of Savannah Section 8-3030, Historic District Ordinance*
Total Area to be Redeveloped:	82,020 Square Feet (Approx.)
Maximum Allowable Lot Coverage:	100%*
Minimum Required Setbacks:	None*
Minimum Entrance Interval:	60 feet
Allowable Height:	4 Stories
Required Build-To Lines:	Build-to lines are continuous on the Gaston Street frontage and along a portion of the Roberts Street frontage.
Development Standards:	The property is subject to the development standards contained within the City of Savannah Historic District Ordinance, including but not limited to the Visual Compatibility Factors (8-3030m)** and Design Standards (8-3030n). A copy of the Historic District Ordinance is available through the Chatham County Savannah Metropolitan Planning Commission.

** Targeted standards for urban redevelopment. Final Setback and Lot Coverage standards are subject to the adoption of a Base Zoning Classification for the subject property.*
***On blocks without an established context of contributing buildings, Visual Compatibility Standards which rely on architectural precedent derived from "contributing structures to which the structure is Visually Related" may be met utilizing relevant contributing buildings from other areas within the Landmark District.*

Information contained herein has been compiled from various sources and may contain inaccuracies based on available data. Compliance with applicable codes and ordinances and approval by authorities having jurisdiction is not guaranteed. This material is intended to create an overview and analysis of site conditions and provide a framework for future redevelopment. © **Copyright 2012, Sottile & Sottile**

Block 11

Block 11 within the Civic Master Plan



Detail of Block 11 - All dimensions are approximate.

Block Description

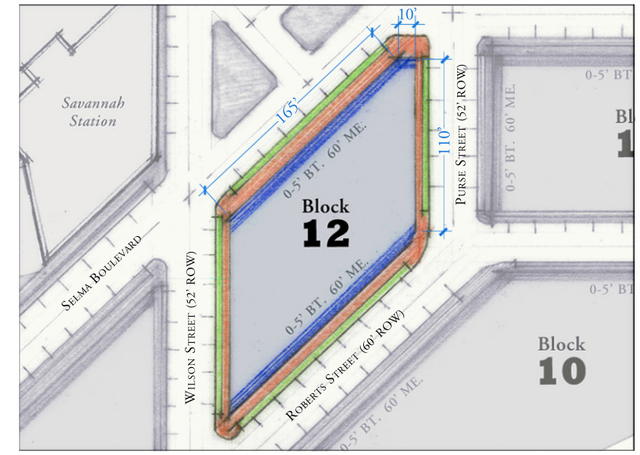
Block Eleven is a new block bounded by Alice Street to the north, Gaston Street to the south, Morris Brown Drive to the east and Purse Street to the west. The northeast corner of the block addresses Shinhoster Square. Block Eleven is well suited to mixed-use commercial and residential development.

Base Zoning and Land Uses:	Mixed-use zoning classification supporting a diverse range of mixed land uses and urban residential densities and development formats. Final zoning classification to be determined.
Overlay Zoning Classification:	*City of Savannah Section 8-3030, Historic District Ordinance*
Total Area to be Redeveloped:	22,000 Square Feet (Approx.)
Maximum Allowable Lot Coverage:	100%*
Minimum Required Setbacks:	None*
Minimum Entrance Interval:	60 feet
Allowable Height:	4 Stories
Required Build-To Lines:	Continuous build-to line along the Morris Brown Drive, Alice Street and Purse Street.
Development Standards:	The property is subject to the development standards contained within the City of Savannah Historic District Ordinance, including but not limited to the Visual Compatibility Factors (8-3030m)** and Design Standards (8-3030n). A copy of the Historic District Ordinance is available through the Chatham County Savannah Metropolitan Planning Commission.

** Targeted standards for urban redevelopment. Final Setback and Lot Coverage standards are subject to the adoption of a Base Zoning Classification for the subject property.*
***On blocks without an established context of contributing buildings, Visual Compatibility Standards which rely on architectural precedent derived from "contributing structures to which the structure is Visually Related" may be met utilizing relevant contributing buildings from other areas within the Landmark District.*

Block 12

Block 12 within the Civic Master Plan



Detail of Block 12 - All dimensions are approximate.

Block Description

Block Twelve is a new block between Selma Boulevard and Roberts Street. Block Twelve has frontage on the linear green space that runs along Selma Boulevard and adjacency to the existing Savannah Station event facility. The block is well suited to mixed-use residential development or a new signature building.

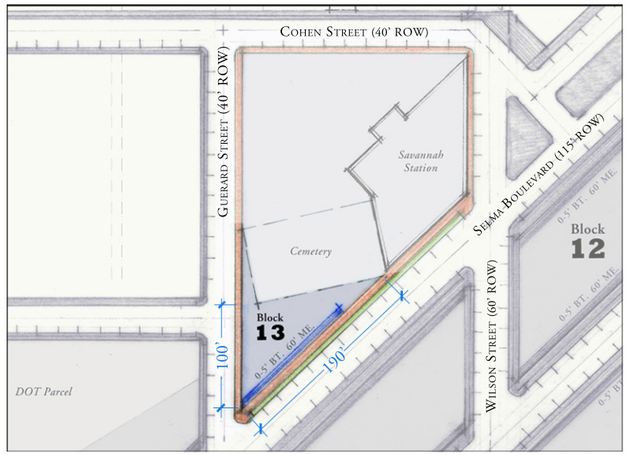
Base Zoning and Land Uses:	Mixed-use zoning classification supporting a diverse range of mixed land uses, urban residential densities, and development formats. Final zoning classification to be determined.
Overlay Zoning Classification:	*City of Savannah Section 8-3030, Historic District Ordinance*
Total Area to be Redeveloped:	18,500 Square Feet (Approx.)
Maximum Allowable Lot Coverage:	100%*
Minimum Required Setbacks:	None*
Minimum Entrance Interval:	60 feet
Allowable Height:	4 Stories
Required Build-To Lines:	Continuous build-to line along the Roberts Street and Selma Boulevard frontages.
Development Standards:	The property is subject to the development standards contained within the City of Savannah Historic District Ordinance, including but not limited to the Visual Compatibility Factors (8-3030m)** and Design Standards (8-3030n). A copy of the Historic District Ordinance is available through the Chatham County Savannah Metropolitan Planning Commission.

** Targeted standards for urban redevelopment. Final Setback and Lot Coverage standards are subject to the adoption of a Base Zoning Classification for the subject property.*
***On blocks without an established context of contributing buildings, Visual Compatibility Standards which rely on architectural precedent derived from "contributing structures to which the structure is Visually Related" may be met utilizing relevant contributing buildings from other areas within the Landmark District.*

Information contained herein has been compiled from various sources and may contain inaccuracies based on available data. Compliance with applicable codes and ordinances and approval by authorities having jurisdiction is not guaranteed. This material is intended to create an overview and analysis of site conditions and provide a framework for future redevelopment. © Copyright 2012, Sottile & Sottile

Block 13

Block 13 within the Civic Master Plan



Detail of Block 13 - All dimensions are approximate.

Block Description

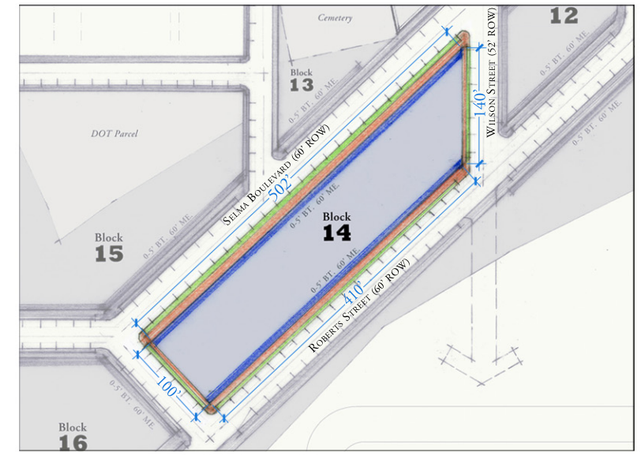
Block 13 is an existing block containing a historic Jewish Cemetery and existing Savannah Station event facility. It is bounded by Cohen Street to the north, Guerard Street to the east and Selma Boulevard to the southeast. The removal of the exit ramp adds a triangular parcel to the southern portion of the block.

Base Zoning and Land Uses:	Mixed-use zoning classification supporting a diverse range of mixed land uses and urban residential densities and development formats. Final zoning classification to be determined.
Overlay Zoning Classification:	*City of Savannah Section 8-3030, Historic District Ordinance*
Total Area to be Redeveloped:	7,490 Square Feet (Approx.)
Maximum Allowable Lot Coverage:	100%*
Minimum Required Setbacks:	None*
Minimum Entrance Interval:	60 feet
Allowable Height:	4 Stories
Required Build-To Lines:	Continuous build-to line along the Selma Boulevard frontage.
Development Standards:	The property is subject to the development standards contained within the City of Savannah Historic District Ordinance, including but not limited to the Visual Compatibility Factors (8-3030m) and Design Standards (8-3030n). A copy of the Historic District Ordinance is available through the Chatham County Savannah Metropolitan Planning Commission.

** Targeted standards for urban redevelopment. Final Setback and Lot Coverage standards are subject to the adoption of a Base Zoning Classification for the subject property.*

Block 14

Block 14 within the Civic Master Plan



Detail of Block 14 - All dimensions are approximate.

Block Description

Block Fourteen is a new block between Selma Boulevard and Roberts Street with a linear form. It is suited to urban residential and mixed-use residential development.

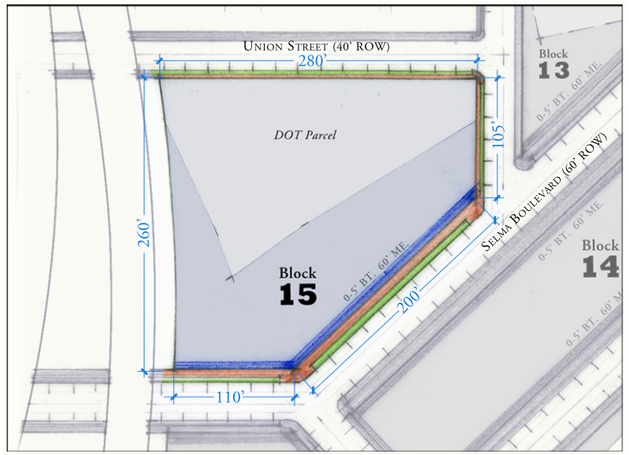
Base Zoning and Land Uses:	Mixed-use zoning classification supporting a diverse range of mixed land uses, urban residential densities, and development formats. Final zoning classification to be determined.
Overlay Zoning Classification:	*City of Savannah Section 8-3030, Historic District Ordinance*
Total Area to be Redeveloped:	45,830 Square Feet (Approx.)
Maximum Allowable Lot Coverage:	100%*
Minimum Required Setbacks:	None*
Minimum Entrance Interval:	60 feet
Allowable Height:	4 Stories
Required Build-To Lines:	Continuous build-to line along the Roberts Street and Selma Boulevard frontages.
Development Standards:	The property is subject to the development standards contained within the City of Savannah Historic District Ordinance, Including but not limited to the Visual Compatibility Factors (8-3030m)** and Design Standards (8-3030n). A copy of the Historic District Ordinance is available through the Chatham County Savannah Metropolitan Planning Commission.

** Targeted standards for urban redevelopment. Final Setback and Lot Coverage standards are subject to the adoption of a Base Zoning Classification for the subject property.*
***On blocks without an established context of contributing buildings, Visual Compatibility Standards which rely on architectural precedent derived from "contributing structures to which the structure is Visually Related" may be met utilizing relevant contributing buildings from other areas within the Landmark District.*

Information contained herein has been compiled from various sources and may contain inaccuracies based on available data. Compliance with applicable codes and ordinances and approval by authorities having jurisdiction is not guaranteed. This material is intended to create an overview and analysis of site conditions and provide a framework for future redevelopment. © Copyright 2012, Sottile & Sottile

Block 15

Block 15 within the Civic Master Plan



Detail of Block 15 - All dimensions are approximate.

Block Description

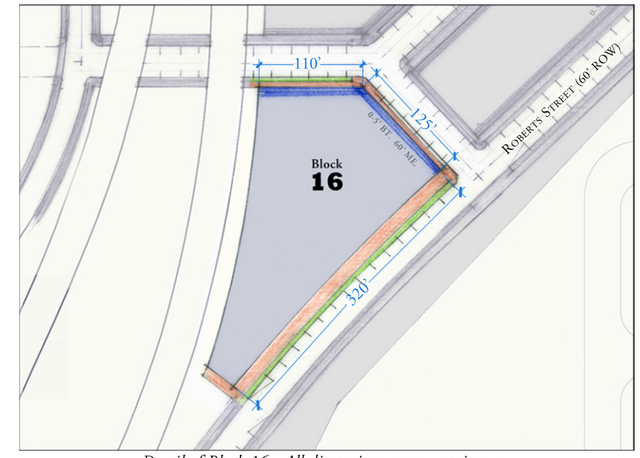
Block Fifteen is bounded by Union Street to the north, Guerard Street to the east, and Selma Boulevard to the southeast. It includes the existing Georgia Department of Transportation (DOT) parcel along with additional developable land made available by the removal of the exit ramp.

Base Zoning and Land Uses:	Mixed-use zoning classification supporting a diverse range of mixed land uses and urban residential densities and development formats. Final zoning classification to be determined.
Overlay Zoning Classification:	*City of Savannah Section 8-3030, Historic District Ordinance*
Total Area to be Redeveloped:	29,140 Square Feet (Approx.)
Maximum Allowable Lot Coverage:	100%*
Minimum Required Setbacks:	None*
Minimum Entrance Interval:	60 feet
Allowable Height:	4 Stories
Required Build-To Lines:	Continuous build-to line along the Selma Boulevard frontage.
Development Standards:	The property is subject to the development standards contained within the City of Savannah Historic District Ordinance, including but not limited to the Visual Compatibility Factors (8-3030m)** and Design Standards (8-3030n). A copy of the Historic District Ordinance is available through the Chatham County Savannah Metropolitan Planning Commission.

** Targeted standards for urban redevelopment. Final Setback and Lot Coverage standards are subject to the adoption of a Base Zoning Classification for the subject property.*
***On blocks without an established context of contributing buildings, Visual Compatibility Standards which rely on architectural precedent derived from "contributing structures to which the structure is Visually Related" may be met utilizing relevant contributing buildings from other areas within the Landmark District.*

Block 16

Block 16 within the Civic Master Plan



Detail of Block 16 - All dimensions are approximate.

Block Description

Block Sixteen is located at the western boundary of the plan where Selma Boulevard and Roberts Streets pass below US Highway 17. Its proximity to the highway suggests a signature mixed-use office or commercial building as a potential use.

Base Zoning and Land Uses:	Mixed-use zoning classification supporting a diverse range of mixed land uses, urban residential densities, and development formats. Final zoning classification to be determined.
Overlay Zoning Classification:	*City of Savannah Section 8-3030, Historic District Ordinance*
Total Area to be Redeveloped:	38,850 Square Feet (Approx.)
Maximum Allowable Lot Coverage:	100%*
Minimum Required Setbacks:	None*, Frontage Line to be between 0 to 5 feet.
Minimum Entrance Interval:	60 feet
Allowable Height:	4 Stories
Required Build-To Lines:	Continuous build-to line along the northeast frontages.
Development Standards:	The property is subject to the development standards contained within the City of Savannah Historic District Ordinance, including but not limited to the Visual Compatibility Factors (8-3030m)** and Design Standards (8-3030n). A copy of the Historic District Ordinance is available through the Chatham County Savannah Metropolitan Planning Commission.

** Targeted standards for urban redevelopment. Final Setback and Lot Coverage standards are subject to the adoption of a Base Zoning Classification for the subject property.*
***On blocks without an established context of contributing buildings, Visual Compatibility Standards which rely on architectural precedent derived from "contributing structures to which the structure is Visually Related" may be met utilizing relevant contributing buildings from other areas within the Landmark District.*

Information contained herein has been compiled from various sources and may contain inaccuracies based on available data. Compliance with applicable codes and ordinances and approval by authorities having jurisdiction is not guaranteed. This material is intended to create an overview and analysis of site conditions and provide a framework for future redevelopment. © Copyright 2012, Sottile & Sottile

Current view of Martin Luther King, Jr. Boulevard andI-16 flyover.

Possible future view of Martin Luther King, Jr. Boulevard with with flyover removed.

Information contained herein has been compiled from various sources and may contain inaccuracies based on available data. Compliance with applicable codes and ordinances and approval by authorities having jurisdiction is not guaranteed. This material is intended to create an overview and analysis of site conditions and provide a framework for future redevelopment. **© Copyright 2012, Sottile & Sottile**

PHOTO SIMULATION

I-16 Exit Ramp Removal Project

I-16 EXIT RAMP REMOVAL PROJECT

SAVANNAH GEORGIA

City of Savannah
Chatham County
Metropolitan Planning Commission
CORE Metropolitan Planning Organization
Savannah Development & Renewal Authority

6

ECONOMIC ANALYSIS

The following pages outline an economic strategy for development of the newly created parcels after the removal of the I-16 exit ramp.

Introduction

Marketing Opportunities & Constraints

Implementation

INTRODUCTION

The portion of the Martin Luther King, Jr. Boulevard (MLK, Jr. Blvd.)/Montgomery Street corridor between Alice Street and Waldburg Street has become an area of significant public policy focus. The area provides important opportunities for implementation of the MLK, Jr. Blvd./Montgomery Street Redevelopment Plan and is also the area that will be most impacted by the proposed removal of the I-16 Flyover. This chapter examines the potential for redevelopment of this area and sets out a strategic path for achievement of critical public policies within the area.

PURPOSE

The purpose of this report is to chart a Strategic Path for redevelopment of the overall area impacted by the I-16 flyover removal including the Alice Street to Waldburg Street segment of the MLK, Jr. Blvd./Montgomery Street corridor. The MLK, Jr. Blvd./Montgomery Street Redevelopment Plan and the I-16 Exit Ramp Feasibility Study will guide redevelopment under this strategy.

FINDINGS

Public Policy Objectives

Revitalization and redevelopment of this Strategy Area intends to achieve these public policy objectives:

- To revitalize and redevelop MLK, Jr. Blvd. Boulevard from Charlton Street to Gwinnett Street as a continuous retail mixed-use district, largely with stores providing needed community services. The community-oriented retail focus for this segment of MLK, Jr. Blvd. will be compatible with the larger initiative to revitalize the full MLK, Jr. Blvd. corridor.
- To revitalize and redevelop Montgomery and connecting streets from Charlton Street to Gwinnett Street as a residential mixed-use district.
- To establish new development patterns--physically and in terms of use--that are respectful of the history of the Frogtown/Currietown/MLK, Jr. Blvd. area, both within the overall historic development of Savannah and especially as it relates to the tradition of Savannah's African-American community—specifically the parcels currently encumbered by the I-16 Flyover.
- To develop this I-16 Strategy Area in a manner consistent with the Downtown Master Plan.
- To redevelop Kayton Homes to create a mixed-income, mixed-tenure community connected through road networks to the existing neighborhood fabric of this portion of Savannah.
- To grow the population in this general area to add to the customer base of MLK, Jr. Blvd. businesses.
- To encourage a variety of housing types and pricing to support, maintain, and expand affordable housing in this area as part of a mixed-income community.
- To provide business opportunities through the redevelopment and revitalization process for small and minority-owned businesses and developers, including the opportunity for small parcel redevelopment; and to encourage the expansion of the creative economy in this Strategy Area.
- To have businesses in this Strategy Area benefit from Enterprise Zone incentives.
- Where appropriate and consistent with other objectives, to provide opportunities for office use that expand the range and quality of employment opportunities available to the residents of this area and other Greater Downtown neighborhoods.

Strategy Assumptions

The Strategic Path for Redevelopment of this area will be undertaken within the context and timing of several major investment events. To account for the impact of these activities, this strategy includes the following assumptions:

- The I-16 flyover will be demolished during the 2015-2020 time period, providing several redevelopment sites;
- Housing Authority of Savannah will begin redeveloping Kayton Homes shortly after 2020;
- The redevelopment of Carver Commons;
- The city-owned site at Hall Street and MLK, Jr. Blvd. will be redeveloped within the next five years, depending on the timing of funding; and
- The potential for rail streetcar operations on portions of MLK, Jr. Blvd. will be included within this development strategy.

Target Area and Development Opportunity Sites

The area being analyzed to chart this Strategic Path includes the properties immediately or secondarily impacted by the proposed removal f the I-16 Flyover. This area includes all or portions of 35 current blocks, as well as land to be freed up by the I-16 flyover removal. Taken together, approximately 35 to 40 acres of land are likely to be redeveloped over a 20-year period. The boundaries of this Target Area include:

- On the east, Jefferson Street;
- On the south, Waldburg Lane east of MLK, Jr. Blvd.; Gwinnett Street west of MLK, Jr. Blvd.;
- On the west, West Boundary Street from Gwinnett Street to Jones Street; and
- On the north, Jones Street from West Boundary to Purse Street; Charlton Street from Purse Street to Montgomery Street; and Alice Street from Montgomery Street to Jefferson Street.

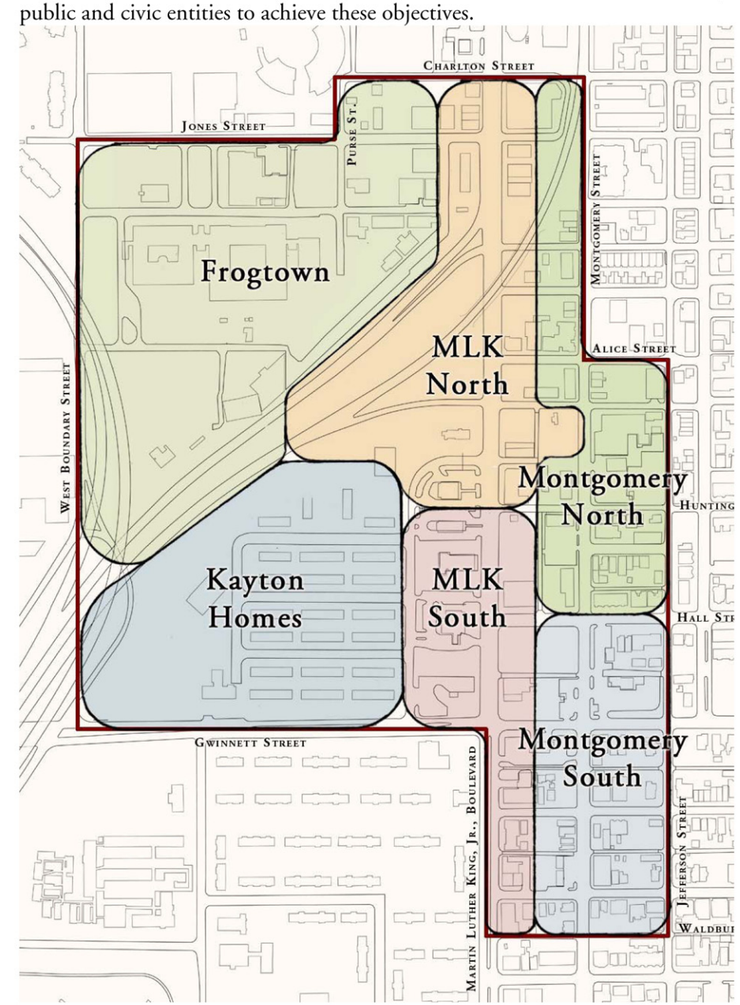
Within this overall Strategy Area are six sub areas that offer varying opportunities for achieving the public policy objectives:

- MLK, Jr. Blvd. North—the MLK, Jr. Blvd. corridor from Charlton Street to Huntingdon Street
- MLK, Jr. Blvd. South—the MLK, Jr. Blvd. corridor from Huntingdon to Waldburg Lane
- Frogtown—generally south of Charlton Street & Jones Street and east of West Boundary Street
- Kayton Homes
- Montgomery Street North—from Charlton Street to Hall Street
- Montgomery Street South—from Hall to Waldburg Lane.

Within each of these sub areas, there are several potential redevelopment sites, some in public ownership, some privately owned. There will be approximately 8.2 acres of developable land freed up from the removal of the I-16 Flyover. In addition, there are another 14.9 acres of land controlled by public sector entities, including the Housing Authority of Savannah (HAS), the City of Savannah, and other state and local governmental entities (see Appendix 3 for detail on available sites).

In terms of potential for redevelopment of privately-owned land, approximately 12.4 acres in these six sub areas are currently vacant or underutilized, in addition to the identified supermarket site in MLK, Jr. Blvd. South. Certain other privately held parcels (automotive facilities, fast food restaurants) may become opportunities for future redevelopment or more intensive development. Finally, 15,000 to 20,000 SF of existing first floor space on MLK, Jr. Blvd. are likely candidates for reoccupation or reprogramming for active retail space.

The approach to achieving the public policy objectives detailed above will vary depending on the nature of the ownership of the property, the specific market conditions for various commercial and residential uses, and the tools utilized by public and civic entities to achieve these objectives.



Prepared by: Sottile & Sottile

Information contained herein has been compiled from various sources and may contain inaccuracies based on available data. Compliance with applicable codes and ordinances and approval by authorities having jurisdiction is not guaranteed. This material is intended to create an overview and analysis of site conditions and provide a framework for future redevelopment.

Market Opportunities and Constraints

Existing Population and Development Patterns

In 2000, with Kayton Homes vacant and being renovated, the census reported a population of 342 in 144 households for this area. The 179-unit housing stock included 18 owner-occupied, 126 rental, and 35 vacant units. Since 2000, Kayton has reoccupied 164 units and about 70 new market rate housing units have been constructed—40 in the Frogtown development and 30+/- on the west side of Montgomery between Berrien and Alice. As a result, we estimate a current total of 400 to 425 housing units in the Strategy Area.

Approximately 60,000 SF of retail uses are currently active along the MLK Corridor within the Strategy Area. This Corridor is also home to two banks, four churches, a meeting/event facility, and 5,000 to 10,000 SF of office use, while commercial uses scattered along Montgomery include an automotive facility between Gaston and Huntingdon and two used cars lots at Montgomery and Gwinnett. The Frogtown area includes a major public school complex as well as Georgia DOT offices, the Savannah Station event facility, a church, and a few smaller office and general business uses.

Residential Development Opportunities

Building from this base, market opportunities likely to drive development over the next 20 years will mix development encouraged by public policy with purely private development reacting to market forces. The following public policy objectives may be met by residential development:

- Revitalizing and redeveloping the Montgomery Street area as a residential mixed-use district;
- Reconstructing Kayton Homes to create a mixed-income, mixed-tenure community;
- Growing the population to add to the customer base of MLK businesses; and
- Encouraging a variety of housing types and pricing to support, maintain, and expand affordable housing as part of a mixed-income community.

To achieve these objectives, residential development opportunities will serve three sub•markets:

- **Affordable low- and moderate-income housing market**--households with incomes below 80% of the area median requiring sales housing priced below $125,000 for smaller units or $165,000 for family units, as well as subsidized rentals. Affordable senior housing is an important segment of this market.
- **Workforce market**--households with incomes at 80% to 120% of area median affording sales housing in the $125,000-$200,000 range for smaller units or $165,000-$250,000 for family units, or equivalently valued rentals.
- **Market rate housing**—households with incomes above $70,000 able to afford sales housing in the $250,000 and higher range or equivalently valued rental units.

Affordable Housing Market

The public policy of encouraging mixed income neighborhoods throughout this Strategy Area suggests utilizing available publicly-controlled land and other public resources and regulations to encourage the production of affordable housing in all six identified subareas. Kayton Homes currently provides most housing affordable to low- and moderate-income households with 164 units. Redevelopment of Kayton in the 2021 to 2030 period will result in 270 units of affordable housing, including 135 HAS replacement units and 135 units affordable to other low- and moderate-income households, as well as 130 units targeted to the workforce market and, possibly at some locations, to market rate housing. Beyond the Kayton area, another 15 units are currently being rehabilitated as special needs housing and there is interest in developing affordable senior housing, especially on sites convenient to community services such as the Food Lion/Carver Commons development.

Workforce Housing Market

Many development sites provide excellent opportunities for near-Downtown workforce market housing— both sales and rental. The private market acting alone, however, has not yet responded to this opportunity. A public policy of site acquisition and disposition to encourage the production of workforce and affordable housing could be effective in stimulating this market by providing appropriately priced land.

Market-Rate Housing

In the past decade, including boom and bust cycles, about 125 to 130 new market rate units were developed in the eastern portion of Frogtown and along and east of Montgomery north of Alice.

Overall Housing Development Potential

The three markets together support development of more than 1,300 housing units in the Area, more than half tied to the redevelopment of the I-16 Flyover and Kayton Homes. As a result, the pace of housing development will accelerate substantially in the 2021 to 2030 time period. Housing opportunities identified below for the I-16 land are a minimum; under certain redevelopment alternatives, housing opportunities could be as large as 520 units, bringing the total housing development program to more than 1,500 units.

Housing Development Program

	2011-2020	2021-2030 I-16 Land	2021-2030 Other Sites	Total
Affordable Low & Moderate Income Market	125	95	235	455
Workforce Market	140	170	190	500
Market Rate	135	35	180	350
Total	400	300	605	1,305

Commercial Development Opportunities

The following public policy objectives may be met by commercial development:

- Revitalizing and redeveloping MLK Boulevard as a continuous retail mixed-use district providing needed community services;
- Providing business opportunities for small and minority-owned businesses and developers and encouraging the creative economy;
- Where appropriate and compatible with other objectives, providing opportunities for office use that expand the range and quality of employment opportunities available to residents; and
- Encourage and facilitate property owners to take advantage of tax credits available through the Enterprise Zone.

To achieve these objectives over the 20-year planning horizon for this Strategic Path, we expect the development of 500,000 SF of commercial space. Many opportunities (MLK retailing, for instance) will derive from the active pursuit of public policy objectives; other opportunities (hotels) will result from private property owners capturing desirable markets through purely private activity. We anticipate:

- 150,000 SF of new retail development;
- 100,000 to 150,000 SF of new office development; and
- 260 new hotel, extended stay, corporate suite, and B&B rooms.

Retail Opportunities

Public efforts supporting expanded retail development can achieve the policy objective of revitalizing and redeveloping the MLK corridor as a continuous retail mixed-use district, largely with stores providing needed community services. Properties fronting MLK between Charlton and Gwinnett offer the best sites for retail use and can accommodate about 150,000 SF of new stores which, added to the current 60,000 SF, will provide a broad array of predominately community-serving retailing:

- Existing buildings maintain the district's historic character; vacant space provides for 15-20,000 SF.
- Near Gwinnett and MLK, a new supermarket is under construction. With the adjacent corner parcel, this area will accommodate 35,000 SF of new retail stores.
- Other vacant land exists (or will after I-16 redevelopment) on 11 blocks; first-floor retail uses as part of larger multi-story developments will add 90,000 to 110,000 SF.

Office Opportunities

Private property owners could capture office market opportunities in this Strategy Area. Lower cost, conveniently located sites in this Strategy Area could attract new office development over a period of many years. The best sites will (1) allow for 10,000+ SF floorplates, (2) have good regional visibility and accessibility, and (3) be conveniently located near walkable lunch options. In the near term, these sites will be privately-owned and north of Huntingdon. For planning purposes, we assume this Area will capture 100,000 to 150,000 SF of new office development over 20 years.

Hotel/Lodging Opportunities

Private property owners are likely to add new hotel facilities in eastern Frogtown and along MLK north of Taylor. New hotels have located as far south as Charlton St. immediately north of this Area. After 2013, when hotel development should resume, with the MLK corridor at and north of Taylor will be one of several attractive locations. We anticipate 260 hotel, extended stay, or corporate suite rooms being constructed by private property owners over several years.

Information contained herein has been compiled from various sources and may contain inaccuracies based on available data. Compliance with applicable codes and ordinances and approval by authorities having jurisdiction is not guaranteed. This material is intended to create an overview and analysis of site conditions and provide a framework for future redevelopment.

STRATEGY PATH FOR DEVELOPMENT

Applying these development opportunities to the available sites will require somewhat different approaches for publicly-controlled and privately-owned parcels. Based on the Preferred Concept for redevelopment of the I-16 flyover, 25 acres of publicly-controlled sites will be available for redevelopment. For these sites, we can identify the possible development of 20,000 SF of new commercial space fronting MLK, Jr. Blvd., as well as opportunities for mixed income housing development in five of the six subareas. The total potential housing development program on these publicly-controlled sites is 940 housing units, including 415 units of affordable housing, 410 units targeted to the workforce market, and 115 units of market rate housing. A detailed analysis of potential development on publicly-controlled sites is included in Appendix 3.

Alternative Development Opportunities--I-16 Land

	Concept 3
Affordable Low & Moderate Income Market	140
Workforce Market	250
Market Rate	50
Retail Development Opportunities (SF)	60,000

Similarly applying these development opportunities to the available privately-owned sites, particularly the 12.4 acres of currently vacant or underutilized land, we can identify the possible development of 90,000 SF of new or rehabbed retail space fronting MLK, Jr. Blvd., as well as opportunities for up to 505 units of mixed income housing, 100,000 SF of new office development, and several lodging facilities (north of Taylor Street). Within the past few years, housing development on privately-owned land in and near this Strategy Area has emphasized market rate housing. As noted above, the total demand for new market rate housing on privately-owned parcels in this area during the 2010 to 2030 period is likely to be no more than 250 units. Therefore, effective development of these sites during this time period will require the coordination of private land ownership and public incentives and regulation to produce at least 255 workforce and affordable housing units. A detailed analysis of potential development on privately-owned sites is included in Appendix 3.

CONCLUSION AND IMPLEMENTATION APPROACH

Required Public Sector Efforts

A variety of public sector efforts will be necessary to assure the achievement of this potential development program, including:

I-16 Related Efforts

- The demolition of the I-16 flyover and the redevelopment of parcels released from the flyover in a pattern consistent with this strategy;
- Assuring connectivity between the Frogtown and Kayton Homes sub areas as part of the pattern of reconstruction of I-16 infrastructure;
- Emphasizing public objectives in the redevelopment of I-16 reuse parcels including achieving mixed-income housing patterns in the Area and providing a continuous retail pattern on parcels with MLK, Jr. Blvd. fronting spaces;
- Identification and development of a civic facility to highlight the I-16 flyover redevelopment.

Other Public Sector Efforts

- On-going façade, design assistance, and sprinkler programs for MLK , Jr. Blvd. retailers;
- Completion of the MLK, Jr. Blvd. streetscape enhancement program;
- Implementing mobility enhancements, such as pedestrian street lighting, wide sidewalks, more on street parking, safe crosswalks, bicycle pathways, and enhanced transit service;
- Partnering with owners of publicly-owned parcels in Frogtown to create development packages to offer for effective redevelopment, if available, in part to maximize affordable and workforce housing production in this sub area;
- Redevelopment of the City of Savannah-owned site at Hall Street & MLK, Jr. Blvd.;
- Securing the usual mix of development and financing necessary to successfully redevelop public housing sites such as Kayton Homes;
- Assuring that some privately-owned parcels in the Montgomery Street corridor are utilized for production of affordable and workforce housing, either through strategic property acquisition or through targeted financial and zoning incentives;
- Identifying subsidies for affordable low- and moderate-income family sales units and affordable senior rental housing;
- Assuring that zoning requirements for off street parking are flexible to encourage small parcel retail and small dwelling residential development;
- Assuring that zoning use requirements are supportive of the location of creative businesses in this area;
- Establishing aesthetic requirements for signage, lighting, noise, and use of sidewalks that allow the area to regain its former identity and culture.

Implementation

The overall Development Strategy includes elements which are likely to be undertaken at various times during the next 20 years (or longer). These include:

- Actions undertaken prior to the demolition of the I-16 flyover to maximize the achievement of public policy objectives in this area;
- Actions undertaken independently of the I-16 flyover redevelopment process, including the redevelopment of Carver Commons and the city-owned parcel at Hall Street and MLK, Jr. Blvd.;
- Private sector activities likely to occur independently of public initiatives;
- Public sector activity associated with the demolition/redevelopment of the I-16 flyover area;
- The reconstruction of Kayton Homes;
- Actions to ultimately maximize the achievement of public objectives in the overall Strategy Area.

Private sector activity is likely to continue at a steady, but moderate pace in the Frogtown and Montgomery Street North sub areas. Without other public sector direction/support, these efforts will be largely aimed at the production of market rate housing and lodging facilities. A public/civic strategy to maximize the achievement of public objectives in this area would be implemented over multiple phases to both seize opportunities as they become available and to coordinate this strategy with major investment events such as the I-16 flyover removal and the redevelopment of Kayton Homes. Key phased elements of this implementation strategy include:

Phase 1 (2010 through 2020):

- Continue accelerated planning for and implement I-16 removal/redevelopment;
- Aggressively pursue retail/mixed use development in MLK, Jr. Blvd. corridor;
- Establish partnerships with publicly-owned Frogtown land;
- Start developing affordable and workforce housing in Frogtown, MLK, Jr. Blvd. South, and Montgomery Street South;
- Support private sector office development in MLK, Jr. Blvd. North where it is compatible with other community objectives; and
- Begin detailed planning for Kayton Homes redevelopment.

Phase 2 (2021 through 2030):

- Construct street/public space infrastructure to create desired development patterns after I-16 removal;
- Identify/develop civic facility fronting plaza west of MLK, Jr. Blvd. on I-16 land;
- Market/redevelop parcels available from I-16 removal;
- Redevelop Kayton Homes;
- Complete redevelopment of Frogtown subarea; and
- Private sector redevelopment of parcels previously used as interim parking.

A more detailed implementation strategy is included in Appendix 3.

Information contained herein has been compiled from various sources and may contain inaccuracies based on available data. Compliance with applicable codes and ordinances and approval by authorities having jurisdiction is not guaranteed. This material is intended to create an overview and analysis of site conditions and provide a framework for future redevelopment.

7

TRANSPORTATION ANALYSIS

Background Summary

Systems Level Analysis

Synchro Analysis

Amenities & Recommendation

BACKGROUND

2008 JJ&G/Georgia Department of Transportation (GDOT) Interstate System Study

In September 2008, at the request of the Chatham Urban Transportation Study Metropolitan Planning Organization (CUTS MPO, now Coastal Region MPO), and under contract to GDOT, JJ&G conducted an initial analysis of the potential traffic impact of the removal of the I-16 eastbound overpass at Martin Luther King, Jr. Boulevard, and the reconfiguring of the I-16 westbound on-ramp from downtown Savannah, in conjunction with an ongoing GDOT Interstate Study. Three conceptual alternatives were developed which removed the elevated Interstate and terminated the mainline at the same grade west of Martin Luther King, Jr. Blvd. East of Martin Luther King, Jr. Blvd., these alternatives allowed for the reestablishment of city blocks and associated redevelopment. However, urban redevelopment would remain hindered west of Martin Luther King, Jr. Blvd. since access control was maintained on the interstate west of Martin Luther King Jr., Blvd.

Figure 1- 2008 Alternative 3 JJ&G study

The results of the 2008 study indicate that Alternative Three would allow for the removal of the I-16 flyover without a significantly detrimental effect on the function of I-16 or the adjacent roadway network. Traffic patterns remain essentially unchanged as the interstate's access control is maintained west of Martin Luther King Jr. Blvd.

Alternative 3, the highest performing alternative of the JJ&G/GDOT study calls for I-16 ramps with a 55 mph design speed immediately west of Martin Luther King, Jr. Blvd. East of Martin Luther King, Jr. Blvd, Montgomery St. would continue to function as a one-way street with one-way traffic operation extended further south to Gaston St.

2011 MPC/CORE MPO Study

While the 2008 study was initiated at the request of the CORE MPO, the alternatives analyzed were developed and provided to the MPO as a finished product. As a result, the alternatives explored in 2008 do not fully address the local desire for downtown expansion and urban redevelopment west of Martin Luther King, Jr. Blvd., or the restoration of Montgomery Street to two-way traffic. The new street network proposed by the current study, therefore, places a greater emphasis on access to adjacent land uses west of Martin Luther King, Jr. Blvd.

Having received confirmation that the Martin Luther King, Jr. Blvd flyover removal is viable within the context of the 2008 GDOT study, in 2009, the CORE MPO undertook the current planning study to take a more detailed look at alternatives. The preferred concept, Concept Three, differs from the alternatives studied by JJ&G in that I-16, as a limited access facility, would be terminated at Gwinnett Street. Additionally, traffic characteristics for the preferred concept differ from the prior study in that traffic accessing or leaving the interstate must do so at Gwinnett Street or one of the other partial interchanges in the area such as Oglethorpe Avenue or Louisville Road. This configuration creates considerably more redevelopment potential, and traffic bound to and from the interstate navigates surface streets and at grade intersections north and east of Gwinnett Street.

The current traffic analysis follows as closely as possible the 2008 JJ&G methodology, using the same base year counts and growth assumptions. Additional traffic counts were collected at I-16 / Gwinnett St. ramps since this area was not part of the 2008 analysis. The planning horizon year was extended from 2030, as presented in the 2008 study, to 2035 for consistency with current MPO plans and traffic forecasting tools.

As part of the current study, current conditions were analyzed, a System Level Analysis was conducted, and a Synchro Analysis was completed.

CURRENT CONDITIONS

Under current (2007 base year) conditions, the key intersections in the study area operate at acceptable levels of service as shown in Table One.

Table One: Existing Intersection Levels of Service

Key Intersections	2007			
	a.m. peak		p.m. peak	
	Delay (sec)	LOS	Delay (sec)	LOS
MLK Jr Blvd @ I-16 Off-Ramp W Gaston St	19.6	B	8.6	A
MLK Jr Blvd @ I-16 On-Ramp W Alice St (Taylor)	4.9	A	10.5	B
MLK Jr Blvd @ W Liberty St	20.4	C	35.7	D
MLK Jr Blvd at Gwinnett St	6.9	A	9.7	A
Montgomery St at Liberty St	9.6	A	21	C
Gwinnett St at W Boundary St/I-16 SB On-Ramp	13.9	B	15.8	B
Gwinnett St at W Boundary St/I-16 NB Off-Ramp	11.8	B	15.7	B

LOS A-D are generally considered acceptable levels of service for existing/established urban networks. LOS E is often considered acceptable in downtowns.

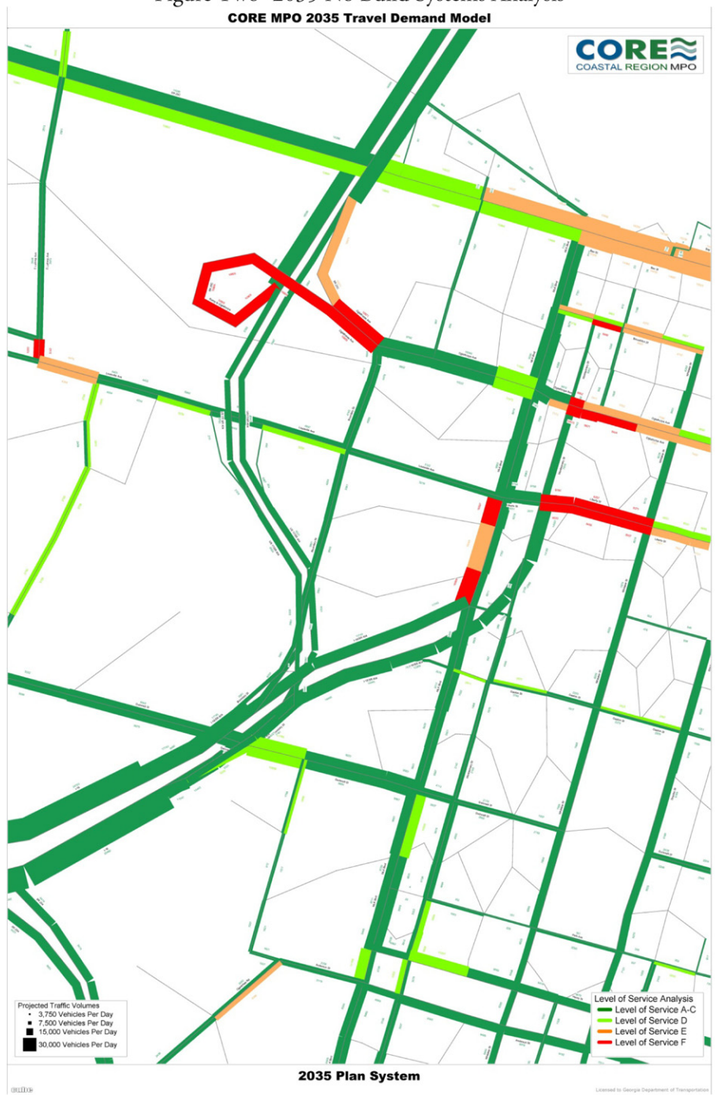
Information contained herein has been compiled from various sources and may contain inaccuracies based on available data. Compliance with applicable codes and ordinances and approval by authorities having jurisdiction is not guaranteed. This material is intended to create an overview and analysis of site conditions and provide a framework for future redevelopment.

SYSTEMS LEVEL ANALYSIS

A systems level analysis was conducted using the 2035 GDOT/CORE MPO travel demand model to forecast daily traffic volumes and to estimate hypothetical daily level of service conditions in 2035, the horizon plan year.

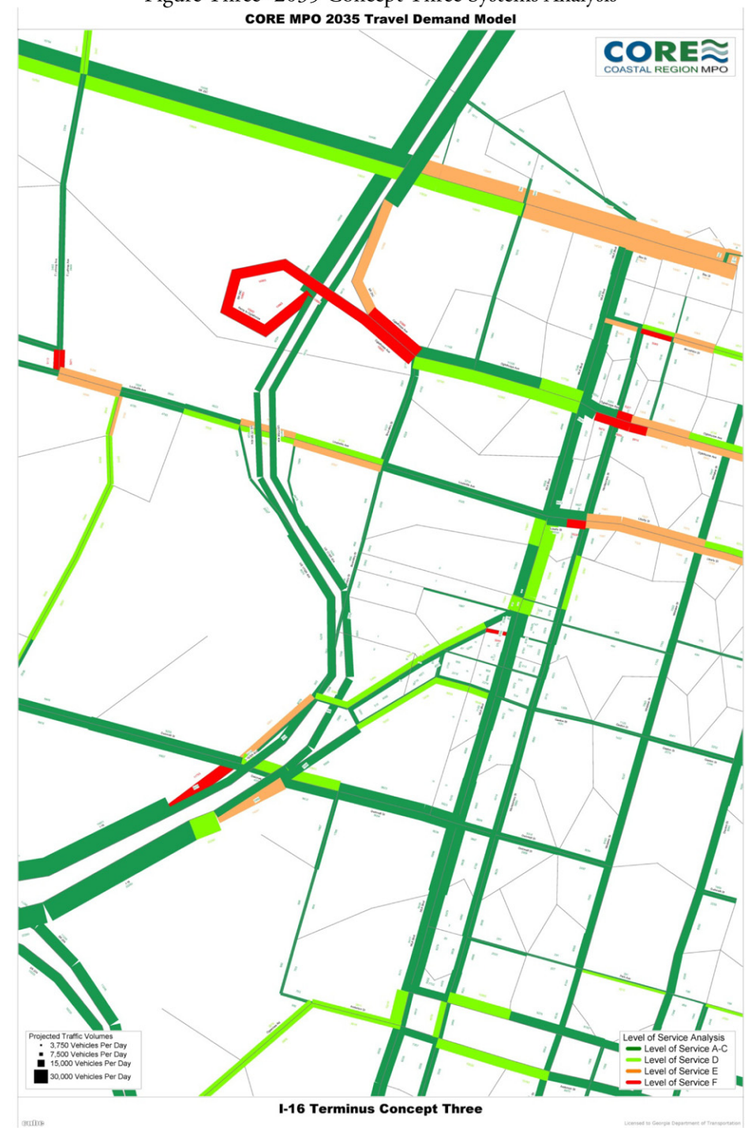
Under a no build scenario, all street segments in the detailed planning area are expected to function at a desirable level of service (LOS A-D), with the exception of MLK southbound between Liberty St. and I-16 on-ramp (LOS F) as shown in Figure Two.

Figure Two- 2035 No Build Systems Analysis



If Concept Three is constructed, the travel demand model suggests that most street segments in the study area will continue to function at an estimated LOS D or better. Potential capacity issues are projected in the vicinity of the I-16 Gwinnett St. interchange for links providing ingress and egress including Boundary St. (LOS E) and the northbound off-ramp and southbound on-ramps of I-16 (LOS E and F respectively). Traffic shifts under this scenario increase northbound traffic on MLK North of Jones St. and Eastbound traffic on Liberty St. between MLK and Montgomery St. resulting in LOS F for these segments as shown in Figure Three.

Figure Three- 2035 Concept Three Systems Analysis



Information contained herein has been compiled from various sources and may contain inaccuracies based on available data. Compliance with applicable codes and ordinances and approval by authorities having jurisdiction is not guaranteed. This material is intended to create an overview and analysis of site conditions and provide a framework for future redevelopment.

SYNCHRO ANALYSIS

Synchro is a macroscopic signal analysis and optimization software application. It is one of the leading traffic analysis applications in use today.

A Synchro analysis was conducted in order to better understand the impacts of potential traffic shifts on key intersections in the study area. For the sake of this analysis, it was assumed that signal timing and configurations can be adjusted as needed, and that travel lanes can be reconfigured within the existing curb lines. Synchro optimizations were used for all LOS and delay calculations. In addition to these assumptions, it was necessary to assume several improvements to the initial Concept Three proposal in order to achieve satisfactory traffic operations. These include:

- Additional through and right turn lanes on the northbound off-ramp of I-16 at Gwinnett Street
- Additional left and right turn lanes on West Huntingdon Street at West Boundary Street
- Additional southbound turn lanes on Boundary Street at Gwinnett Street.

The Synchro model was developed using base year turning movement counts. Existing data sources were examined to determine appropriate and reasonable growth rates to be applied in the Synchro model.

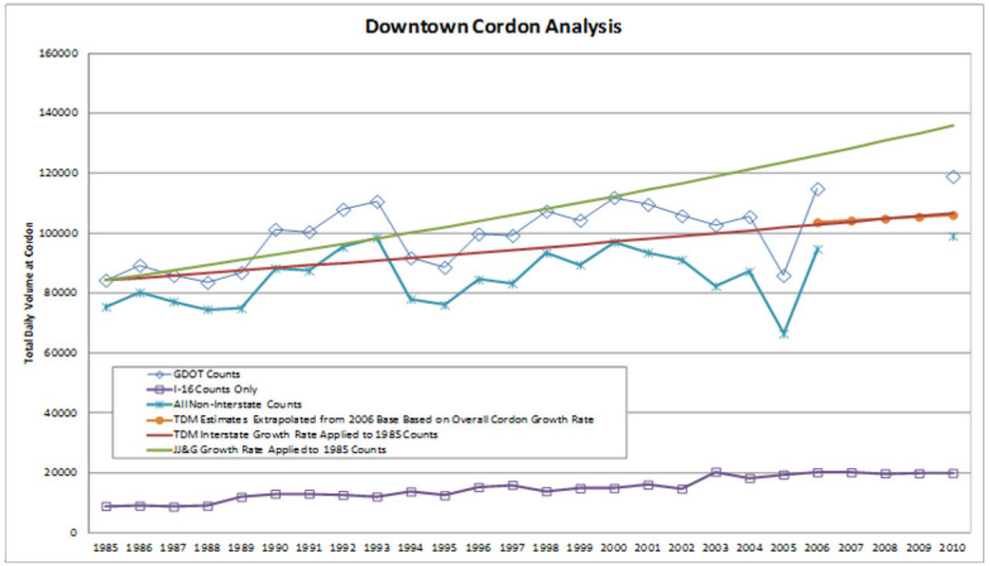
First, a cordon analysis was conducted with the GDOT/CORE MPO travel demand model. A cutline was drawn around the west and south sides of downtown Savannah just east of MLK Blvd. and just north of Henry Street from Bay Street to Abercorn Street. The results of this analysis are shown in Table Two.

Table Two- Cutline Analysis

GDOT/CORE MPO Travel Demand Model Downtown Savannah Cutline Analysis				
Street	2006 Volume	2035 Volume	Absolute Growth	Annual Growth Rate
Bay	25,100	30,434	21.25%	
Broughton	7,169	8,186	14.19%	
Oglethorpe	13,562	17,407	28.35%	
Liberty	11,906	13,056	9.66%	
Taylor	450	1,874	316.44%	
I-16 EB	9,568	12,246	27.99%	
Gordon'	2,194	2,538	15.68%	
Gwinnett	6,389	7,531	17.87%	
Park	34	20	-41.18%	
Montgomery	8,712	9,282	6.54%	
Whitaker	5,863	6,507	10.98%	
Drayton	6,813	7,640	12.14%	
Abercorn	5,810	5,921	1.91%	
Overall Cut Line	103,570	122,642	18.41%	0.5850%
I-16 Only	19,955	26,202	31.31%	0.9440%
JJ&G Study				1.9300%

The results of the cordon analysis were compared to historical traffic counts and the 2008 JJ&G forecast in Figure 4.

Figure 4- Downtown Cordon Analysis



The JJ&G growth rates used in the 2008 study, depicted by a green line, appear to be considerably higher than historical traffic growth rates (blue line), or travel demand model estimates (orange line). The apparent long term growth trend corresponds most closely with the rate of growth estimated for I-16 in the travel demand model. For this reason, and since no regionally significant committed developments are known to exist in the immediate study area, a growth rate of 0.95% per year was applied to base year turning movement counts to simulate 2035 conditions in the Synchro model.

Future Conditions

Under the No Build scenario, intersection congestion can be expected to worsen gradually over time, as illustrated in Table Three.

Table Three- 2035 No Build Level of Service

Key Intersections	2035 No Build			
	a.m. peak		p.m. peak	
	Delay (sec)	LOS	Delay (sec)	LOS
MLK Jr Blvd @ I-16 Off-Ramp W Gaston St	17.4	B	11	B
MLK Jr Blvd @ I-16 On-Ramp Taylor St	6.1	A	20.6	C
MLK Jr Blvd @ W Liberty St	22.1	C	70.4	E
MLK Jr Blvd at Gwinnett St	9.3	A	19.8	B
Montgomery St at Liberty St	15	B	24.9	C
Gwinnett St at W Boundary St/I-16 SB On-Ramp	16	B	19.8	B
Gwinnett St at W Boundary St/I-16 NB Off-Ramp	13.5	B	10	A

Information contained herein has been compiled from various sources and may contain inaccuracies based on available data. Compliance with applicable codes and ordinances and approval by authorities having jurisdiction is not guaranteed. This material is intended to create an overview and analysis of site conditions and provide a framework for future redevelopment.

If the Preferred Concept is implemented, traffic patterns will shift as motorists seek the most efficient paths to their destinations. Overall, 35 to 52 percent of traffic currently traveling I-16 east of Gwinnett Street can be expected to divert to Gwinnett Street depending upon the direction and time of day based on analysis of forecasted traffic and available capacity. It is assumed that these diverted trips will use MLK, Jr. Blvd. and Montgomery Street in equal proportions, and that Montgomery Street will be restored to two-way traffic.

Table Four- 2035 Preferred Concept Level of Service

Key Intersections	2035 Concept 3			
	a.m. peak		p.m. peak	
	Delay (sec)	LOS	Delay (sec)	LOS
MLK Jr Blvd @ I-16 Off-Ramp W Gaston St	26.4	C	29.7	C
MLK Jr Blvd @ I-16 On-Ramp Taylor St	5.2	A	6.4	A
MLK Jr Blvd @ W Jones St	2.9	A	6.3	A
MLK Jr Blvd @ W Liberty St	23.8	C	43.1	D
MLK Jr Blvd at Gwinnett St	32.3	C	64.2	E
Montgomery St at Liberty St	69.2	E	38.1	D
Montgomery St at W Gaston St	15.1	B	23.9	C
Montgomery St at Gwinnett St	11.2	B	16	B
Gwinnett St at W Boundary St/I-16 SB On-Ramp	14.8	B	17.5	B
Gwinnett St at W Boundary St/I-16 NB Off-Ramp	50.7	D	12	B

PARKING

New on-street parallel parking is proposed on at least one or both sides of all new streets resulting in approximately 370 new parking spaces. Additionally, approximately 45 new parking spaces will be created on MLK, Jr. Blvd.

Studies have shown that on-street parallel parking spaces have a considerably higher turnover than off-street surface and parking lots. On-street parking is also a traffic calming measure and often results in lower vehicle speeds making a safer environment for all users.

BICYCLE AMENITIES

The Preferred Concept is designed to create local, low speed streets in which both bicyclists and automobiles can safely share. There may be opportunities to create dedicated bicycle lanes on more densely traveled streets.

PEDESTRIAN AMENITIES

The Preferred Concept is designed to maximize pedestrian amenities by providing sidewalks on all new streets, restoring sidewalks on existing streets, requiring buildings to be built at the zero lot line, and provisions for tree lawns and landscaped medians. Approximately 22,000 linear feet of new sidewalks will be created through the Preferred Concept.

TRANSIT

Opportunities for transit will be provided on all new streets. In addition to extending CAT bus service into the area, the opportunity for a rapid bus system to other parts of the County, such as the airport, may be considered. Additionally the opportunity for restoration of the streetcar line on MLK, Jr. Blvd. will be incorporated into the proposed design.

A photograph of West Broad Street (now MLK, Jr. Blvd.) at Gwinnett Street in 1944, shows shared use by pedestrians, automobiles, bicycles, transit, and on-street parking.

TRANSPORTATION RECOMMENDATIONS

The results of this initial analysis suggest that it would be potentially feasible from a traffic operations perspective to replace the current terminus of I-16 with Concept 3, and return Montgomery Street to two-way operation. Based on these findings, it is recommended that the project be carried forward into to the next phase, which will include a full interchange modification report (IMR). During the IMR, a detailed project level traffic analysis will be required to meet state and federal requirements. At that time, options will be explored to determine what practical improvements can be made to alleviate potential congestion.

It is further recommended that opportunities for transit expansion be explored in more detail in conjunction with the next phase of the study.

Information contained herein has been compiled from various sources and may contain inaccuracies based on available data. Compliance with applicable codes and ordinances and approval by authorities having jurisdiction is not guaranteed. This material is intended to create an overview and analysis of site conditions and provide a framework for future redevelopment.

AMENITIES & RECOMMENDATIONS

8

IMPLEMENTATION STRATEGY

Cost Estimate

Funding Strategy

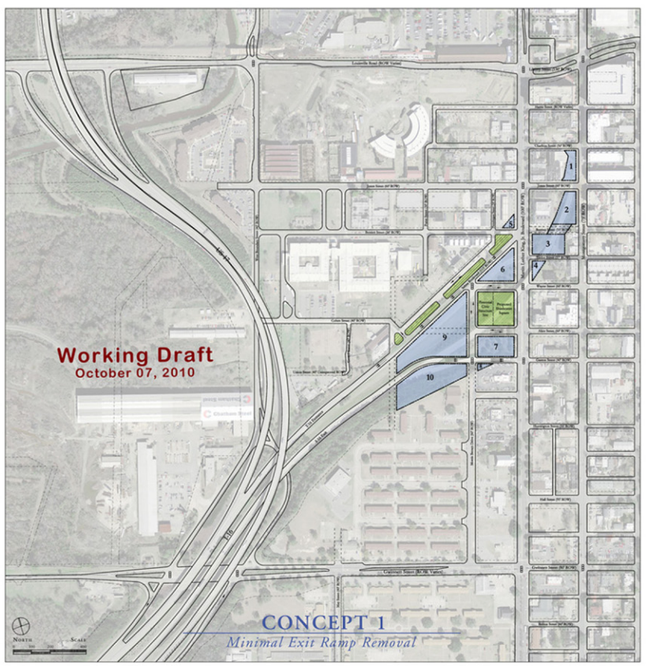
Implementation Strategy

SUMMARY COMPARISON

The following planning level cost estimates are based on the Georgia Department of Transportation Cost Estimation Tool. Estimates include relocation of water, sewer, electricity and gas where present but do not include right-of-way acquisition. Detailed cost estimates are available in Appendix IV.

Concept	Excavation & Grading	Bridge Removal & Demolition	Maintenance of Traffic	Asphalt Base Aggregate	Earthwork Drainage Erosion Control	Signs	Pavement Marking	Lighting	Landscape & Amenities	Intersection Improvements	Sidewalks	Contingency (20%)	PE	Utilities	TOTAL
1	$185,491	$135,000	$385,238	$800,757	$2,390,098	$117,097	$155,111	$173,481	$622,915	$1,307,247	$384,233	$2,191,663	$884,833	$1,322,100	$11,055,269
2	$477,568	$323,000	$1,150,000	$1,309,949	$8,237,744	$938,007	$743,505	$938,007	$1,172,509	$1,568,697	$871,578	$4,690,039	$2,242,060	$2,844,450	$27,507,119
3	$477,568	$323,000	$1,225,000	$1,841,772	$10,804,752	$1,158,589	$908,941	$1,174,373	$1,467,967	$1,830,146	$1,024,009	$5,871,868	$2,810,799	$6,275,500	$37,194,290

Concept 3 was selected by the public during a Public Open House on October 12, 2010. For more information please refer to page 66.



CONCEPT 1
Minimal Exit Ramp Removal

CONCEPT 2
Intermediate Exit Ramp Removal

CONCEPT 3
Maximum Exit Ramp Removal

Information contained herein has been compiled from various sources and may contain inaccuracies based on available data. Compliance with applicable codes and ordinances and approval by authorities having jurisdiction is not guaranteed. This material is intended to create an overview and analysis of site conditions and provide a framework for future redevelopment.

COST ESTIMATE

FUNDING STRATEGY

The purpose of the funding plan is to outline the components of the project, identify the potential funding sources for each and develop a strategy that will move the project forward expeditiously.

The current project estimate for the preferred concept is approximately $37,200,000.

Project Components

For the purposes of this section the components are defined as:

- Infrastructure
- Development
- Special Consideration
- Maintenance and Operations (M&O).

These categories relate to the phases the project as it moves forward to full implementation and to the eligibility or access to different types of funding.

Infrastructure

The purpose of the infrastructure component is to remove the barrier of the current ramps of the I-16 terminus and redirect traffic to other existing arterial access points such as 37th Avenue, Gwinnett Street and Louisville Road/Liberty Street, and to construct new connections that provide access while rebuilding the urban form and street network.

The standard approach to public infrastructure development for transportation projects follows the Georgia Department of Transportation Plan Development Process (GDOT PDP). Imbedded in the PDP is the National Environment Protection Act (NEPA). The process, often called Scoping, starts with general planning and engineering, followed by detailed environmental assessment (and the production of a NEPA document), and finally preliminary engineering. In order to continue to use federal funding for the project, the NEPA document must be approved by FHWA.

Since this project involves a modification to an Interstate interchange, an additional process and approval is required. An Interchange Modification Report (IMR) will need to be done concurrent with the Scoping step. The IMR can only be approved after the NEPA document is approved.

The project can then move forward to final engineering and design, rights of way acquisition and construction (subject to available funding).

The major steps in the PDP process are:

- Scoping/Preliminary Design (NEPA)
- Interchange Modification Report
- Final Engineering and Design
- Rights of Way Acquisition
- Phasing and Construction

Some infrastructure may not be eligible for federal transportation funds. Although the preferred alternative roadway network is an integral design, some improvements may fall outside the bounds of federal eligibility. In particular water, sewer and other utilities will likely be local or private costs.

Development

The development component focuses on the design of the urban form and establishment of uses in the newly created block structure. It is a separate component because it is a different design discipline (urban design and development vs. engineering). Nevertheless it is important to recognize that the infrastructure and development components are integral. It is also a separate component because the costs attributed to development mostly are not eligible for federal transportation funds, but may be eligible for other sources of funding, such as through HUD, EPA or other local and private sources.

The next phase of the development component will include:

- Identification of alternative approaches to development of the area including funding mechanisms;
- Further economic and real estate analyses;
- A market analysis and the development of a marketing plan for the area; and
- The development of policies for determining the responsibility for infrastructure components.

Special Consideration

Of special note for the study area is the opportunity to better incorporate transit service and bicycle and pedestrian facilities to operate and serve the study area.

As part of the on-going transportation planning for the region, the CORE MPO, in cooperation with Chatham Area Transit and other partners, is studying and preparing updated plans for transit services and bicycle and pedestrian facilities. These studies will focus on this study area in the next stage of the I-16 Ramp Removal Study. The CORE MPO, in partnership with Chatham Area Transit, will be undertaking a Streetcar Feasibility Study in 2012, which will likely include entering into the Federal Transit Alternatives Analysis process to support implementation of an extension of the current system that may serve the MLK, Jr. Boulevard corridor.

Maintenance and Operations (M&O)

The Maintenance and Operations cost include the maintenance the infrastructure and public areas. It includes electricity for street lights and traffic signals, operating costs for transit services, and potentially managing properties. The responsible entities for these costs will be addressed in the next phase of the project.

Potential Funding Mechanisms

This section is largely an excerpt from the *Southwestern Chatham County Sector Plan*, November 5, 2007, prepared by RS&H for the Chatham County – Savannah Metropolitan Planning Commission and edited for this report.

The following are potential funding mechanisms that have various degrees of application or opportunity for funding for the I-16 Exit Ramp Removal Project.

- Community Improvement Districts (CIDs)
- Federal Sources and Grants
- Impact Fees
- Special Purpose Local Options Sales Tax (SPLOST)
- Special Service Districts (SSDs)
- Tax Increment Financing/Tax Allocation Districts (TIF/TAD)
- Transportation Investment Act (TIA)

Community Improvement Districts (CIDs)
Community Improvement Districts (CIDs) are a means for property owners within commercial areas to establish special tax districts to fund infrastructure improvements (O.C.G.A. §99-9-7.1). In Georgia, state law restricts the use of CIDs to commercial districts and specifically forbids the inclusion of residential communities into CIDs. It should be noted that there are numerous CIDs located within the Metro Atlanta region; however none are known to exist outside of the Metro Atlanta region.

CIDs are constitutionally established by local governments but entirely run by district leaders (typically business and property owners, including real estate and banking interests). CIDs self-assess themselves, but are also able to leverage large sums of state and federal funds. CIDs are typically popular with local city and county governments but one drawback is that their autonomous legal framework and ability to leverage state and federal monies may cause accountability issues for CIDs to local governments and the general public.

Information contained herein has been compiled from various sources and may contain inaccuracies based on available data. Compliance with applicable codes and ordinances and approval by authorities having jurisdiction is not guaranteed. This material is intended to create an overview and analysis of site conditions and provide a framework for future redevelopment.

CIDs do not replace city or county government, but are a mechanism to supplement existing funding streams, and may be a vehicle to help fund infrastructure not be eligible for other sources, such as federal transportation funds. The following types of projects can be funded by CIDs:

- Street\road construction,
- Sidewalks and streetlights,
- Parking facilities,
- Water and sewage systems,
- Terminal and dock facilities,
- Public transportation, and
- Parks and recreational facilities.

The use of a CID for this project may require an amendment to state law to define "commercial districts" to include "mixed-used" districts, including residential uses, as is proposed for this project.

Federal Sources and Grants
The CORE MPO has access to formula and discretionary grants to use for transportation planning and implementation of the federal-aid highway system. These funds are primarily surface transportation funds - urban funds under the Surface Transportation Act. The project will need to be added to the Long-Range Transportation Plan (LRTP) and programmed in the Transportation Improvement Program (TIP) in order to be eligible for these funds.

This study will justify the inclusion of the preferred alternative in the LRTP and TIP. A process is underway to bring this funding in-line with the Short-Term Funding Strategy outlined in the next sections.

Additionally, a wide-range of other federal funds may be available for this project from HUD and EPA relating to Sustainable Communities programs.

Impact Fees
A direct impact fee is typically designed to require a development to pay for its impact upon the infrastructure system and may be imposed by the local government via ordinance. It may cover a variety of services including libraries, recreation, water supply, roads and bridges, public safety (police, fire, jails, EMS), wastewater treatment, and storm water management. The impact fee ordinance must be developed consistent with state law. It is a complicated process to establish and manage and would likely have little utility for this project.

Special Purpose Local Options Sales Tax (SPLOST)
The Special Purpose Local Option Sales Tax (SLPOST) authorizes a county tax of one percent on items subject to the state sales tax for funding capital projects. Only a County's Board of Commissioners can authorize a SPLOST.

Chatham County has successfully passed every SPLOST initiative since its inception. The next SPLOST referenda anticipated in 2013 is a potential source of funding. A small amount of SPLOST funds are available from the last SPLOST referendum to help fund the project planning.

Special Service Districts (SSDs)
The term "Special Service District" (SSD) is used locally and refers to the term, "Special District," found in the Georgia State Constitution and Georgia code. These districts may be created by the General Assembly, municipal or county ordinance or resolution for the provision of services within the district and fees, assessments, or taxes may be levied and collected.

Local examples include:

Chatham County Ordinance Chapter 8 creates three special service districts within the County, defines boundaries of districts, and defines the services to be provided including (but not limited to) road improvements, R/W maintenance, and transit.

The Chatham Area Transit Special Service District includes incorporated as well as unincorporated areas of Chatham County.

The City of Savannah has special service districts for convention transportation and ferry service to Hutchinson Island.

Tax Increment Financing (TIF) / Tax Allocation Districts (TADs)
Tax Increment Financing (TIF) is governed by the Georgia Redevelopment Powers Law (O.C.G.A. § 36-44), and is common in many states. TIF is a mechanism that allows a local government to capture increases in local property revenues within a specific area designated as a Tax Allocation District (TAD), while using the revenue to finance projects within a specified time period. Once the TAD is established, a base year and tax rate are established. The tax "increment" or the increase in assessed property values over the base year values are then collected over time and used to meet the debt service payments. The TAD is dissolved after a period of time, as specified in the original redevelopment plan.

The original intent of TIF was to finance the redevelopment of blighted areas. The use of TIFs to finance development and redevelopment in non-blighted communities has become controversial across the nation leading many states to propose TIF reform laws to restrict the use of public funds to finance development in affluent areas. Many states, including Georgia, have included a "but for" test in the TIF statutes that restrict the use of TIFs for blighted or sensitive areas. Specifically, the "but for" test asks the question would development have occurred without the expenditure of public funds. The following is an excerpt from GA statute § 36-44-8.(3)(G)(i): *The redevelopment area on the whole has not been subject to growth and development through private enterprise and would not reasonably be anticipated to be developed without the approval of the redevelopment plan <u>or includes one of more natural or historical assets</u> <u>which have not been adequately preserved or protected and such asset</u> <u>or assets would not be reasonably anticipated to be adequately</u> <u>preserved or protected</u> without the approval of the redevelopment plan;*

A TAD could be established in the I-16 Exit Ramp Removal Project Study Area similar to the one established along Presidents Street just east of the Historic District in Downtown Savannah as a means to help fund the local component infrastructure improvements.

Transportation Investment Act (TIA)
The Transportation Investment Act of 2010 (TIA 2010), sometimes referred to as TSPLOST, creates 12 special taxing districts based on regional commission boundaries. Each district can levy 1% Transportation Sales and Use Tax for 10 years. A regional round table has selected projects to include in the official list that programs projects that total 75% of the expected revenues for the 10 year period. The I-16 Exit Ramp Removal Project is one of the projects and is programmed in the second tier (CY2016-2019) at $24,775,573.

An important component of the TIA is the twenty-five percent (25%) of the total collected which will be distributed directly to local municipalities for transportation related improvements based on LARP factors (1/5 population and 4/5 centerline paved and unpaved lane miles). At this point no local municipality has posted its proposed list to utilize the 25% share of the revenues. Chatham County's share of this portion is estimated at about $15,000,000 annually. A referendum on the TIA will be held in July 2012.

Information contained herein has been compiled from various sources and may contain inaccuracies based on available data. Compliance with applicable codes and ordinances and approval by authorities having jurisdiction is not guaranteed. This material is intended to create an overview and analysis of site conditions and provide a framework for future redevelopment.

DEGREE OF APPLICABILITY TABLE

	FEDERAL ELIGIBLE INFRASTRUCTURE	OTHER INFRASTRUCTURE	DEVELOPMENT	MAINTENANCE & OPERATION
CIDS	M	1	2	2
FEDERAL SOURCE & GRANTS	4	2	1	1
IMPACT FEES	1	1	1	1
SPLOST	M	4	4	0
SSDs	M	4	3	4
TIF/TADs	M	4	3	0
TIA	M	4*	0	0

*SUBJECT TO SUCCESSFUL REFERENDUM JULY 31, 2012

0	NOT ALLOWED
1	NOT LIKLEY
2	SMALL POTENTIAL
3	GOOD POTENTIAL
4	MOST POTENTIAL
M	SOURCE OF MATCHING FUNDS

Funding Strategy and Plan

Short Term Funding Strategy

The short term funding strategy centers on utilizing the available funding resources to advance the planning of the project. By placing the project in the Long-Range Transportation Plan (LRTP) and the Transportation Improvement Program (TIP), the project will have access to formula and discretionary grants to use for transportation planning and implementation of the federal-aid highway system. This study will justify the inclusion of the preferred alternative in the LRTP and TIP.

The fundamental action which will affect whether the project proceeds is an agreement on the Interchange Modification Report (IMR). The final decision-maker will be the Federal Highway Administration (FHWA). Since this will likely be classified as a modification of a freeway-to-crossroad interchange the approval may be made by the FHWA Georgia Division Office in Atlanta but could also require approval from the main office in Washington. D.C.

The financial strategy to accomplish reaching the final design stage is to program available discretionary planning funds and formula urban funds for the IMR, concept and preliminary engineering phases. The draft 2013-2016 TIP shows $800,000 (requiring $200,000 local match) for a total of $1,000,000 for the next phases of the project.

Long Term Funding Strategy

Whereas the short term strategy is to advance the project as expeditiously as possible with available funding, the long term strategy anticipates ensuring access to funding along five tracks:

- Regular Federal Transportation Funding Track
- Transportation Investment Act Sales Tax
- Other Federal Grants
- Local Sources
- Private Investment

The Regular Federal Transportation Funding Track and Transportation Investment Act Sales Tax will focus on eligible transportation and other infrastructure components of the project. Parts of the project such as the site development and perhaps utilities expansion will likely not be eligible for those programs and could therefore be funded through other federal grants and local sources. Building construction costs will mostly come from private sources, in some cases supplemented by public investment to achieve local goals such as affordable or workforce housing.

Regular Federal Transportation Funding Track – This will follow the CORE MPO funding available through state and federal transportation programs and programmed through the Long Range Transportation Plan and Transportation Improvement Program processes. The project would be funded as adequate funds could be made available. Given the number of projects vying for this funding, it would likely be a longer implementation process than some of the other tracks.

Transportation Investment Act Sales Tax – The availability of this one percent sales tax is subject to a successful ten county referendum that is schedule for a vote on July 31, 2012. The I-16 Ramp Removal Project is included in the program of projects for a total of $24,775,573. The estimate for implementing the preferred alternative is $37,200,000. This is state sales tax and would have a broader use potential for the full project.

Other Federal Grants – Several federal agencies have competitive discretionary grant funds that are awarded on a periodic basis. One potential source to assist the implementation of the project is the HUD Sustainable Communities program. Staff will study the opportunities for these types of programs and prepare applications to further the project funding. These grants require local matching funds of 20% to 50%. If passed, the Transportation Investment Act Sales Tax revenues set aside for this project could be used as matching funds for these grants.

Local Sources- Local sources of funds include the establishment of a TAD or a Special Service District, or inclusion in the next SPLOST cycle. Chatham County SPLOST funds are already being used to support the planning phase of this project. They are being used as matching funds to federal transportation grants which demonstrates the importance of local funds in leveraging major sources of capital funding. If federal funds are not sufficient, and the TIA does not pass, SPLOST funds or a TAD may provide adequate capital funds for the project. However, depending upon the final mix of public-private responsibility for maintenance or operation of capital improvements and services in the area, a source for public operating funds may be needed. This funding source could come from general operating funds of local governments. However, if the benefit is largely focused on the project study area, it may be appropriate to create a Special Service District. One example of the use of a SSD would be to apply the tax to businesses along a streetcar route to help cover operating costs.

Private Investment –The private investment component of this project will be mostly to build-out the blocks that are created as a result of the removal of the current I-16 ramp configuration and replacing it with a grid-type street layout. The private development share may also include some infrastructure costs, usually components directly related to the site development. However, in blocks where affordable or work-force housing is provided, public funds may be use to reduce the cost of development, for example favorable land leases in return for affordable rental rates.

Conclusion

Multiple funding sources will have to be utilized to fund all elements of the project. It is recommended that the funding strategies outlined here be aggressively pursued simultaneously to help ensure the security of project funding.

Information contained herein has been compiled from various sources and may contain inaccuracies based on available data. Compliance with applicable codes and ordinances and approval by authorities having jurisdiction is not guaranteed. This material is intended to create an overview and analysis of site conditions and provide a framework for future redevelopment.

FUNDING STRATEGY

IMPLEMENTATION STRATEGY

Introduction
The following chapter outlines the steps necessary to remove the I-16 exit ramps and implement the Civic Master Plan for the study area. It outlines the sequential steps and timeframe associated with each action.

The implementation plan includes four distinct segments:

- Planning Phase
- Required Documentation and Approval Phase
- Infrastructure Phase
- Development Phase

While these phases will be discussed individually, they may overlap both in scope and timeframe.

1. Planning Phase
The planning phase is currently underway and will be a background element throughout the project. To date, the planning phase has explored the feasibility of the project, developed different concepts, and refined the preferred concept. It has included extensive public involvement and garnering stakeholder and political support. This phase has also included identifying funding sources, developing economic strategies and goals, and writing the scope of work for the next phase. Future planning efforts will include:

- Developing an economic benefit analysis;
- Conducting a real estate appraisal;
- Producing a community needs assessment;
- Developing a detailed approach to the redevelopment of the area;
- Coordinating with other planning efforts, specifically reintroduction of the streetcar system on MLK Jr. Blvd.;
- Planning for funding (see Chapter 3 for additional details)
    - Secure next increment of Chatham County SPLOST funds to match Federal Grants through CORE MPO,
    - Amend CORE MPO Long Range Transportation Plan and TIP to include the next phases of the project to maintain eligibility for federal funding,
    - Ensure the community is aware of the project's inclusion in the Transportation Investment Act Referendum schedule for July 2012,
    - Explore feasibility of Tax Allocation District,
    - Explore private sector opportunities for the Development Phase;
- Maintaining agency partnerships with the City of Savannah, Chatham County, FHWA, FTA, GDOT, the CORE MPO, MPC, CAT and SDRA; and
- Ongoing public involvement.

2. Required Documentation and Approval Phase
The next phase of the project will include elements of the project required by state or federal law. This phase will include a more detailed traffic study and producing reports and engineering documents required for GDOT and FHWA approval. More specifically, the following tasks will be accomplished:

- Ongoing public involvement.
- **Produce Concept Development and Preliminary Engineering Plans.** The GDOT Project Development Process (PDP) starts with the development of a Concept Report. During preparation of this report the system operation, environmental impact and engineering/design of the I-16 Preferred Concept plan will be analyzed in greater detail and refinements that maintain the underlying urban design concepts but maximize the operation and benefits of plan will be recommended if necessary. Typically, 15% - 30% of design is completed in this stage. Although as mentioned below final Interchange Modification approval does not occur until the environmental document is approved, the concept report provides the information needed for FHWA to provide a provisional approval as the project progresses.

- **Produce an Interchange Modification Report (IMR) and Documentation for the Approval Process/NEPA.** The guidance for this task is the FHWA's Georgia's Division Office Guidance on the FHWA Policy and Procedures for New or Revised Interstate Access Approval. The development of the IMR will comply with applicable FHWA and Georgia Department of Transportation regulations, guidelines and directives in performing this project. It should be noted that GDOT's Preconstruction Division is responsible for IMR's. However IMR's are submitted to FHWA by GDOT's Office of Planning so both offices should be included in the IMR development process. From the guidance it appears that the Georgia Division of FHWA can approve the type of revised interchange access this project represents.

Early project development usually consists of concept development, with NEPA and IMR analyses taking place concurrently. In every case, the IMR should be approved prior to starting final design. In most cases, the appropriate time to obtain access approval from FHWA prior to, concurrently with, or shortly after approval of the concept report. However, the FHWA approval of an IMR is always dependent upon NEPA approval. Because of limited funds, the IMR will be prepared concurrently with development of the concept report.

- **Environmental Clearance and Final Determination.** Once approval from the relevant federal and state agencies has been received, the creation of the final rights of way and engineering drawings can be completed.

- **Design and Rights of Way Acquisition.** Any rights of way determined to be necessary for the project will be secured or purchase at this time.

It is likely that the MPC/CORE MPO would be the project manager for the concept and IMR components of this phase, in close partnership with GDOT, the City of Savannah and Chatham County. At some point in this phase, it is expected that the City of Savannah would become the local sponsor of the project. It is anticipated that this phase will be complete by 2015, subject to available funding.

3. Infrastructure Phase
The infrastructure phase involves the implementation of the Maintenance of Traffic plan, demolition of the existing flyover, construction of new street and sidewalk networks, improvements to existing streets and sidewalks, and installation of all necessary utilities for development. It is likely that the City of Savannah would be the project manager. It is anticipated that this phase will be complete by 2018, subject to available funding.

4. Development Phase
The development phase involves refining the development plan to identify and recruit investors and businesses to the area. Certain plans and codes may need to be updated to reflect the goals of the project. This phase also includes identifying and recruiting partners to implement the specific housing goals. Specific steps include:

- **Amend the Comprehensive Plan.** The Tricentennial Plan provides general guidance for this area. The plan may need to be updated to reflect any final decisions related to the road system, new interchange, land use plan and environmental buffers.
- **Amend Codes/Policies.** Establish a Transit Oriented Development Overlay District. Expand the Enterprise Zone to include this area.
- **Implement Development Plan.** Work with property owners, investors and developers to consolidate land and develop concept plans consistent with the Land Use Plan for the project.

It is anticipated that the City of Savannah would be the project manager with possible partners in the private sector to assist in the build-out of the area. It is anticipated that this phase will be complete by 2022, subject to available funding.

Information contained herein has been compiled from various sources and may contain inaccuracies based on available data. Compliance with applicable codes and ordinances and approval by authorities having jurisdiction is not guaranteed. This material is intended to create an overview and analysis of site conditions and provide a framework for future redevelopment.

Phase	Action Item	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
Planning Phase	Economic benefit analysis											
	Real estate appraisal											
	Community needs assessment											
	Redevelopment plan											
	Coordinate with other plans esp. streetcar											
	Secure next increment of SPLOST											
	Amend LRTP and TIP											
	Community awareness of TIA											
	Explore TAD											
	Explore private funding for development											
	Maintain partnerships											
	Public Involvement											
Required Documentation and Approval Phase	Produce concept development and preliminary engineering plans											
	Produce IMR and documentation for NEPA											
	Environmental clearance and final determination											
	Design and ROW acquistion											
Infrastructure Phase	Implement MOT plan											
	Demolish flyover											
	Utilities installation											
	Improve existing streets											
	Construct new streets											
Development Phase	Amend policies, codes, and plans											
	Implement Development Plan											

Information contained herein has been compiled from various sources and may contain inaccuracies based on available data. Compliance with applicable codes and ordinances and approval by authorities having jurisdiction is not guaranteed. This material is intended to create an overview and analysis of site conditions and provide a framework for future redevelopment.

IMPLEMENTATION STRATEGY

9

APPENDICIES

The following pages have been reprinted from various documents and news publications to provide an overview of the perceptions and historic events related to the I-16 Exit Ramp and its Removal. Also included are various case studies of other highway removal projects. The pages included within Appendix IV, Urban Ecology, is from an independent study conducted for the MLK, Jr. Boulevard corridor by Gunn Meyerhoff Shay Architects, PC, October 2010.

I. Related News Articles & Case Studies

II. Economic Strategy

III. Cost Estimate

IV. Urban Ecology

Savannah Morning News.

FRIDAY, MAY 18, 2007 • SAVANNAHNOW.COM LIGHT OF THE COASTAL EMPIRE • 50 CENTS

Photos by John Carrington/Savannah Morning News

The historic Union Station railroad terminal and an assortment of other historic buildings between what used to be Berrien and Wayne streets were razed in the early 1960s to make way for the Interstate 16 overpass at what is now Martin Luther King Jr. Boulevard.

City's 'iron curtain' could be torn down

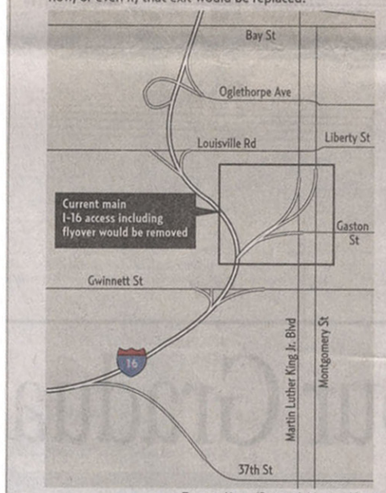
Preservationists, planners agree I-16 flyover is an impediment to progress

City's 'iron curtain' could be torn down

Preservationists, planners agree I-16 flyover is an impediment to progress

I-16 CHANGE PROPOSED

A new plan would demolish the Interstate 16 flyover that now sends travelers and tourists onto Montgomery Street. It is uncertain at this time how, or even if, that exit would be replaced.



Terrence Horan/Savannah Morning News

Herbert Blumenthal looks at photos of B&B Paint while reflecting on the changes the area surrounding his family's store has undergone since the early 1960s.

INSIDE

A timeline of the Interstate 16 flyover and historic pictures from the planning that went into remodeling West Broad Street. **BACK PAGE**

BY CHUCK MOBLEY • 912-652-0323 • charles.mobley@savannahnow.com

Herbert Blumenthal can smile about it now. It's been, after all, more than 40 years since he unsuccessfully tried to convince Savannah officials that the Interstate 16 flyover was a bad idea.

"All I can say is 'I told you so,'" Blumenthal said.

In 1960, when word of the proposal to end the highway at West Broad (now Martin Luther King Jr. Boulevard) and Montgomery streets was announced, Blumenthal was in the front lines of the effort to stop it.

I-16 should have stopped at West Gwinnett Street, he said. That would have saved many businesses and one of Savannah's most distinctive buildings — Union Station — an architectural marvel that was torn down in 1963 to make way for the project.

Blumenthal said few people agreed with him then, but, now, a growing chorus echoes his long-held conviction that building the flyover was a short-sighted decision.

There are even detailed plans — drawn up by the Savannah Development and Renewal Authority — to demolish the flyover and return that section of downtown to its historic street pattern.

That prospect cheers Blumenthal, but he's still saddened by what happened in the 1960s.

"All those wonderful people, all those mom-and-pop stores, and they all got uprooted," he said with a sigh. He especially lamented the loss of Union Station, calling it "more beautiful" than the old City Market.

The 87-year-old Blumenthal is not the only Savannahian with memories of those long-gone businesses on West Broad Street.

"I remember seeing 'Shane' at the Star Theater in 1955," said Charles Elmore, a humanities professor at Savannah State University and an authority on the city's African-American history.

Elmore doesn't mince words when it comes to the flyover.

"It never should have been built," he said.

Its effect was catastrophic on black businesses on West Broad, Elmore said.

He quickly ticked off the names of several places that had shut down or been forced to move — the

SEE **FLYOVER,** BACK PA

Savannah Morning News, May 2007

ACCREDITATION FOR NEW URBANISM, PAGE 4 / THE BOOK ON HOPE VI, PAGE 13

NEW URBAN NEWS

COVERING DESIGN & DEVELOPMENT OF HUMAN-SCALE NEIGHBORHOODS

VOLUME 14 • NUMBER 6 SEPTEMBER 2009

Interest in streetcars survives economic downtown

"The explosion of interest in streetcars stalled only slightly in 2008," according to Gloria Ohland of Reconnecting America. Interest in streetcars moderated because of the national economic contraction and because it became evident that streetcars would not obtain funding from the US Department of Transportation's Small Starts program, says Ohland, vice president of communications for the transit-oriented development advocacy group based in Oakland, California.

In a report at the website www.reconnectingamerica.org, Ohland noted that new streetcar lines continue to be established. The latest is a one-mile "hybrid" streetcar line that began operating in December in Savannah, Georgia.

The Savannah streetcar — an old-fashioned-looking 1936 vehicle from Melbourne, Australia, that has been mechanically updated and made wheelchair-accessible — runs on track through the city's historic River Street area. It is called a hybrid because it's powered by biodiesel, some of it from recycled restaurant oil. Its consumption: 1.5 gallons of biodiesel per hour.

To make streetcar service a reality, Savannah paid $600,000 for a little-used 2.3-mile railroad branch line, $300,000 for concept development and engineering, and $397,000 to build the propulsion system, restore the car, and make it accessible to the disabled. To keep costs down, an existing firehouse was converted into a car barn, for $200,000. Thus the total cost was about $1.5 million. The city's goal was to give tourists better access to downtown and the entertainment district without widening streets or adding parking. Because of the choice of fuel, no overhead power lines needed to be installed.

Another recently established service is the Seattle Streetcar,

COURTESY OF RECONNECTING AMERICA

Savannah streetcar

which began running in December 2007 and has outperformed ridership projections by attracting 1,000 passengers a day, according to Reconnecting America. Property owners paid half the $52 million cost of establishing the line, which follows a 1.5-mile route from the downtown retail core to a waterfront park on Lake Union. A chief beneficiary is the South Lake Union district, which has attracted the corporate headquarters of Amazon.com and other notable developments.

South Lake Union is projected eventually to get 25,000 jobs and 11,000 housing units. Ohland says Seattle could see "even more streetcar-oriented development than Portland's Pearl District." The Oregon city has experienced $3.5 billion of development along its streetcar line, which has been an economic

CONTINUED ON PAGE 12

Savannah's Streetcar New Urban News, 2009

Savannah Morning News.

SUNDAY, FEBRUARY 21, 2010 SAVANNAHNOW.COM LIGHT OF THE COASTAL EMPIRE

The I-16 flyover: Its end draws near

TO ADEQUATELY PLAN FOR THE FUTURE, you have to respect the past. That sentiment was a recurring theme as the community came together this past week in a three-day expo on the Martin Luther King Jr. Boulevard/Montgomery Street revitalization plan.

Courtesy of Sottile & Sottile

John Settles, center, along with community members, discusses ideas for removal of the Interstate 16 flyover and uses for the land during a design team session at a design charrette Thursday at the Con-Ed Building.

John Carrington/Savannah Morning News

Richard Shinhoster speaks at a public forum at the Con-Ed Building about the past and future of the I-16 flyover, which is named after his late brother, former NAACP leader Earl T. Shinhoster.

WHAT'S NEXT

The design charrettes were just one segment of a longer process. Although streetscape improvements to MLK have begun and more are expected to be under way this summer, deciding the next phase of the corridor's revitalization has just started.

Ideas from the workshops will be drawn out and put on display for public scrutiny. So even if you didn't attend any of the meetings, you still have a chance to make your voice heard.

The study is expected to wrap up by the end of the summer. Besides design, other important components include funding, land use and transportation needs.

In a week or so, look for drafts at www.sdra.org and www.thempc.org. Copies of the documents will be available for viewing at SDRA and MPC offices.

With the expo came a design charrette to explore ideas to remove the Interstate 16 flyover, formally called the Earl T. Shinhoster Interchange.

The first two days attracted more than 250 citizens to the sessions, with some 75 neighborhood residents, corridor business and property owners, civic leaders and community partners participating in the open hands-on charrette. They came up with several preliminary concepts for removal and redevelopment of the I-16 site and corridor.

"This kind of thing was long overdue," said Mayor Pro Tem Edna Jackson. "There are some sections of M.L. King Boulevard that have been neglected for too long, and it will be good to see especially the southern end — Waldburg, Bolton, Gwinnett and Alice streets — come back."

Jackson's sentiments were echoed by native Savannahians, historic preservationists, business owners and concerned citizens.

Bernetta Anderson, president of the Hudson Hill Community Association, was part of a team that suggested creating a transportation transfer station with park-and-ride, streetcar and bus access. Their plan also would add greenspace as well as pedestrian- and bicycle-friendly roadways.

"My grandmother lived here, and she had no say in tearing down the neighborhoods and putting up the flyover," Anderson said. "This process is a new and different way to plan that's more inclusive and makes sure the public has some input."

To truly understand how the flyover has affected the physical, social, economic and psychological

SEE **FLYOVER,** PAGE **5A**

BY ARLINDA SMITH BROADY • 912-652-0314 • arlinda.broady@savannahnow.com

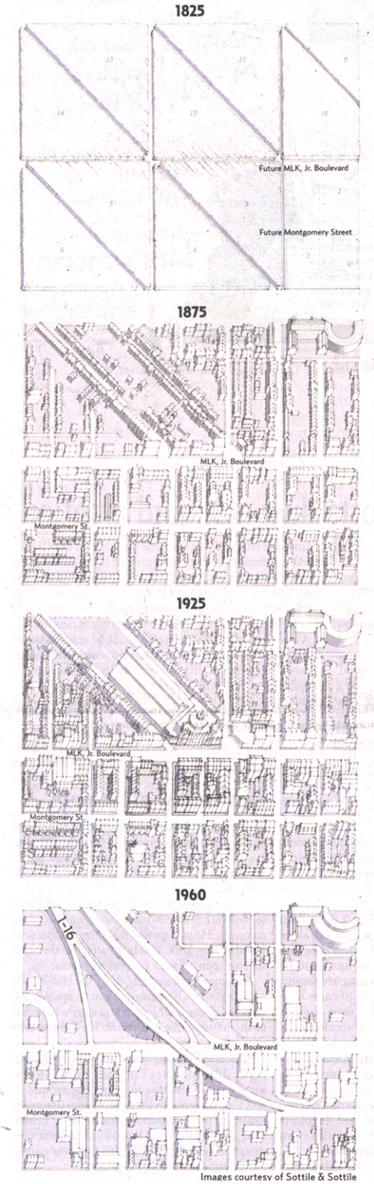
PROGRESSION IN DEVELOPMENT

The original plan formulated by Gen. James Oglethorpe nearly 300 years ago is still a good blueprint for Savannah to grow on, explained Christian Sottile, urban planner and member of the team looking at revitalization for the MLK/Montgomery Corridor and plans for land use if the Interstate 16 flyover is torn down.

These diagrams show the progression of development from the 1800s to present day.

The evolution follows a similar pattern up until the flyover was erected in the 1960s. Even the railroad construction was built upon the existing "bones" and had minimal disruption for such a huge undertaking. But the interstate displaced entire neighborhoods and tore a swath through the black community.

The design charrette aims to right some of the past missteps where community consideration and a holistic approach to urban planning wasn't prevalent.



Images courtesy of Sottile & Sottile

OBJECTIVES OF WORKSHOPS

The project focuses on four main areas:

- Civic master plan identifying a series of streets and blocks currently occupied by the existing flyover and on-ramps; developing a plan to restore larger connections between the city center, the downtown expansion area to the west and surrounding neighborhoods; historic research and urban design.
- Economic analysis will include assessing the potential for redevelopment of properties that could be made available through the demolition of the current Interstate 16 flyover exit.
- Real estate appraisal will include determining the value of the I-16 flyover as a right-of-way and the potential value if the flyover were removed and redeveloped.
- Transportation analysis will include the development and evaluation of different scenarios for the extension of the existing grid pattern, analysis of traffic redistribution and road realignments in the study area and surrounding context area.

ON THE WEB

Who was Earl T. Shinhoster? Born in Savannah in 1950, Earl Theodore Shinhoster was a civil rights activist who long dreamed of being a lawyer for the National Association for the Advancement of Colored People. Read more at **savannahnow.com**

COMING FEB. 28

From Savannah River Landing to the east, Hutchinson Island to the north and Gwinnett Street and Interstate 16 to the west, urban planner Christian Sottile is helping redefine how people will live, work and travel through Savannah.

HISTORY OF THE INTERSTATE 16 FLYOVER

1955: Urban Renewal Administration selects "the West Broad Canal Urban Renewal Area to improve the many substandard houses in the area, as over 15 percent of the substandard housing in Savannah is in the area, and to assist in the improvement of traffic movement."

1956: W.W. Law, president of the local NAACP chapter, asks NAACP housing expert Madison S. Jones to visit Savannah and address a public meeting to help stimulate interest from the community in the proposed housing changes.

1956: Local field office of Urban Renewal Administration set up in Savannah, and detailed survey of properties begins.

1959: Interstate 16 is staked out and appraisals of land on and around West Broad Street begin in September 1959, despite objections from some 150 West Broad and Montgomery Street merchants who signed a petition against the highway entering Savannah at Union Station.

1998: MLK/Montgomery Revitalization Plan, River to Jones, introduces idea of removing flyover.

2000: SDRA board and Historic Savannah Foundation Board issue resolutions to City Council and County Commission requesting a study to determine feasibility of removal of flyover.

2002: MLK/Montgomery Urban Redevelopment Plan, Jones to 52nd Street, reiterates importance of pursuing feasibility study and outlines the detrimental effect of the Urban Renewal Administration's actions on the once vibrant West Broad Corridor.

2004: MLK/Montgomery Land-use and economic strategies support removal of flyover and start to detail opportunities for reclamation of the lost streets and land.

2005: County Commission includes funding to support planning to determine feasibility of removal of flyover in a special sales tax.

2007-08: GDOT statewide interstate study concludes "removal (of the flyover) would not create a negative traffic impact."

2009: Metropolitan Planning Commission moves forward with request to city/county to conduct feasibility study and issues Notice to Proceed in November to conduct flyover removal study.

Source: Savannah Development and Renewal Authority archives

Flyover

FROM PAGE 1A

decline of the area, one must go back in time.

West Broad Street's heyday

As early as the late 19th century and into the 1960s, Jim Crow laws enforced racial segregation, curtailing where African-Americans could spend their money. As a result, an infrastrueture developed along West Broad Street — now Martin Luther King Jr. Blvd.

"West Broad Street was the place for business, commerce, entertainment — just about everything for African Americans," said Charles Elmore, a local historian and native Savannahian. "From the turn of the century to the late '60s and early '70s, it had a tremendous impact on the cultural fabric."

He recalled big names in music such as Count Basie, Bessie Smith, James Brown, Ma Rainey and Little Richard as regular acts at local jazz clubs.

"Many of the greats used to get their hair cut at Charlie Johnson's barber shop," he said. "They'd stay in rooms above West Broad Street businesses after playing Tybee."

During the late 1920s, West Broad's success as a business center grew as five furniture stores, 36 beauty and/or barber shops, 11 shoe repair/rebuilding shops, 22 restaurants, seven bars, 11 confectionaries, 16 laundry/dry cleaners, four bakeries, 11 pharmacies, ten fish markets, 17 grocers, two department stores, an inn and two tailors, along with several insurance and auto-related businesses, existed south of Gwinnett Street.

By the 1950s, four pharmacies existed along West Broad, including Savannah Pharmacy with two locations, Westside Pharmacy and Crosby Brothers Drug Co.

Then, as the civil rights movement found its way to the Hostess City, blacks demanded the right to frequent the same public places as whites.

"In April of 1965, I lived through all of this. ... My friends and I marched and were jailed," Elmore said. "We saw the demonstrations as a gateway to a better life."

But integration had unintended consequences.

"The black businesses slowly began to fade away," Elmore said. If whites had realized the buying power blacks had, segregation may have ended sooner, he added.

By the time urban planners came looking for ways to move more cars through the city, West Broad was already in decline.

"The death knell was the demolition of Union Station," Elmore said. "There may have been ways to revitalize the area sooner had it remained standing."

Foibles of the fathers

In 1955, the Urban Renewal Administration issued a news release stating they had "approved a workable program for Savannah." The area designated for renewal extended from Indian Street to 52nd Street, West Broad to Hopkins Street, Kollack Street, Magnolia and the S&O canal.

In a 1956 letter to the NAACP in New York, Savannah resident W.W. Law expressed concern over the "mammoth urban redevelopment program" slated for Savannah.

A field report filed by the NAACP in response to Law's letter noted the "area is residential and commercial and the structures, for the most part, are in a bad state of repair and obsolescence." The same report also noted the "area designated for renewal is almost entirely Negro."

The addition of the flyover created more than just a physical barrier, said Christian Sottile, a Savannah-based urban planner, who's part of the team in the flyover removal study.

"Physically, the flyover removed 600 linear feet and two city blocks," he told charrette attendees the first night of the event. "But socially it wiped out entire neighborhoods and, economically, it significantly lowered the present-day property value."

Perhaps the greatest loss was the displacement of Savannah's African-American rising middle class — educators, doctors, ministers, dentists and those in public and governmental service — who lived in the neighborhoods surrounding West Broad Street.

Cuyler-Brownsville's strong African-American history revolved around several prominent institutions — Charity Hospital, the Florance Street School and the Cuyler School. The closure of these institutions in the mid-'70s and early '80s and the loss of West Broad Street as a strong commercial center seriously wounded the once prosperous neighborhood.

What was old is new again

In setting out to reclaim the area devastated by the flyover, Sottile and his team went back to plans originated by Gen. James Oglethorpe.

By 1799, present-day MLK Boulevard extended from the Savannah River to South Broad Street (Oglethorpe Avenue), and by 1801 it extended to Liberty Street. Before 1870, Gwinnett Street formed the southern city limits and the boundary between the five-acre garden lots and the larger farm lots.

West Broad Street was located on top of the western edge of the bluff on which Savannah was founded, and the land sloped away to the west. In the 19th century, much of the sloping land was filled to the level of the street.

West Broad Street was one of the first paved roads in the city because of its significance as a transportation corridor between the Central of Georgia Railroad and the river.

Before the railway came, two streets, Roberts and Selma (now Stewart) formed a 45-degree angle with MLK. Homes lined both sides of the streets, and triangle-shaped parcels made up garden lots.

"This was the structure that later became Frogtown and Currietown," Sottile said. "And by the time Union Station came to be, the bones were already in place."

Back then, the design eased into the surroundings, encouraging growth and development.

And that's the direction planners are taking today.

As charrette participants rose to ask questions or make statements, it was clear that old-fashioned ideas with newfangled names such as multimodalism (making room for all types of transportation) and greenspace development (including grass, parks and trees) were at the forefront.

Sure, there were concerns about moving cars in and out of the city, but they were put in the context of how they affect people.

City Talk

FROM PAGE 1B

Flyover removal process goes public

I'll be back again soon with more comments about last week's public sessions regarding the eventual removal of the Interstate 16 flyover on Martin Luther King, Jr. Boulevard.

The kickoff meeting Wednesday was notable for the diverse crowd, the good ideas that were shared and the apparent resolve to undo a big mistake in urban planning.

Urban designer Christian Sottile's presentation included stark images of the dense commercial and residential development before the flyover, and of the relative desolation that followed it.

He also noted that a feasibility study by the Georgia Department of Transportation in 2008 showed that traffic into and out of the city could actually improve if the flyover were removed and alternate connections opened.

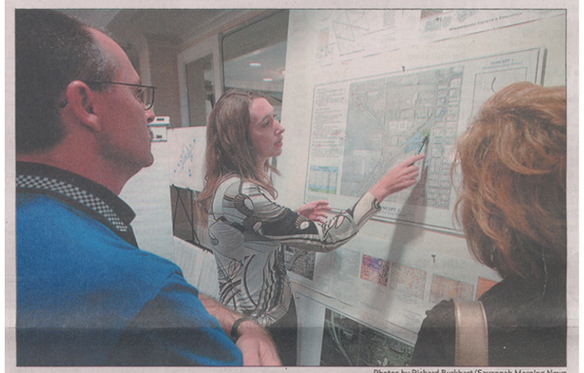
The word "community" came up several times during the meeting, especially from folks such as Mayor Pro Tem Edna Jackson, who once lived in areas that were demolished.

As she did three years ago at the dedication of a plaque to jazz legend King Oliver, Jackson pointedly and firmly used the term West Broad Street in place of MLK.

I've mentioned numerous times that a sense of local history was lost when the street name was changed. I think it would be good for the corridor to use the historical name, but, for obvious reasons, a change back to West Broad would need the early and firm backing of black politicians such as Jackson.

Savannah Morning News
75¢ WEDNESDAY, OCTOBER 13, 2010 SAVANNAHNOW.COM LIGHT OF THE COASTAL EMPIRE

Flyover plans spark excitement, caution



Photos by Richard Burkhart/Savannah Morning News

Ellen Harris, of the Metropolitan Planning Commission, goes over one of the proposed concepts for the removal of the Interstate 16 flyover at Martin Luther King Jr. Boulevard.

Open house gives public a glimpse of the future that looks a lot like the past

BY ARLINDA SMITH BROADY
912-652-0314
arlinda.broady@savannahnow.com

For an area that has seen a lot of changes, the Martin Luther King Jr. Boulevard corridor is poised for even more.

A design open house Tuesday sponsored by the Metropolitan Planning Commission revealed plans for revitalizing that area if the Interstate 16 flyover, also known as the Earl T. Shinhoster Interchange, comes down.

The event had no grand speeches or pleas for causes, just an opportunity for residents, business owners, stakeholders and interested parties to see the next phase of progress. Back in February, the MPC held a charrette geared toward the feasibility of removing the highway, which for many has been a symbol of division by race, economics and community influence.

"The difference between the February charrette and now is that we know these concepts can work," said Ellen Harris, cultural resource and urban planning manager for the MPC. She's been in charge of the I-16 Flyover project from the beginning.

"Once we heard ideas from the public, we had a full-blown traffic analysis done, real estate analysis and economic strategy researched," she said.

Now, it's up to the public to determine which idea best suits its needs.

Local businesswoman Paula Kreissler, who's also chairwoman of the Healthy Savannah steering committee, said she likes the idea of more walkability downtown and easier access for cyclists.

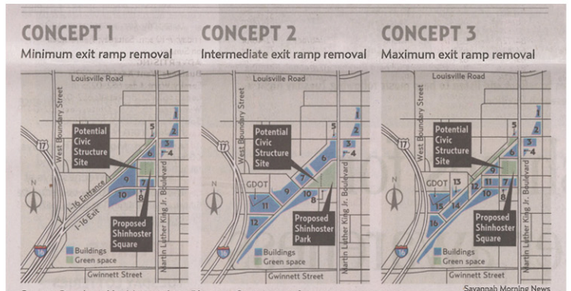
"I have to illegally ride on the sidewalk in that part of town because there's no bike lane and the traffic is too fast," she said. "We don't need excuses for people not to exercise."

John Skiljan, owner of the Bicycle

SEE FLYOVER, PAGE 3A

The Metropolitan Planning Commission had an open hose Tuesday to explain the options being proposed for the removal of the I-16 flyover at MLK Boulevard.

ON PAGE 3A
A detailed look at each of the concepts for the I-16 flyover



Source: Developed by Metropolitan Planning Commission from community input

Savannah Morning News

Flyover

FROM PAGE 1A

Link on MLK, has mixed feelings.

"As a business owner, I'm trying to decide if the traffic flow will be good for business. I think it will be if the street gets back to its full use," he said.

Right now, much of that section of MLK is little more than a thoroughfare. In general, the existing businesses south of the flyover don't see the kind of customer traffic as those to the north.

Skiljan agreed renewing the historical significance of MLK is more than enough reason for the project.

"I was involved with Johnny Mercer week, and I learned so much about the history of this street, and it made me realize how the highway truly has been a barrier."

That's why much of the design is so heavily influenced by the past, said urban planner/designer and architect Christian Sotille, who has worked extensively on the flyover project.

"Restoring the street alignment will bring back the neighborhoods in a native way," he said. "Modern infrastructure can easily be supported by historic neighborhood patterns when you balance demand."

He added that there's no reason to reinvent the wheel when perhaps the best possible solution is in front of you.

"Scale is so important, and we'll bring back Savannah-sized blocks."

If the plans move in the direction of bringing back the sense of community, Brenda Solomon Steadman is all for it.

Her family owns half a block of real estate that houses a hair salon, a restaurant and residential property.

"When I see all these plans, I'm hopeful for the future," she said. "But I'm also concerned that the original residents might get edged out."

Steadman said she doesn't want to see gentrification turn the place where her family has roots into a place they no longer can afford.

She's worked with the Savannah Development Renewal Authority to secure funding for building improvements. So far, the efforts haven't borne any fruit, but she said she won't give up.

"We have faith in God that everything will work in our favor," she said. "We've already had some good results."

And that's what Harris wants attendees to take away from the open house.

"Hopefully, we'll get feedback that leans in one direction and we can work to refine that further," she said. "My best guesstimate is that it will 10 to 15 years to get everything drawn up, but this is a great formula for future projects."

ON THE WEB
For bulleted lists of what each flyover concept entails, go to **savannahnow.com**.

A Public Meeting of the
Savannah River Site Citizens Advisory Board

Located at:
The DOE Meeting Center
230 Village Green Blvd., Suite 220, Aiken, SC

Or attend online at:
http://www.srs.gov/general/outreach/srs-cab/meeting_schedules.html

The Public is invited to two committee meetings held on
October 19, 2010.

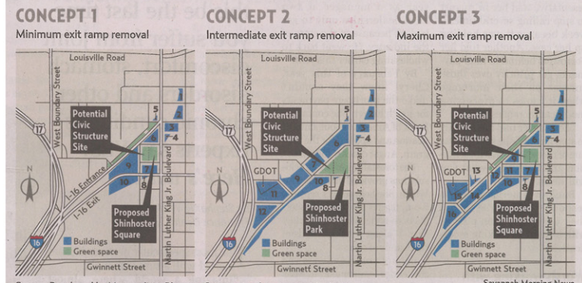
The Committees:

Waste Management
Time: 3 p.m.-5 p.m.
Topics Discussed:
-Interim Salt Processing at ARP/MCU
-Saltstone Production Facility & Disposal Units
-Salt Waste Processing Facility Project
-Supplemental Salt Technologies
**Topics subject to change*

Nuclear Materials
Time: 5:00 p.m.-7:00 p.m.
Topics Discussed:
-NW/WM Matrix
-NM FY11 Performance Based Incentives
-Update on Low Assay Plutonium (LAP) Program
**Topics subject to change*

For more information:
Call us at: 1-800-249-8155 **or email us at:** srscitizensadvisoryboard@srs.gov
Check out the CAB website: www.srs.gov/general/outreach/srs-cab/srs-cab.html

Ideas to raze I-16 flyover revealed



Source: Developed by Metropolitan Planning Commission from community input

Savannah Morning News

CURRENT VIEW

POSSIBLE FUTURE VIEW

Photo, rendering courtesy of Metropolitan Planning Commission

A meeting today will introduce the next phase of design concepts along the Martin Luther King Jr. Boulevard corridor. Discussions have been under way to determine the feasibility of tearing down the Interstate 16 flyover, also known as the Earl T. Shinhoster Interchange. This rendering gives an idea of how active the area could be if the highway structure were torn down.

Residents will get a chance today to see three concepts of how to redo the Martin Luther King Jr. Blvd. interchange

BY ARLINDA SMITH BROADY
912-652-0314
arlinda.broady@savannahnow.com

ON PAGE 8A: Detailed descriptions of each flyover concept

Three concepts of how the Interstate 16 flyover at Martin Luther King Jr. Boulevard might be removed will go up for public inspection today.

"We've checked them all for fatal flaws and traffic flow, and any of them can work," said Ellen Harris, with the Chatham County-Savannah Metropolitan Planning Commission.

The concepts grew out of three days of meetings from Feb. 17-19 on the future of the MLK corridor. More than 250 people attended the meetings and 75 neighborhood residents, corridor business and property owners, civic leaders and community partners participated in what's called a hands-on charrette.

A charrette is an intensive planning

SEE FLYOVER, PAGE 8A

IF YOU GO
Interstate 16 Flyover Removal Plan Open House
When: 2-7 p.m. today
Where: Con-Ed Building Ball Room, 714 Martin Luther King Jr. Boulevard.

View progress and provide input on:
- Civic Master Plan Concepts
- Economic Strategy
- Transportation Analysis
- MLK Boulevard Streetscape Plan
- Urban Ecology Study

For more information about the:
- I-16 Flyover, contact Ellen Harris at 912-651-1482 or harrise@thempc.org
- MLK Boulevard Streetscape Plan, contact Lise Sundria at Savannah Development and Renewal Authority at 912-651-6973 or lsundria@sdra.net

Flyover

FROM PAGE 6A

"Crossing MLK is dangerous right now, and imagine how much more dangerous it will be once the development picks up."

Ramsay Khalidi, owner of Southern Pine Co.

session where citizens, designers and others collaborate on a vision for development. The results of that collaboration will be presented at an open house from 2-7 p.m. at the Con-Ed building on Martin Luther King Jr. Boulevard.

Community excitement and involvement in the possible removal of the flyover, known formally as the Earl T. Shinhoster Interchange, didn't end with the February charrette.

The design meetings organized to gauge community consensus and give stakeholders and interested parties a chance to voice their opinions were just the beginning.

And although the next phase of possible solutions has been viewed by just a few people, at least one group already is coming forth with its own ideas to add to those plans.

Ramsay Khalidi, owner of Southern Pine Co. of Georgia, heads a group of urban designers, architects and builders who'd like to see a portion of the interstate remain intact.

"Crossing MLK is dangerous right now, and imagine how much more dangerous it will be once the development picks up," he said.

A Food Lion grocery store is currently under construction, and the state has approved plans to improve the corridor's streetscape. Officials anticipate those improvements will be under way early next year.

Khalidi has proposed turning one section into a pedestrian crosswalk with stairs and an elevator.

"What we're proposing really isn't another option. It's more like a modification that can work on any of the three concepts," said Khalidi. "It can be as simple as just a walkway or as elaborate as an outdoor cafe."

Even though the flyover — built on the site of the former Union Station train depot — is viewed as an eyesore and a negative part of history, it is still a part of the city's past and a piece of a major engineering project.

"The U.S. interstate system is an awesome feat," said Quincy McMichael, head of sustainability and marketing at Southern Pine. "We could tear the whole thing down and end up like the people who tore down the train station. ... We'll wish that we'd thought further out and kept part of it in place."

The planning commission hasn't vetted the idea but welcomes that type of involvement.

"Ramsay is very enthusiastic about the idea, and it's very interesting," said Harris. "We haven't done any analysis yet, but it may be a very viable solution."

She said the commission isn't at that level of detail yet.

"Right now we're focused on which concept the community would like to go with," she said. "The pedestrian bridge could possibly work with any of the concepts."

CONCEPT 1
Minimum Exit Ramp Removal
Key Ideas
- Removes exit ramps initially two blocks west of MLK Boulevard
- New public square on MLK Boulevard across from Civil Rights Museum
- Potential civic reserve site within public square
- Expansion of historic Selma Street to an urban boulevard

Opportunities
- Restores four blocks between MLK Boulevard and Montgomery Street
- Restores multiple active street frontages to MLK Boulevard
- Reconnects multiple streets across the MLK/Montgomery corridor
- Creates multiple new developable blocks along MLK Boulevard
- Keeps project focus clearly within the MLK/Montgomery Corridor
- Creates a new Civic Space along the corridor
- Entry and Exit to I-16 remains in relatively similar configuration
- Minimizes costs of improvements to study area

Potential Challenges
- Returns the least amount of developable land to the city
- Majority of I-16 traffic continues to enter and exit through neighborhood
- North/south connections within the neighborhood remain relatively non-existent

CONCEPT 2
Intermediate Exit Ramp Removal
Key Ideas
- Removes exit ramps all the way to Gwinnett Street
- New public park on MLK Boulevard across from Civil Rights Museum
- Potential civic reserve site within public park
- Restoration of historic Roberts Street as a primary neighborhood street
- Enhances Gwinnett Street as a primary entry into the city center

Opportunities
- Restores four blocks between MLK Boulevard and Montgomery Street
- Restores multiple active street frontages to MLK Boulevard
- Reconnects multiple streets across the MLK/Montgomery corridor
- Creates multiple new developable blocks along MLK Boulevard
- Returns the largest amount of developable land back to the City
- Minimizes ratio of required street infrastructure to land area
- Creates a larger Public Park/Civic Space along the MLK corridor

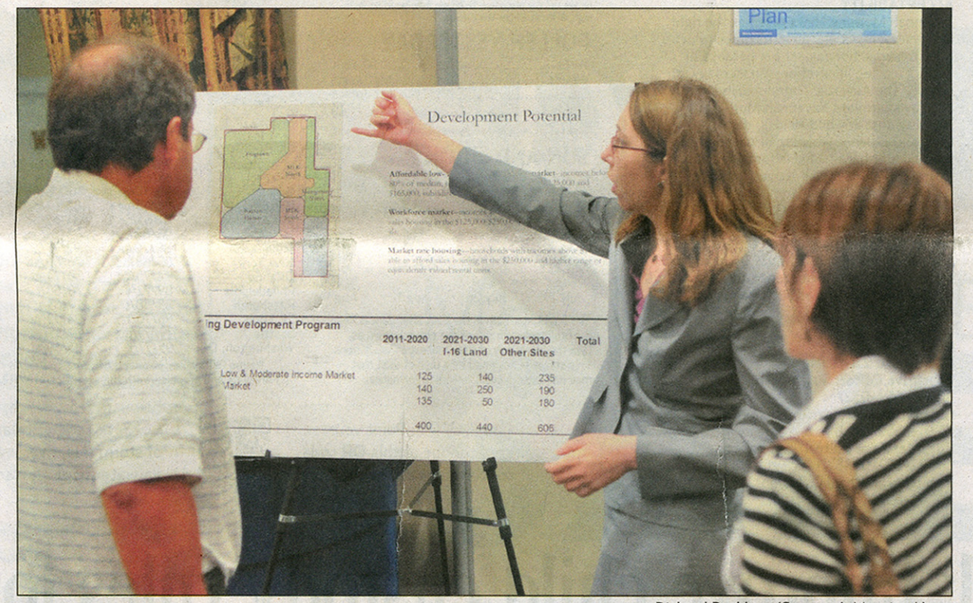
Potential Challenges
- May require improvements to Gwinnett Street and Louisville Road
- Opens up the possibility of potentially undesirable large developments
- Increases volumes on Gwinnett Street and MLK Boulevard

CONCEPT 3
Maximum Exit Ramp Removal
Key Ideas
- Removes Exit Ramps all the way to Gwinnett Street
- New public square on MLK Boulevard across from Civil Rights Museum
- Potential civic reserve site within public square
- Expands Selma Street to an urban boulevard and restores part of Roberts Street
- Creates a neighborhood of small-scale blocks and interconnected street pattern
- Enhances Gwinnett Street as a primary entry into the city center

Opportunities
- Restores four blocks between MLK Boulevard and Montgomery Street
- Restores multiple active street frontages to MLK
- Reconnects multiple streets across the MLK/Montgomery corridor
- Creates the greatest number of new developable blocks
- Creates a new civic space along the corridor
- Provides the opportunity to make multiple north/south connections
- Could be a later expansion built on Concept 1

Potential Challenges
- Requires the greatest amount of street infrastructure with less developable land returned to the city
- Limits the size of larger footprint developments
- May require improvements to Gwinnett Street and Louisville Road
- Increases traffic loads on Gwinnett Street and MLK Boulevard

I-16 FLYOVER REMOVAL PLANS MOVE FORWARD



Richard Burkhart/Savannah Morning News

Ellen Harris of the Metropolitan Planning Commission talks about the development potential of the I-16 flyover removal during an open house Wednesday evening at the Con Ed Building on Martin Luther King Jr. Boulevard.

MPC presents design for MLK at open house

BY ADAM VAN BRIMMER
912-652-0362
adam.vanbrimmer@savannahnow.com

One downtown Savannah monument's days are numbered.

The Earl T. Shinhoster Overpass, better known as the Interstate 16 flyover, moved closer to its final demise Wednesday with the unveiling of the conceptual plan to remove it and restore the historical street structure of the area.

The design was presented during an open house hosted by the Chatham County-Savannah Metropolitan Planning Commission at the Con-Ed Building on Martin Luther King Jr. Boulevard., within site of the I-16 terminus that opened in 1967.

"Go home and mark this date down," Tom Thomson, the MPC's executive director, told the crowd of approximately 25 Savannahians in attendance. "Ten to 12 years from now, you'll be able to say you were there the night we moved this project forward."

Wednesday's meeting was held as the flyover's removal project, or the Reclaiming Old West Broad Street initiative as it is officially known, moves from the "planning phase" to the "required documentation and approval phase," according to project manager Ellen Harris.

The open house also comes 13 days before a potential source of funding for the project, the Transportation Investment Act, better known as T-SPLOST, goes before local voters. T-SPLOST would include $22 million for the $37.2 million project.

SEE **FLYOVER,** PAGE **5A**

Flyover

FROM PAGE 1A

The flyover could be removed and the street plan restored as early as 2019, although Harris acknowledged meeting such a deadline would mean approvals from the state and the Federal Highway Administration come quickly and "all the other stars align." The state and federal government agencies, not the city of Savannah, own the land the flyover sits upon.

The "aggressive time frame," as Harris classified it, matches what is an ambitious project. The plan calls for the demolition of the highway from where U.S. 17 forks off from I-16 near Gwinnett Street.

The removal would allow for the reclamation of 8.2 acres of developable land, 650 feet of street frontage along MLK Boulevard and 350 feet of street frontage along Montgomery St. The flyover would make way for as many as 340 residences and 60,000-square-feet of retail space, and revitalization of the surrounding area could result in an additional 1,100 homes and 340,000-square-feet of commercial opportunities.

"We're going to create a new gateway, create an opportunity to return neighborhoods that were lost, and create land use and redevelopment opportunities," said Savannah-based urban planner Christian Sottile, who led the redesign efforts for the flyover area.

Demolishing the flyover and reconnecting the Frogtown and Currietown neighborhoods to downtown will remove what Sottile labeled a "physical, social, economic and psychological" barrier for the area. The plan expands Selma Street and restores what was once known as Roberts Street.

A new public square would be created along MLK Boulevard across from the Ralph Mark Gilbert Civil Rights Museum.

"This area would become central to our downtown again," Alderman Van Johnson said.

And the plan would improve traffic flow, according to a traffic analysis study. There are currently six access points between I-16 and the downtown area, four which would remain once the flyover is removed. Those interchanges — 37th Street, Gwinnett Street, Louisville Road and Oglethorpe Avenue — are currently underutilized because of the of the flyover.

Spreading the on and off traffic amongst those interchanges would turn the "fire hose" effect of traffic flow created by the flyover into more a "sprinkler" situation, Sottile said.

As for funding, the MPC has $1.6 million available that should fund the project up until the time comes to begin demolition and redevelopment. And the project's future is not tied directly to the success of T-SPLOST.

The MPC is "simultaneously pursuing multiple funding options" that could include federal grants, Special Service Districts, Tax Allocation Districts and SPLOST in addition to T-SPLOST.

"We have the greatest planned city in America; the first planned city," said Adam Ragsdale, MPC board president. "This plan would make us better."

Seattle's Alaskan Way Viaduct

The Alaskan Way Viaduct of Seattle is a road under siege. Built in 1953, as State Route 99, the Alaskan Way is a north-south route alongside Seattle's Elliot Bay and carries approximately 105,000 vehicles per day. After portions of the structurally similar Cyprus Street Viaduct of Oakland, CA crumbled during the 1989 Loma Prieta Earthquake, the integrity of the Alaskan Way became highly suspect. In 2001, damage by the Nisqually Earthquake confirmed these suspicions, necessitating emergency repairs and calling into question its long-term viability. The City of Seattle and the State of Washington have been wrestling with what to do with the aging, precarious structure ever since.

The Alaskan Way Viaduct, as seen from Elliot Bay. Source: Wikipedia

Removal Proposals

In 2007, after a study by the University of Washington found that damage from continued post-earthquake settling will further damamge the structure, they recomended the viaduct be destroyed within 4 years. Initial proposals released by the Washington State Department of Transportation for replacement arterials included only an expanded elevated highway or a tunnel during the downtown segment--each with price tags of $4 billion or more--met with fierce opposition. On a March 13, 2007, Seattleites voted both of these options down in a local referendum--welcoming in a surface and transit option.

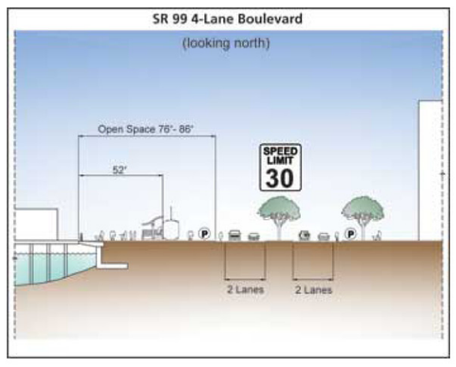
The Boulevard Option

With the two expensive options off the table, Cary Moon and the **People's Waterfront Coalition** have capitalized on momentum for a surface boulevard alternative. The organization envisions an open, lanscaped boulevard with built in options for transit. This human-scale structure would re-open the waterfront to the community and restore the shoreline, thus supporting a vibrant urban atmosphere. Further development along the newly opened 335 acres of public land on Seattle's waterfront could give way to new parks, beaches, and development--and save the city years of construction delays and billions of dollars. "If you try to build your way out of congestion," says Moon, "you'll ruin your city or go broke trying."

Source: Flickr.com Slightlynorth

Future Plans

In January, 2008 Governor Christine Gregoire decreed that "no-action" was not an option, and that by 2012 the Viaduct would come down, though has not decided on a specific replacement. The current mayor Greg Nickels and other local officials still support the tunnel option, despite the prohibitive cost and voter disapproval. After the March, 2007 voter rejection of the rebuilding and tunneling options, the city went back to work, putting together other proposals.Today, there are 8 alternatives, three of which involve replacing the elevated structure with surface roads.



One of three proposed surface level alternatives Source: Washington State DOT

Resources

Smart Mobility Sept. 2006: **Alaskan Way Viaduct: Analysis of No-replacement Option**

Source: Congress for the New Urbanism

The Buffalo Skyway

Buffalo is a waterfront city with a deep history along the shores of Lake Erie. With more than half of the city's waterfront left vacant, the potential for revitalization is immense. Whole neighborhoods and commercial districts could be built with strong connections to downtown and the city's existing neighborhoods.

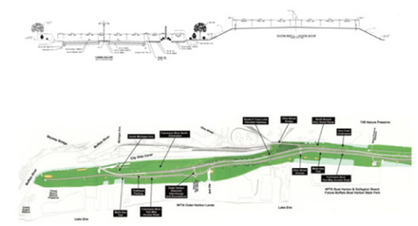
To achieve this vision, Buffalo needs to lay down the proper foundation. Good development is tied to good infrastructure. The form of the streets can seal the fate of vast amounts of land.

The New York State Department of Transportation (NYSDOT) evaluated three infrastructre alternatives for the outer harbor. It selected the plan that will, in all likelihood, keep the waterfront vacant for another 50 to 100 years. This plan maintains the elevated skyway and the embanked Route 5 and expands a major frontage road, while consuming unneccessary amounts of land that could otherwise build the city's tax base.

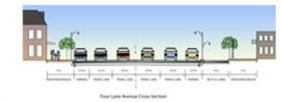
But by simply choosing the boulevard alternative already developed by the department of transportation, Buffalo could build a single urban thoroughfare that would accommodate traffic demands and become a valuable destination in its own right. The new boulevard would significantly improve waterfront access and support the revitalization that Buffalonians have been fighting for.

Buffalo has two very different choices on the table. By choosing the boulevard alternative, the city will open the door to world-class development.

Read CNU's summary report, **Revitalizing Buffalo's Waterfront (PDF 1.9MB)**.



NYSDOT's current preffered alternative option maintains the embanked Route 5 highway next to an enlarged frontage road. With an embanked highway flanking one side, the new surface road would be completely inhospitable to valuable urban development, while providing only minimally improved waterfront access.



The Boulevard option would allow for greater connections to downtown and could be lined with development, creating a more desirable place while still provide adequate traffic capacity.

A multi-way boulevard could also be considered. It allows through traffic to keep moving in the center lanes and local traffic -- the kind necessary for commercial development -- to continue at its own pace.

A network of blocks and streets would expand access and connectivity to the outer harbor.

Transportation Reports

Smart Mobility, Dec. 2007: **Development Opportunities Gained by a Multi-way Boulevard for Route 5**

Smart Mobility, Aug. 2007: **Summary of Current NYSDOT Plans for Buffalo's Waterfront**

Smart Mobility, Dec. 2006: **Assessment of Transportation Needs for Buffalo's Waterfront Redevelopment**

CNU News Releases

9/6/2007: **Buffalo's Potential for World-Class Waterfront Threatened by State Plans to Expand Freeway Infrastructure Along Outer Harbor**

7/2/2007: **Buffalo Council Members Tour Milwaukee's Riverfront Redevelopment**

12/14/2006: **Transportation Report: Remove the Buffalo Skyway**

A well-connected boulevard could restore value and life to the waterfront. Rendering by Moule & Polyzoides Architects and Urbanists.

Source: Congress for the New Urbanism

San Francisco's Embarcadero

San Francisco's Embarcadero Freeway was originally designed to connect the Bay Bridge and the Golden Gate Bridge but was never completed. The Embarcadero only succeeded in cutting off the city from the waterfront and running long ramps deep into the neighborhood fabric. In the most used sections, traffic on the Embarcadero reached well past 100,000 vehicles per day.

Freeway Removal

The battle to demolish the Embarcadero had been struggling until the 1989 Loma Prieta earthquake. After the earthquake damaged it beyond repair, the city experienced initial traffic congestion but it did not lead to permanent traffic disruptions. The network of streets was able to absorb a large amount of traffic given their previous underused capacity. In addition, annual BART ridership experienced a 15% increase. The scales of public opinion shifted towards removal when residents saw the redevelopment potential and the cost comparisons. Evolving cost projections, which climbed from $15 million for strengthening to $69.5 million for freeway reconstruction, changed the debate in favor of a boulevard--with a final cost less than $50 million.

The Boulevard

Built in 2002, the Boulevard itself was deemed an impressive success from many different angles. Designed by ROMA Design Group as a dynamic multi-use boulevard, it contains two banks of thoroughfare traffic, 3 lanes going in each direction and a streetcar line running down the center. This allows for the accommodation of significant auto traffic, but also gives residents options other than private vehicles.

Economic Development

The area has sprung to life since the freeway demolition. More than 100 acres of land along the waterfront that had once been dominated by the elevated freeway gave way to a new public plaza and waterfront promenade. Dense commercial development has lined the street, housing in the area increased by 51% and jobs have increased by 23%. High profile redevelopments like the old Ferry Building and Pier 1 have continued to transform the waterfront. Similarly, the old industrial South Market area was redeveloped as a dense, mixed-use neighborhood. As of 2006, the large number of recent assessments in the redesigned area pushed the average sale base year to 2000 compared to the citywide average of 1996.

Embarcadero Freeway and Ferry Building, circa 1960. Source: Telstar Logisitics.

The Embarcadero from street level, circa 1980. Source: Telstar Logistics.

After street redesign, circa 2008. Source: BruceTurner.

Source: Congress for the New Urbanism

San Francisco's Octavia

San Francisco's Central Freeway was one of two freeways to see their demise after the 1989 Loma Prieta earthquake. Originally envisioned as part of a grand spider web of freeways meant to cross through San Francisco many times over, the Central Freeway grew to nothing more than a spur. Despite the fact that the spur blighted swaths of San Francsico's historic Hayes Valley neighborhood, residents wanted to keep it around, for fear of what the resulting traffic jams might hold. However, since removal, gridlock failed to materialize and the area has seen significant revitalization.

Freeway Removal

After the 1989 Loma Prieta earthquake, the Central Freeway was rendered unsafe for driving. While the calls for its demolition had existed before this time, they had always been resisted as too vital for urban connectivity. It was argued that closure would surely result in unprecedented traffic jams. However, after the earthquake forcibly closed the highway, the congestion failed to materialize. This allowed for planners to seriously consider its removal. Thanks to generous support from San Francisco's then Mayor Brown and well organized neighborhood organizations, in 1992 the freeway was permanently closed, and by 2002 was rebuilt as a surface grade, multi-use boulevard.

The Boulevard

Built in 2002, The new Octavia Boulevard that was built in the footprint of the old Central Freeway was designed to be both visually appealing and pedestrian friendly. This was accomplished by offering generous landscaping, side lanes for local traffic and parking, and special considerations for details like views from side streets and pedestrian amenities like special light fixtures and brick color. Planners also included the new park, Patricia's Green, as well as generous tree-lined pedestrian walkways.

Economic Development

Before the destruction of the Central Freeway, condominium prices in the Hayes Valley neighborhood were 66% of San Francisco average prices. However, after the demolition and subsequent replacement with the new Octavia Boulevard, prices grew to 91% of city average. Beyond this, the most dramatic increases were seen in the areas nearest to the new boulevard. Furthermore, residents noted a significant change in the nature of the commercial establishments in the area. Where it had been previously populated by liquor stores and mechanic shops, soon the area was teeming with trendy restaurants and high-end boutiques.

Octavia Boulevard Before and After. Source: Mr.Wright, GoogleMaps

Octavia Boulevard looking south , circa 2008. Source: sfcondomap.com.

After street redesign, circa 2008. Source: Charles Siegel.

Source: Congress for the New Urbanism

Portland's Harbor Drive

In the history of American freeway teardowns, Portland's Harbor Drive holds an auspicious position. It stands as the first major highway to be intentionally removed. In 1950, Harbor Drive, running adjacent to downtown along the western bank of the Willamette River, became Portland's first limited-access highway, six lanes carrying US Route 99W. As more freeways were built in the city during the 1960s--including Interstate 5 on the eastern bank of the Willamette and Interstate 405, a western bypass around downtown--Harbor Drive became less important as a long-haul freeway route. In the early 1970's, the average daily traffic using Harbor Drive was about 24,000 vehicles, including approximately 2,500 heavy trucks accessing nearby industrial areas.

Highway Removal

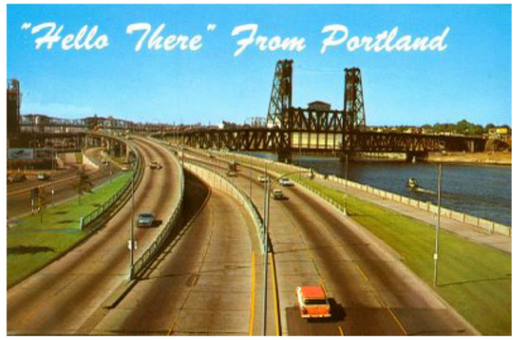
In the late 1960s, newly elected Governor Tom McCall pledged his support for the beautification of the west bank of the Willamette River-harkening back to the City Beautiful plans at the turn of the century that envisioned parks and greenways along the river. Alternatives were proposed for the area, initially various tunnel options were discussed but proved too expensive. Citizens, led by the Riverfront for Citizens coalition, called for a park and boulevard option. McCall ultimately backed the boulevard option and in 1974, Harbor Drive was closed for reconstruction.

The Boulevard

The direct footprint of Harbor Drive was converted into parkland and more park acreage was created by demolishing industrial and commercial buildings that bordered the freeway along Front Avenue. Front Avenue was widened into a landscaped boulevard to handle the local traffic and was later renamed as Naito Parkway. In 1978, construction of the 37-acre Waterfront Park was completed and, in1984, was named after Governor Tom McCall. The city extended Waterfront Park to the south in 1999, doubling the size of the public open space. Due to the success of the park, the city is currently redesigning sections of Nation Parkway to make the boulevard more pedestrian-friendly.

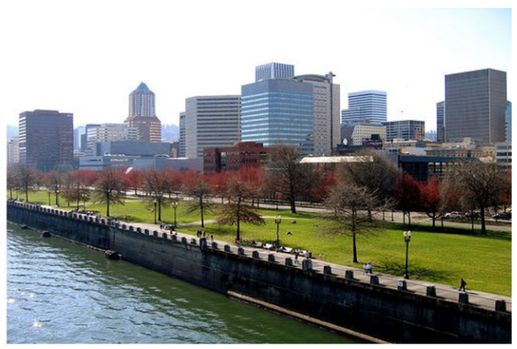
Economic Development

The success of Portland's downtown is widely known-and the demolition of Harbor Drive should take a good portion of credit. Key developments-like Yards at Union Station to the north and RiverPlace to the south-led to a resurgence in downtown housing. The city continues to develop waterfront plans to build on the river as an asset. The Portland Development Commission's Downtown Waterfront Development Strategies Project aims to increase mixed-use development along the length of the downtown and three blocks from the waters' edge. This is in recognition of the dramatic increases in property value that have resulted from the replacement of Harbor Drive with an at-grade boulevard.



A Postcard of the Harbor Drive. Source: cafeunknown.blogspot.com

The same area as pictured above, as Tom McCall Waterfront Park, circa 2005. Source: PDXplan.org



Source: flickr.com Greg_e

Source: Congress for the New Urbanism

Milwaukee's Park East Freeway

In the 1960s, highway designers planned to surround the Milwaukee central business district with an expressway. Despite public protest, more than half of the highway loop was built, including a 0.8-mile stretch in 1969 that separated the north side from the rest of downtown, known as the Park East Freeway. Enough opposition emerged to stop the Park East from continuing east to the waterfront of Lake Michigan--but damage was already done. The Park East displaced multiple blocks of development, ultimately occupying 16 acres. In 1999, the Park East Freeway carried an estimated 54,000 vehicles on an average weekday. It limited access to downtown, with exits at only three points, and interrupted the street grid--funneling north-south street traffic to three main intersections.

Freeway Removal

In the 1990s, a new Riverwalk system stretching along the Milwaukee River through the entire downtown renewed interest in the riverfront and sparked a downtown housing boom. But the area around the Park East Freeway remained underutilized with surface parking lots and aging industrial parcels. Leaders began to recognize it as a barrier to redevelopment efforts. Mayor Norquist began a campaign for the complete demolition and removal of the Park East and its replacement with a landscaped boulevard. In 2002, demolition began and the removal of the spur and reconstruction was accomplished with $45 million through a variety of federal, state, and city sources.

The Boulevard

The freeway was replaced with McKinley Boulevard and the previous urban grid was restored. The City of Milwaukee led the creation of redevelopment plans for the area. Under the direction of City Planner Peter Park, the city drafted a form-based code for the renewal area to encourage development to reinforce the original form and character of the area.

Economic Development

Given the fairly recent opening of the boulevard -- the redevelopment interest is proving the value of converting this area into a walkable urban space. Fortune-500 Manpower Corporation has moved its headquarters a block from the former highway and mixed-use developments are popping up along the boulevard as well as in the surrounding blocks. Between 2001 and 2006, the average assessed land values per acre in the footprint of the Park East Freeway grew by over 180% and average assessed land values in the Park East Tax Increment District grew by 45% between 2001 and 2006. This growth is much higher than the citywide increase of 25% experienced during the same time period.

Park East Expressway Circa 1990, Source: City of Milwaukee Planning Department

Before and after plans for the Park East footprint. Source: City of Milwaukee Planning Department

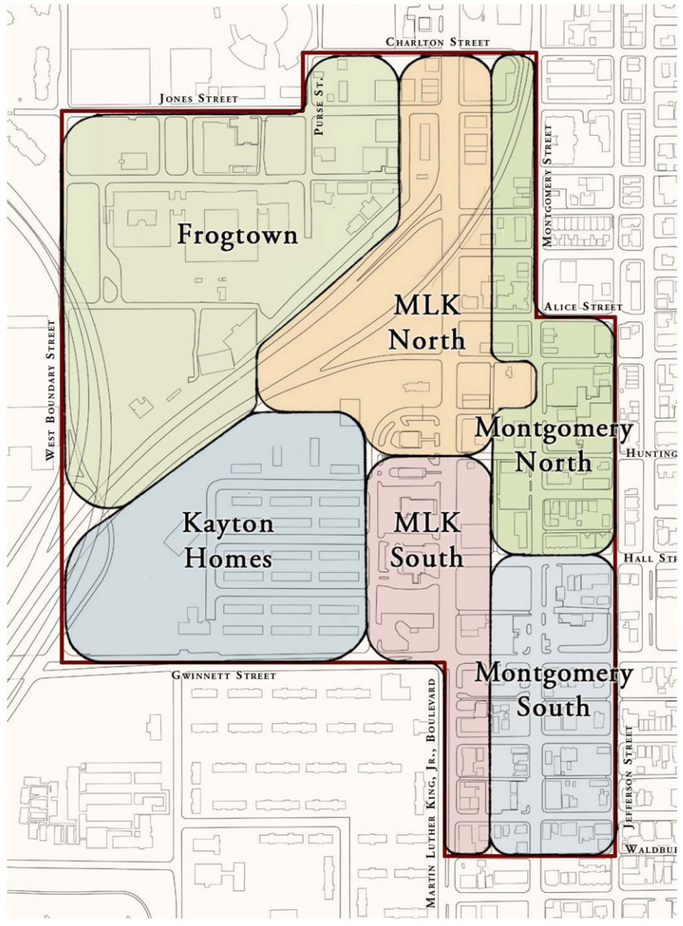
Milwaukee's new Flat Iron building, in the Park East redevelopment zone. Source: Milwaukee Dept. of City Development

Source: Congress for the New Urbanism

POTENTIAL DEVELOPMENT SITES

The overall Strategy Area includes six subareas that offer varying opportunities for achieving the public policy objectives. These subareas include:

- MLK North—the MLK Corridor from Charlton to Huntingdon
- MLK South—the MLK Corridor from Huntingdon to Waldburg Lane
- Frogtown—generally south of Charlton & Jones and east of West Boundary
- Kayton Homes
- Montgomery North—from Charlton to Hall
- Montgomery South—from Hall to Waldburg Lane.



Within each of these subareas, there are several potential redevelopment sites, some in public ownership, some privately owned. These are detailed on the table below

Based on the Preferred Concept 3, there will be 8.20 acres of developable land freed up from the removal of the I-16 flyover located in four different subareas. This land will be publicly-controlled.

In addition, there are another 14.9 acres of land controlled by public sector entities, including the Housing Authority of Savannah (HAS)—10 acres; the City—0.8 acres; and other local and state governmental entities—4.1 acres collectively.

Approximately 12.4 acres of privately-owned land in these six subareas is currently vacant or underutilized. Certain other privately held parcels (automotive uses on Montgomery, MLK fast food restaurants) may become opportunities for future redevelopment or more intensive development. 15,000 to 20,000 SF of existing commercial first floor space on MLK is vacant or marginally used and likely candidates for active retail space.

Development Opportunity Sites

MLK North	MLK South	Frogtown	Kayton Homes	Montgomery North	Montgomery South	Total
Publicly-Controlled Sites						
3.25 acres with MLK frontage released from I-16 flyover	0.8 acre site at MLK and Hall	4.1 acres of vacant land--other government entity ownership 3.45 acres of I-16 sites west of Savannah Station	10 acres HAS land 1 acre released from I-16 flyover	0.5 acres with Montgomery frontage released from I-16 flyover		14.9 acres of vacant land (City; HAS; other government entity ownership) 8.20 acres release from I-16 flyover
Privately Owned Sites						
1.4 acres of vacant land More extensive use of fast food restaurant sites 10,000-15,000 SF o existing first floor space to reuse as active retail	1.6 acres of vacant land 5,000 SF of existing first floor space to reuse as active retail	5.8 acres of vacant land		1.8 acres of vacant land Existing houses to rehab between Alice & Gaston	1.8 acres of underutilized and vacant land	12.4 acres of currently vacant land 15,000-20,000 SF o existing first floor space to reuse as active retail Fast food sites

Source: Urban Partners

Information contained herein has been compiled from various sources and may contain inaccuracies based on available data. Compliance with applicable codes and ordinances and approval by authorities having jurisdiction is not guaranteed. This material is intended to create an overview and analysis of site conditions and provide a framework for future redevelopment.

SUBAREA DEVELOPMENT POTENTIAL

Capturing available development potential at various sites will require somewhat different approaches for publicly-controlled and privately-owned parcels.

Publicly-Controlled Parcels

For the 25 acres of potentially-available publicly-controlled sites, we can identify the possible development of 60,000 SF of new retail space fronting MLK Boulevard, as well as opportunities for mixed income housing development in five of the six subareas. The total potential housing development program on these publicly-controlled sites is approximately 940 mixed-income housing units, with a potential targeted mix of 415 units of affordable housing, including housing for seniors; 410 workforce housing units; and 115 market rate units. Other development could include a civic facility facing the proposed MLK-fronting Plaza.

Development Potential On Publicly-Controlled Opportunity Sites

MLK North	MLK South	Frogtown	Kayton Homes	Montgomery North	Montgomery South	Total
Sites						
3.25 acres with MLK frontage released from I-16 flyover	0.8 acre site at MLK and Hall	4.1 acres of vacant land--other government entity ownership 3.45 acres of I-16 sites west of Savannah Station	10 acres HAS land 1 acre released from I-16 flyover	0.5 acres with Montgomery frontage released from I-16 flyover		14.9 acres of vacant land (City; HAS; other government entity ownership) 8.20 acres released from I-16 flyover
Potential Development Program						
60,000 SF MLK-fronting retail on first floor of multi-story buildings 200 units mixed income housing Civic facility fronting plaza at MLK	Mixed-use development	290 units mixed income housing	400 units mixed income housing, with emphasis on affordability	50 units mixed income housing		60,000 SF MLK-fronting retail on first floor of multi-story buildings 940 units mixed income housing--targeted mix: 415 affordable (including senior housing)/410 workforce/115 market rate Civic facility fronting plaza at MLK

Source: Urban Partners

Privately-Owned Parcels

Similarly for the 12.4 acres of currently vacant or underutilized privately-owned land, we can identify the possible development of 90,000 SF of new or rehabbed retail space fronting MLK Boulevard (including Carver Commons), as well as opportunities for up to 505 units of mixed income housing, up to 100,000 SF of new office development, and 260 rooms of lodging (north of Taylor Street).

Within the past few years, housing development on privately-owned land in and near this Strategy Area has emphasized market rate housing. The total demand for new market rate housing on privately-owned parcels in this area during the 2010 to 2030 period is likely to be no more than 250 units. Therefore, ***development of these sites during this time period will require coordination of private land ownership and public incentives and regulation to produce at least 255 workforce and affordable housing units.***

Development Potential On Privately-Owned Opportunity Sites

MLK North	MLK South	Frogtown	Kayton Homes	Montgomery North	Montgomery South	Total
Sites						
1.4 acres of vacant land More extensive use of fast food restaurant sites 10,000-15,000 SF of existing first floor space to reuse as active retail	1.6 acres of vacant land Carver Commons 5,000 SF of existing first floor space to reuse as active retail	5.8 acres of vacant land		1.8 acres of vacant land Existing houses to rehab between Alice & Gaston	1.8 acres of underutilized and vacant land	12.4 acres of currently vacant land 15,000-20,000 SF of existing first floor space to reuse as active retail Carver Commons, fast food sites
Potential Development Program						
20,000 to 40,000 SF rehabbed or new MLK-fronting retail space Up to 100,000 SF new office space in multiple increments 150 rooms lodging Possible reconstruction of fast food sites as structured parking to support offices; current restaurants as first floor tenants	50,000 to 70,000 SF rehabbed or new retail space, including Food Lion 45 units affordable housing 40 units market rate/workforce housing	240 units market rate/workforce housing 110 rooms lodging		75 units market rate/workforce housing 20 units special needs affordable housing	85 units mixed income housing	505 units mixed income housing 90,000 SF rehabbed or new MLK-fronting retail space, including Carver Commons and up to 100,000 SF new office space 260 rooms lodging Possible redevelopment of fast food sites

Source: Urban Partners

Information contained herein has been compiled from various sources and may contain inaccuracies based on available data. Compliance with applicable codes and ordinances and approval by authorities having jurisdiction is not guaranteed. This material is intended to create an overview and analysis of site conditions and provide a framework for future redevelopment.

DETAILED ECONOMIC IMPLEMENTATION STRATEGY

A public/civic strategy to maximize the achievement of public objectives in this area would be implemented over multiple phases to both seize opportunities as they become available and to coordinate this strategy with major investment events such as the I-16 flyover removal and the redevelopment of Kayton Homes. Key phased elements of this strategy include:

Phase 1a (2010 through 2015):

- Continue accelerated planning for I-16 removal/redevelopment.
- Aggressively pursue retail/mixed use development in MLK corridor.
    - Support development of other retail/mixed use facilities in the MLK South subarea, including NW corner of Gwinnett & MLK.
    - Support rehabilitation of existing MLK storefronts for active retailing.
    - Restructure the MLK/Montgomery façade improvements program to allow more flexibility.
    - Recapitalize the MLK/Montgomery grant program to increase grant capability.
    - Refine small business financing efforts for independent MLK retailers.
    - Undertake MLK streetscape improvements.
    - Secure funding to complete MLK streetscape improvements north to the River.
    - Initiate redevelopment of City-owned site at Hall and MLK.
- Partner with other governmental entities to develop publicly-owned land in the Frogtown subarea, when available. Market these parcels to mixed income housing developers; begin redevelopment.
- Initiate development of affordable and workforce housing in the Frogtown, MLK South, and Montgomery South subareas.
    - Identify private land participants and/or acquire parcels for affordable/workforce housing development in Montgomery South.
    - During the 2011 to 2020 period, identify subsidies for a minimum of 125 affordable low- and moderate-income housing units including both family sales units and senior rental units.

Phase 1b (2016 through 2020):

- Implement I-16 removal program.
- Begin detailed planning for Kayton Homes redevelopment.
- Continue developing mixed income housing in the Frogtown and Montgomery South.
- Continue retail/mixed use development in MLK corridor.

Phase 2a (2021 through 2025):

- Construct street/public space infrastructure to create desired development patterns in I-16 removal area.
- Identify and develop civic facility fronting plaza west of MLK on I-16 land.
- Market/begin redevelopment of parcels available from I-16 removal.
- Begin redevelopment of Kayton Homes.

Phase 2b (2026 through 2030):

- Complete redevelopment of parcels available from I-16 removal.
- Complete redevelopment of Kayton Homes.
- Complete redevelopment of Frogtown subarea.
- Private sector redevelopment of parcels previously used as interim office parking.

Summary of Public Policy Objectives

Revitalization and redevelopment of this Strategy Area intends to achieve these public policy objectives:

- To revitalize and redevelop MLK Boulevard from Charlton to Gwinnett as a continuous retail mixed-use district, largely with stores providing needed community services. The community-oriented retail focus for this segment of MLK will be compatible with the larger initiative to revitalize the full MLK corridor.
- To revitalize and redevelop Montgomery and connecting streets from Charlton to Gwinnett as a residential mixed-use district.
- To establish new development patterns--physically and in terms of use--that are respectful of the history of the Frogtown/Currietown/MLK area, both within the overall historic development of Savannah and especially as it relates to the tradition of Savannah's African-American community— specifically the parcels currently encumbered by the I-16 flyover.
- To develop this I-16 Strategy Area in a manner consistent with the Downtown Master Plan.
- To redevelop Kayton Homes to create a mixed-income, mixed-tenure community connected through road networks to the existing neighborhood fabric of this portion of Savannah.
- To grow the population in this general area to add to the customer base of MLK businesses.
- To encourage a variety of housing types and pricing to support, maintain, and expand affordable housing in this area as part of a mixed-income community.
- To provide business opportunities through the redevelopment and revitalization process for small and minority-owned businesses and developers, including the opportunity for small parcel redevelopment; and to encourage the expansion of the creative economy in this Strategy Area.
- To have businesses in this Strategy Area benefit from Enterprise Zone incentives.
- Where appropriate and consistent with other objectives, to provide opportunities for office use that expand the range and quality of employment opportunities available to the residents of this area and other Greater Downtown neighborhoods.

Information contained herein has been compiled from various sources and may contain inaccuracies based on available data. Compliance with applicable codes and ordinances and approval by authorities having jurisdiction is not guaranteed. This material is intended to create an overview and analysis of site conditions and provide a framework for future redevelopment.

DETAILED COST ESTIMATE
CONCEPT 1 - PART I

The following planning level cost estimates are based on the Georgia Department of Transportation Cost Estimation Tool. Estimates include relocation of water, sewer, electricity and gas where present but do not include right-of-way acquisition.

Map ID	Road Name	Street Type	Street Length (ft)	Excavation and Grading			Bridge Removal			Maintenance of Traffic		*Demolition*	Asphalt			Base/aggregate			Earthwork		Drainage	
				Unit (CYD) Cost	Qty	Cost	Unit (SF) Cost	Qty	Cost	Unit	Cost		Unit (TN) Cost	Qty	Cost	Unit (TN) Cost	Qty	Cost	%	Cost	%	Cost
NA	Off ramp	NA	3,928	$5	32593	162,963	$10	13500	$135,000	LS	$100,000	$397,963	$95		$0	$30		$0	50%		5%	
NA	On-ramp	NA	2,345	$5	4506	22,528	$10		$0	LS	$30,000	$52,528	$95		$0	$30		$0	50%		5%	
Street A	Selma Blvd	Boulevard	955										$95	4553	$432,554	$30	4011	$120,330	50%		5%	$61,819
Street B	Wayne St	Neighborhood	230										$95	169	$16,027	$30	242	$7,245	50%	$148,884	5%	$14,888
Street C	Alice St	Neighborhood	230										$95	169	$16,027	$30	242	$7,245	50%	$148,884	5%	$14,888
Street D	Gaston St	Neighborhood	230										$95	169	$16,027	$30	242	$7,245	50%	$148,884	5%	$14,888
Street E	Allison St	Neighborhood	230										$95	169	$16,027	$30	242	$7,245	50%	$148,884	5%	$14,888
Street F	Morris Brown Dr	Neighborhood	1,475										$95	814	$77,348	$30	2581	$77,438	50%	$954,797	5%	$95,480
Street AJ	Montgomery St	Commercial/ Retail	2,040										$95		$0	$30		$0	50%		5%	
Street AK	MLK	Commercial/ Retail	2,040										$95		$0	$30		$0	50%		5%	
	SUBTOTAL		***13,703***			***185,491***			***$135,000***		***$130,000***	***$450,491***			***$574,010***			***$226,748***		***$1,550,331***		***$216,852***

Information contained herein has been compiled from various sources and may contain inaccuracies based on available data. Compliance with applicable codes and ordinances and approval by authorities having jurisdiction is not guaranteed. This material is intended to create an overview and analysis of site conditions and provide a framework for future redevelopment.

APPENDIX III: COST ESTIMATE

DETAILED COST ESTIMATE
CONCEPT 1 - PART II

The following planning level cost estimates are based on the Georgia Department of Transportation Cost Estimation Tool. Estimates include relocation of water, sewer, electricity and gas where present but do not include right-of-way acquisition.

Map ID	Erosion control		Signs		Pavement Markings		Maintenance of Traffic		Lighting		Landscape and Amenities		Intersection Improvement		Sidewalk		Contingency		*New Construction*	*Total Construction*	*PE*	*Utility*	*Total*
	%	Cost	%	Cost	%	Cost	%	Cost	%	Cost	%	Cost	Unit	Cost	Unit	Cost	%	Cost					
NA	5%	$254,267	4%		3%	$5,000	15%		4%		5%	$254,267	LS		LS		20%	$628,246	$1,141,780	$1,539,743	$153,974	$70,400	$1,764,118
NA	5%	$151,796	4%		1%	$10,000	15%		4%		5%	$151,796	LS		LS		20%	$375,060	$688,653	$741,182	$74,118	$79,200	$894,500
Street A	5%	$61,819	4%	$49,455	3%	$37,091	15%	$130,238	4%	$49,455	5%	$61,819	LS	$261,450	LS	$109,535	20%	$152,743	$1,528,309	$1,528,309	$152,831	$334,250	$2,015,390
Street B	5%	$14,888	4%	$11,911	3%	$8,933	15%	$25,000	4%	$11,911	5%	$14,888	LS	$261,450	LS	$26,380	20%	$36,786	$599,191	$599,191	$59,919	$80,500	$739,610
Street C	5%	$14,888	4%	$11,911	3%	$8,933	15%	$25,000	4%	$11,911	5%	$14,888	LS	$261,450	LS	$26,380	20%	$36,786	$599,191	$599,191	$59,919	$80,500	$739,610
Street D	5%	$14,888	4%	$11,911	3%	$8,933	15%	$25,000	4%	$11,911	5%	$14,888	LS	$261,450	LS	$26,380	20%	$36,786	$599,191	$599,191	$59,919	$80,500	$739,610
Street E	5%	$14,888	4%	$11,911	3%	$8,933	15%	$25,000	4%	$11,911	5%	$14,888	LS	$261,450	LS	$26,380	20%	$36,786	$599,191	$599,191	$59,919	$80,500	$739,610
Street F	5%	$95,480	4%	$10,000	3%	$57,288	15%	$25,000	4%	$76,384	5%	$95,480	LS		LS	$169,177	20%	$235,912	$1,969,782	$1,969,782	$196,978	$516,250	$2,683,010
Street AJ	5%		4%	$10,000	3%	$10,000	15%		4%		5%		LS		LS		20%	$326,278	$346,278	$346,278	$34,628		$380,906
Street AK	5%		4%		3%		15%		4%		5%		LS		LS		20%	$326,278	$326,278	$326,278	$32,628		$358,906
		$622,916		***$117,098***		***$155,111***		***$255,238***		***$173,482***		***$622,916***		***$1,307,248***		***$384,233***		***$2,191,663***	$8,397,845	***$8,848,336***	***$884,834***	***$1,322,100***	***$11,055,270***

Information contained herein has been compiled from various sources and may contain inaccuracies based on available data. Compliance with applicable codes and ordinances and approval by authorities having jurisdiction is not guaranteed. This material is intended to create an overview and analysis of site conditions and provide a framework for future redevelopment.

APPENDIX III: COST ESTIMATE

DETAILED COST ESTIMATE
CONCEPT 1

Information contained herein has been compiled from various sources and may contain inaccuracies based on available data. Compliance with applicable codes and ordinances and approval by authorities having jurisdiction is not guaranteed. This material is intended to create an overview and analysis of site conditions and provide a framework for future redevelopment.

APPENDIX III: COST ESTIMATE

I-16 EXIT RAMP REMOVAL PROJECT

SAVANNAH GEORGIA

City of Savannah
Chatham County
Metropolitan Planning Commission
CORE Metropolitan Planning Organization
Savannah Development & Renewal Authority

DETAILED COST ESTIMATE
CONCEPT 2 - PART I

The following planning level cost estimates are based on the Georgia Department of Transportation Cost Estimation Tool. Estimates include relocation of water, sewer, electricity and gas where present but do not include right-of-way acquisition.

Map ID	Road Name	Street Type	Street Length (ft)	Excavation and Grading			Bridge Removal			Maintenance of Traffic		*Demolition*	Asphalt			Base/aggregate			Earthwork		Drainage	
				Unit (CYD) Cost	Qty	Cost	Unit (SF) Cost	Qty	Cost	Unit	Cost		Unit (TN) Cost	Qty	Cost	Unit (TN) Cost	Qty	Cost	%	Cost	%	Cost
NA	Off ramp	NA	3,928	$5	68,271	$341,353	$10	27,900	$279,000	LS	$300,000	$920,353	$95		$0	$30			50%		5 %	
NA	On-ramp	NA	2,345	$5	27,243	$136,215	$10	4,400	$44,000	LS	$150,000	$330,215	$95		$0	$30			50%		5 %	
Street G	Selma Blvd	Boulevard	740										$95	977	$92,817	$30	1,865	$55,944	50%	$625,474	5%	$62,547
Street H	Roberts Street	Neighborhood	2,480										$95	5,457	$518,438	$30	6,250	$187,488	50%	$2,096,183	5%	$209,618
Street I	Purse St	Neighborhood	165										$95	133	$12,647	$30	127	$3,812	50%	$139,464	5%	$13,946
Street J	Gaston St	Neighborhood	470										$95	431	$40,938	$30	411	$12,338	50%	$397,260	5%	$39,726
Street K	Huntington St	Neighborhood	433										$95	572	$54,311	$30	546	$16,367	50%	$365,987	5%	$36,599
Street L	Morris Brown Dr	Neighborhood	1,090										$95	879	$83,549	$30	1,259	$37,769	50%	$921,306	5%	$92,131
Street M	Cohen St	Neighborhood	1,038										$95	685	$65,097	$30	981	$29,427	50%	$877,354	5%	$87,735
Street N	Gerard St	Neighborhood	501										$95	184	$17,455	$30	263	$7,891	50%	$423,463	5%	$42,346
Street O	Union St	Neighborhood	452										$95	332	$31,496	$30	475	$14,238	50%	$382,046	5%	$38,205
Street P	Allison St	Neighborhood	230										$95	202	$19,232	$30	290	$8,694	50%	$194,404	5%	$19,440
Street AD	Gwinnett St	Commercial/Retail	2,580										$95		$0	$30		$0	50%		5%	
Street AE	Montgomery St	Commercial/Retail	2,098										$95		$0	$30		$0	50%		5%	
Street AF	Boundary St	Neighborhood	1,698										$95		$0	$30		$0	50%		5%	
Street AL	MLK	Commercial/Retail	2,098										$95		$0	$30		$0	50%		5%	
Subtotal			***22,346***			***$477,569***			***$323,000***		***$450,000***	***$1,250,569***			***$935,982***			***$373,967***		***$6,422,940***		***$642,294***

Information contained herein has been compiled from various sources and may contain inaccuracies based on available data. Compliance with applicable codes and ordinances and approval by authorities having jurisdiction is not guaranteed. This material is intended to create an overview and analysis of site conditions and provide a framework for future redevelopment.

APPENDIX III: COST ESTIMATE

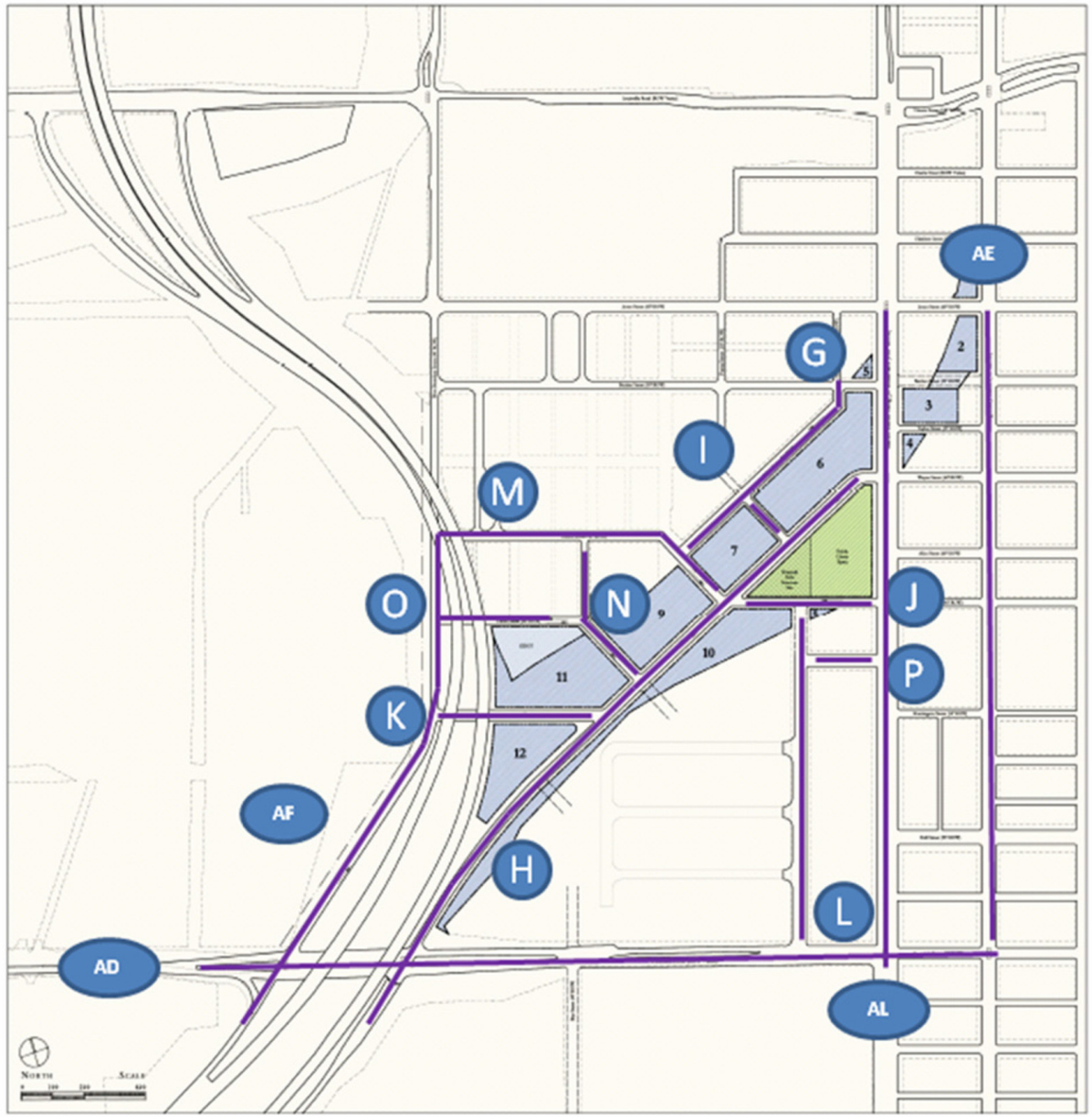
DETAILED COST ESTIMATE
CONCEPT 2 - PART II

The following planning level cost estimates are based on the Georgia Department of Transportation Cost Estimation Tool. Estimates include relocation of water, sewer, electricity and gas where present but do not include right-of-way acquisition.

Map ID	Erosion control		Signs		Pavement Markings		Maintenance of Traffic		Lighting		Landscape and Amenities		Intersection Improvement		Sidewalk		Contingency		*New Construction*	*Total Construction*	*PE*	*Utility*	*Total*
	%	Cost	%	Cost	%	Cost	%	Cost	%	Cost	%	Cost	Unit	Cost	Unit	Cost	%	Cost					
NA	5%		4%		3%	$20,000	15%		4%		5%		LS		LS		20%	$824,419	$844,419	$1,764,772	$176,477	$88,000	$2,029,250
NA	5%		4%		3%	$20,000	15%		4%		5%		LS		LS		20%	$492,175	$512,175	$842,390	$84,239	$96,800	$1,023,429
Street G	5%	$114,180	4%	$91,344	3%	$68,508	15%	$250,000	4%	$91,344	5%	$114,180	LS		LS	$84,875	20%	$155,313	$1,806,529	$1,806,529	$180,653	$259,000	$2,246,182
Street H	5%	$382,659	4%	$306,127	3%	$229,595	15%	$250,000	4%	$306,127	5%	$382,659	LS	$261,450	LS	$284,447	20%	$520,509	$5,935,300	$5,935,300	$593,530	$868,000	$7,396,830
Street I	5%	$25,459	4%	$20,367	3%	$15,275	15%	$25,000	4%	$20,367	5%	$25,459	LS		LS	$18,925	20%	$34,631	$355,353	$355,353	$35,535	$57,750	$448,638
Street J	5%	$72,520	4%	$58,016	3%	$43,512	15%	$25,000	4%	$58,016	5%	$72,520	LS	$261,450	LS	$53,907	20%	$98,645	$1,233,848	$1,233,848	$123,385	$164,500	$1,521,733
Street K	5%	$66,811	4%	$53,449	3%	$40,087	15%	$25,000	4%	$53,449	5%	$66,811	LS		LS	$49,664	20%	$90,879	$919,412	$919,412	$91,941	$151,550	$1,162,904
Street L	5%	$168,185	4%	$134,548	3%	$100,911	15%	$25,000	4%	$134,548	5%	$168,185	LS	$261,450	LS	$125,019	20%	$228,772	$2,481,371	$2,481,371	$248,137	$381,500	$3,111,008
Street M	5%	$160,161	4%	$128,129	3%	$96,097	15%	$25,000	4%	$128,129	5%	$160,161	LS		LS	$119,055	20%	$217,858	$2,094,204	$2,094,204	$209,420	$363,300	$2,666,925
Street N	5%	$77,303	4%	$61,843	3%	$46,382	15%	$25,000	4%	$61,843	5%	$77,303	LS		LS	$57,463	20%	$105,151	$1,003,443	$1,003,443	$100,344	$175,350	$1,279,137
Street O	5%	$69,743	4%	$55,794	3%	$41,846	15%	$25,000	4%	$55,794	5%	$69,743	LS		LS	$51,843	20%	$94,867	$930,614	$930,614	$93,061	$158,200	$1,181,876
Street P	5%	$35,489	4%	$28,391	3%	$21,293	15%	$25,000	4%	$28,391	5%	$35,489	LS	$261,450	LS	$26,380	20%	$48,273	$751,925	$751,925	$75,193	$80,500	$907,618
Street AD	5%		4%		3%		15%		4%		5%		LS	$261,450	LS		20%	$541,497	$802,947	$802,947	$80,295		$883,242
Street AE	5%		4%		3%		15%		4%		5%		LS		LS		20%	$440,334	$440,334	$440,334	$44,033		$484,367
Street AF	5%		4%		3%		15%		4%		5%		LS	$261,450	LS		20%	$356,381	$617,830	$617,830	$61,783		$679,613
Street AL	5%		4%		3%		15%		4%		5%		LS		LS		20%	$440,334	$440,334	$440,334	$44,033		$484,367
Subtotal		***$1,172,510***		***$938,008***		***$743,506***		***$700,000***		***$938,008***		***$1,172,510***		***$1,568,697***		***$871,578***		***$4,690,040***	***$21,170,040***	***$22,420,609***	***$2,242,061***	***$2,844,450***	***$27,507,119***

Information contained herein has been compiled from various sources and may contain inaccuracies based on available data. Compliance with applicable codes and ordinances and approval by authorities having jurisdiction is not guaranteed. This material is intended to create an overview and analysis of site conditions and provide a framework for future redevelopment.

DETAILED COST ESTIMATE
CONCEPT 2



Information contained herein has been compiled from various sources and may contain inaccuracies based on available data. Compliance with applicable codes and ordinances and approval by authorities having jurisdiction is not guaranteed. This material is intended to create an overview and analysis of site conditions and provide a framework for future redevelopment.

APPENDIX III: COST ESTIMATE

I-16 EXIT RAMP REMOVAL PROJECT

SAVANNAH GEORGIA

City of Savannah
Chatham County
Metropolitan Planning Commission
CORE Metropolitan Planning Organization
Savannah Development & Renewal Authority

DETAILED COST ESTIMATE
CONCEPT 3 - PART I

The following planning level cost estimates are based on the Georgia Department of Transportation Cost Estimation Tool. Estimates include relocation of water, sewer, electricity and gas where present but do not include right-of-way acquisition.

Map ID	Road Name	Street Type	Street Length (ft)	Excavation and Grading			Bridge Removal			Maintenance of Traffic		*Demolition*	Asphalt			Base/aggregate			Earthwork		Drainage	
				Unit (CYD) Cost	Qty	Cost	Unit (SF) Cost	Qty	Cost	Unit	Cost		Unit (TN) Cost	Qty	Cost	Unit (TN) Cost	Qty	Cost	%	Cost	%	Cost
NA	Off ramp	NA	3,928	$5	68,271	$341,353	$10	27,900	$279,000	LS	$300,000	$920,353	$95		$0	$30		$0	50%		5%	
NA	On-ramp	NA	2,345	$5	27,243	$136,215	$10	4,400	$44,000	LS	$150,000	$330,215	$95		$0	$30		$0	50%		5%	
Street Q	Purse St	Neighborhood	120										$95	88	$8,362	$30	126	$3,780	50%		5%	
Street R	Wayne St	Neighborhood	200										$95	220	$20,905	$30	210	$6,300	50%	$193,141	5%	$19,314
Street S	Alice St	Neighborhood	470										$95	517	$49,126	$30	494	$14,805	50%	$453,881	5%	$45,388
Street T	Gaston St	Neighborhood	470										$95	431	$40,938	$30	411	$12,338	50%	$453,881	5%	$45,388
Street U	Morris Brown Dr	Neighborhood	1,491										$95	1,640	$155,845	$30	1,566	$46,967	50%	$1,439,865	5%	$143,987
Street V	Roberts St	Neighborhood	1,925										$95	4,118	$391,238	$30	4,716	$141,488	50%	$1,858,981	5%	$185,898
Street W	Huntington St	Neighborhood	490										$95	647	$61,460	$30	617	$18,522	50%	$473,195	5%	$47,320
Street X	Gerard St	Neighborhood	390										$95	257	$24,459	$30	246	$7,371	50%	$376,625	5%	$37,662
Street Y	Cohen St	Neighborhood	370										$95	380	$36,096	$30	363	$10,878	50%	$357,311	5%	$35,731
Street Z	Selma Blvd	Boulevard	1,490										$95	4,401	$418,095	$30	4,200	$126,000	50%	$1,438,900	5%	$143,890
Street AA	Allison St	Neighborhood	200										$95	264	$25,086	$30	252	$7,560	50%	$193,141	5%	$19,314
Street AB	Cohen St	Neighborhood	857										$95	1,131	$107,492	$30	1,080	$32,395	50%	$827,609	5%	$82,761
Street AC	Union St	Neighborhood	455										$95	601	$57,070	$30	573	$17,199	50%	$439,395	5%	$43,940
Street AG	Gwinnett St	Commercial/Retail	2,580										$95		$0	$30		$0	50%		5%	
Street AH	Montgomery St	Commercial/Retail	2,098										$95		$0	$30		$0	50%		5%	
Street AI	Boundary St	Neighborhood	1,698										$95		$0	$30		$0	50%		5%	
Street AM	MLK	Commercial/Retail	2,098										$95		$0	$30		$0	50%		5%	
Subtotal			***23,675***			***$477,569***			***$323,000***		***$450,000***	***$1,250,569***			***$1,396,171***			***$445,601***		***$8,505,924***		***$850,592***

Information contained herein has been compiled from various sources and may contain inaccuracies based on available data. Compliance with applicable codes and ordinances and approval by authorities having jurisdiction is not guaranteed. This material is intended to create an overview and analysis of site conditions and provide a framework for future redevelopment.

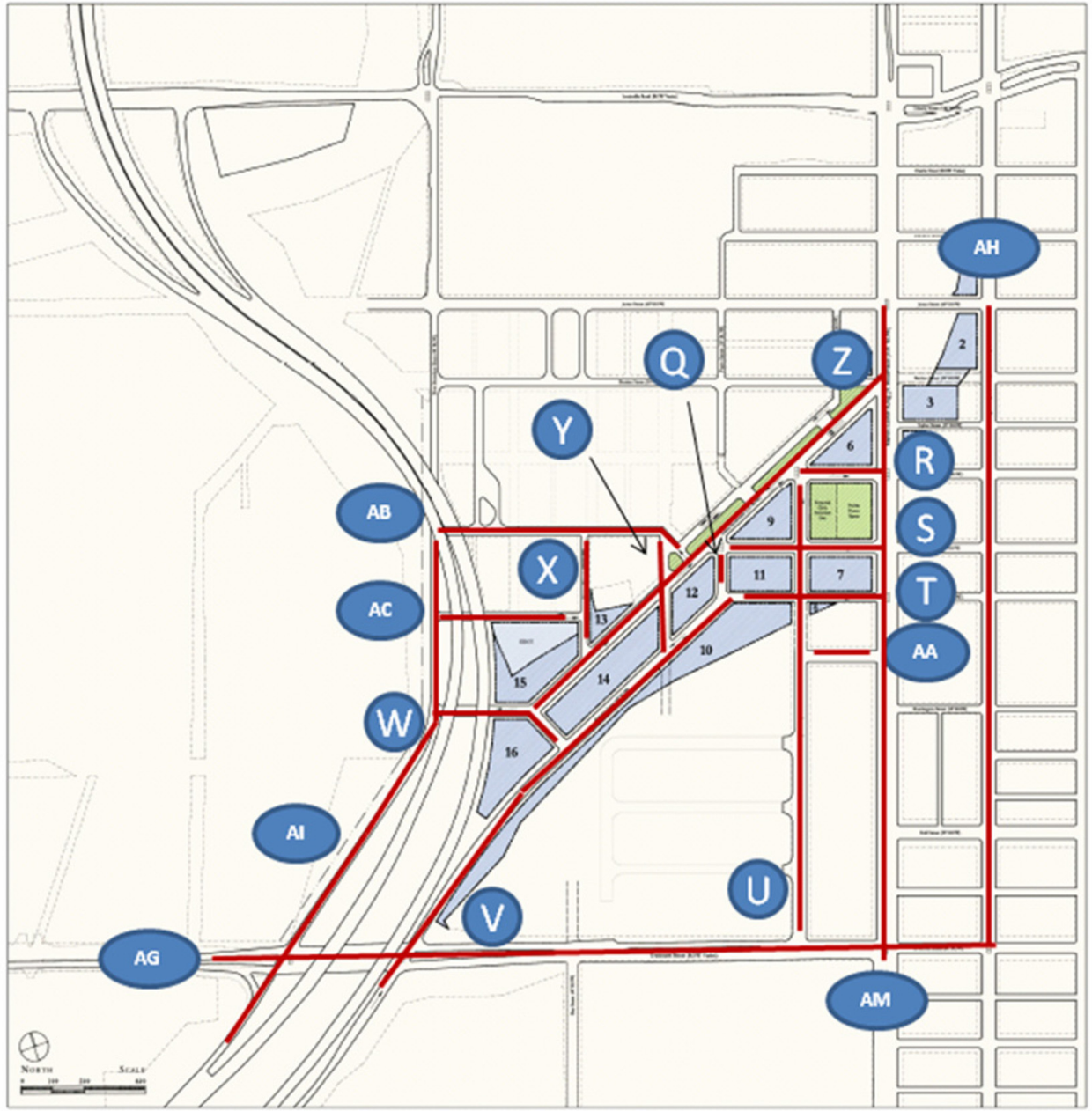
DETAILED COST ESTIMATE
CONCEPT 3 - PART II

The following planning level cost estimates are based on the Georgia Department of Transportation Cost Estimation Tool. Estimates include relocation of water, sewer, electricity and gas where present but do not include right-of-way acquisition.

Map ID	Erosion control		Signs		Pavement Markings		Maintenance of Traffic		Lighting		Landscape and Amenities		Intersection Improvement		Sidewalk		Contingency		*New Construction*	*Total Construction*	*PE*	*Utility*	*Total*
	%	Cost	%	Cost	%	Cost	%	Cost	%	Cost	%	Cost	Unit	Cost	Unit	Cost	%	Cost					
NA	5%		4%		3%		15%		4%		5%		LS		LS		20%	$974,222	$974,222	$1,894,575	$189,457	$88,000	$2,172,032
NA	5%		4%		3%	$20,000	15%		4%		5%		LS		LS		20%	$581,606	$601,606	$931,822	$93,182	$96,800	$1,121,804
Street Q	5%		4%		3%	$20,000	15%	$25,000	4%	$15,785	5%	$19,731	LS		LS	$13,764	20%	$29,762	$136,183	$136,183	$13,618	$42,000	$191,802
Street R	5%	$32,885	4%	$26,308	3%	$19,731	15%	$25,000	4%	$26,308	5%	$32,885	LS		LS	$22,939	20%	$49,604	$475,318	$475,318	$47,532	$70,000	$592,850
Street S	5%	$77,279	4%	$61,823	3%	$46,367	15%	$25,000	4%	$61,823	5%	$77,279	LS	$261,450	LS	$53,907	20%	$116,569	$1,344,697	$1,344,697	$134,470	$164,500	$1,643,667
Street T	5%	$77,279	4%	$61,823	3%	$46,367	15%	$25,000	4%	$61,823	5%	$77,279	LS	$261,450	LS	$53,907	20%	$116,569	$1,334,042	$1,334,042	$133,404	$164,500	$1,631,946
Street U	5%	$245,154	4%	$196,124	3%	$147,093	15%	$25,000	4%	$196,124	5%	$245,154	LS	$261,450	LS	$171,012	20%	$369,798	$3,643,571	$3,643,571	$364,357	$521,850	$4,529,779
Street V	5%	$316,514	4%	$253,211	3%	$189,908	15%	$250,000	4%	$253,211	5%	$316,514	LS	$261,450	LS	$220,791	20%	$477,438	$5,116,642	$5,116,642	$511,664	$673,750	$6,302,056
Street W	5%	$80,567	4%	$64,454	3%	$48,340	15%	$25,000	4%	$64,454	5%	$80,567	LS		LS	$56,201	20%	$121,530	$1,141,610	$1,141,610	$114,161	$171,500	$1,427,271
Street X	5%	$64,125	4%	$51,300	3%	$38,475	15%	$25,000	4%	$51,300	5%	$64,125	LS		LS	$44,732	20%	$96,728	$881,901	$881,901	$88,190	$136,500	$1,106,591
Street Y	5%	$60,836	4%	$48,669	3%	$36,502	15%	$25,000	4%	$48,669	5%	$60,836	LS		LS	$42,438	20%	$91,767	$854,733	$854,733	$85,473	$129,500	$1,069,707
Street Z	5%	$244,990	4%	$195,992	3%	$146,994	15%	$250,000	4%	$195,992	5%	$244,990	LS	$261,450	LS	$170,898	20%	$369,550	$4,207,739	$4,207,739	$420,774	$521,500	$5,150,013
Street AA	5%	$32,885	4%	$26,308	3%	$19,731	15%	$25,000	4%	$26,308	5%	$32,885	LS	$261,450	LS	$22,939	20%	$49,604	$742,209	$742,209	$74,221	$70,000	$886,430
Street AB	5%	$140,910	4%	$112,728	3%	$84,546	15%	$25,000	4%	$112,728	5%	$140,910	LS		LS	$98,295	20%	$212,553	$1,977,928	$1,977,928	$197,793	$299,950	$2,475,671
Street AC	5%	$74,812	4%	$59,850	3%	$44,887	15%	$25,000	4%	$59,850	5%	$74,812	LS		LS	$52,187	20%	$112,849	$1,061,852	$1,061,852	$106,185	$159,250	$1,327,287
Street AG	5%		4%		3%		15%		4%		5%		LS	$261,450	LS		20%	$639,891	$901,341	$901,341	$90,134	$903,000	$1,894,475
Street AH	5%		4%		3%		15%		4%		5%		LS		LS		20%	$520,346	$520,346	$520,346	$52,035	$734,300	$1,306,680
Street AI	5%		4%		3%		15%		4%		5%		LS		LS		20%	$421,138	$421,138	$421,138	$42,114	$594,300	$1,057,551
Street AM	5%		4%		3%		15%		4%		5%		LS		LS		20%	$520,346	$520,346	$520,346	$52,035	$734,300	$1,306,680
Subtotal		***$1,448,236***		***$1,158,589***		***$908,942***		***$775,000***		***$1,174,374***		***$1,467,967***		***$1,830,147***		***$1,024,010***		***$5,871,869***	***$26,857,423***	***$28,107,991***	***$2,810,799***	***$6,275,500***	***$37,194,291***

Information contained herein has been compiled from various sources and may contain inaccuracies based on available data. Compliance with applicable codes and ordinances and approval by authorities having jurisdiction is not guaranteed. This material is intended to create an overview and analysis of site conditions and provide a framework for future redevelopment.

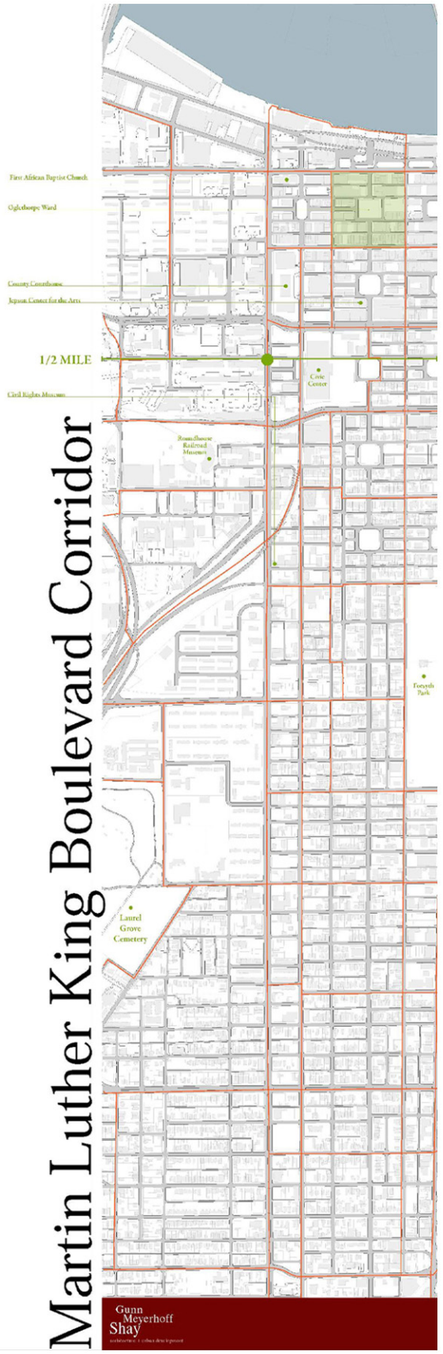
APPENDIX III: COST ESTIMATE

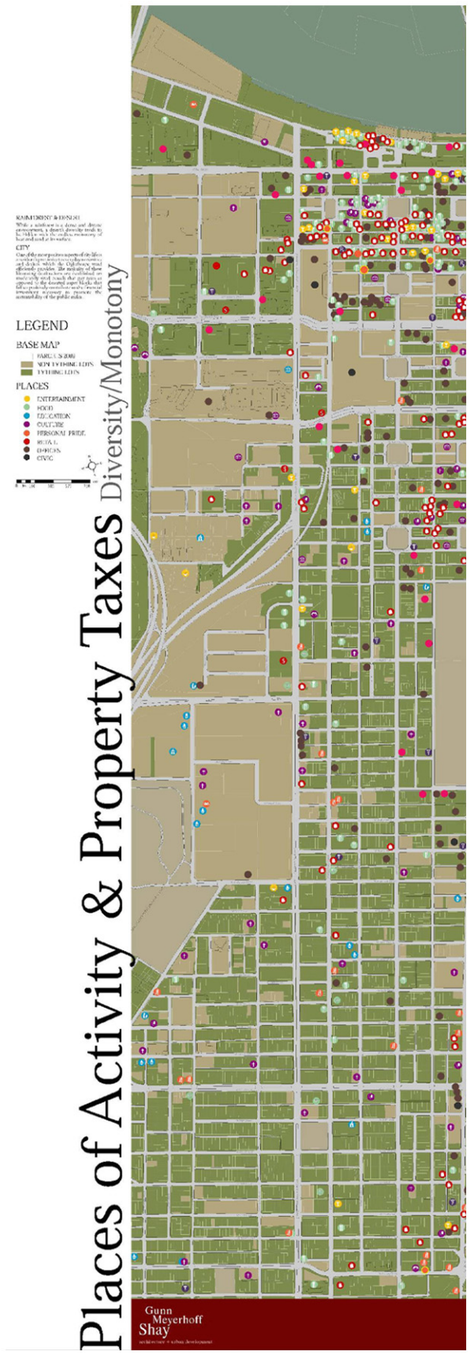


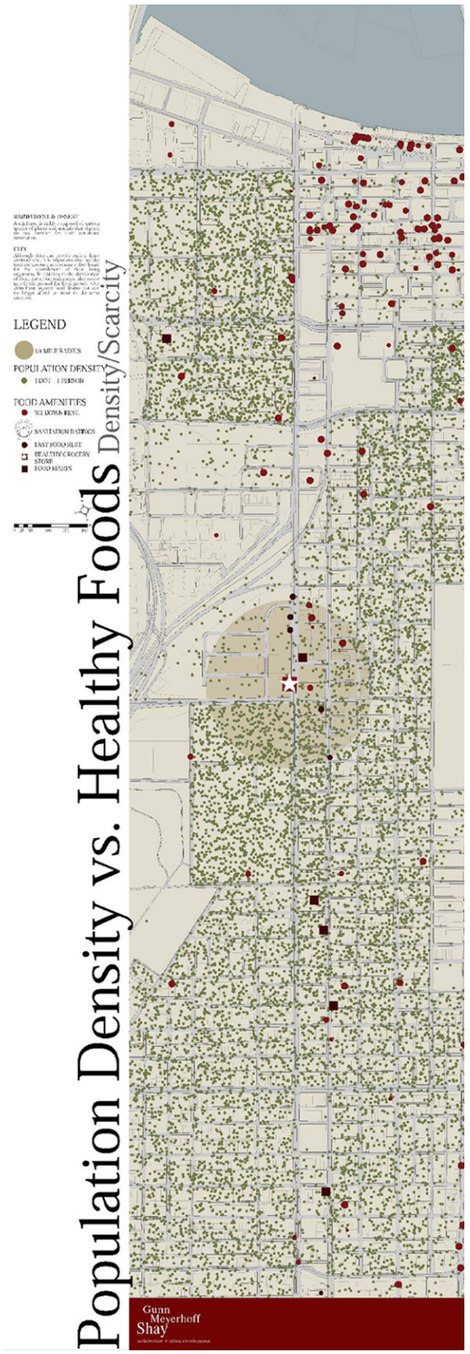
APPENDIX III: COST ESTIMATE

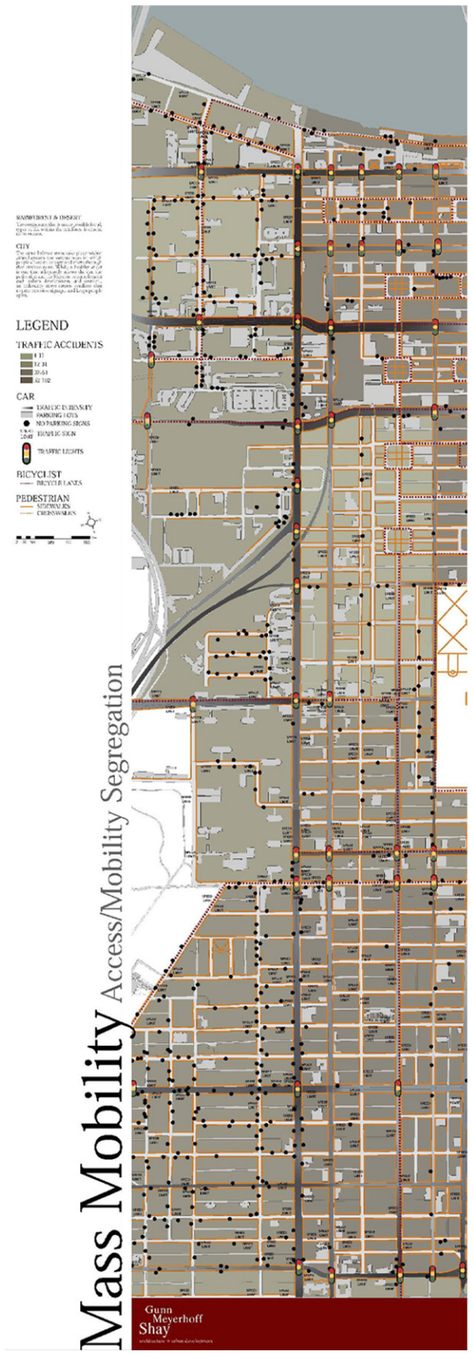
Information contained herein has been compiled from various sources and may contain inaccuracies based on available data. Compliance with applicable codes and ordinances and approval by authorities having jurisdiction is not guaranteed. This material is intended to create an overview and analysis of site conditions and provide a framework for future redevelopment.

I-16 EXIT RAMP REMOVAL PROJECT
SAVANNAH GEORGIA
City of Savannah
Chatham County
Metropolitan Planning Commission
CORE Metropolitan Planning Organization
Savannah Development & Renewal Authority

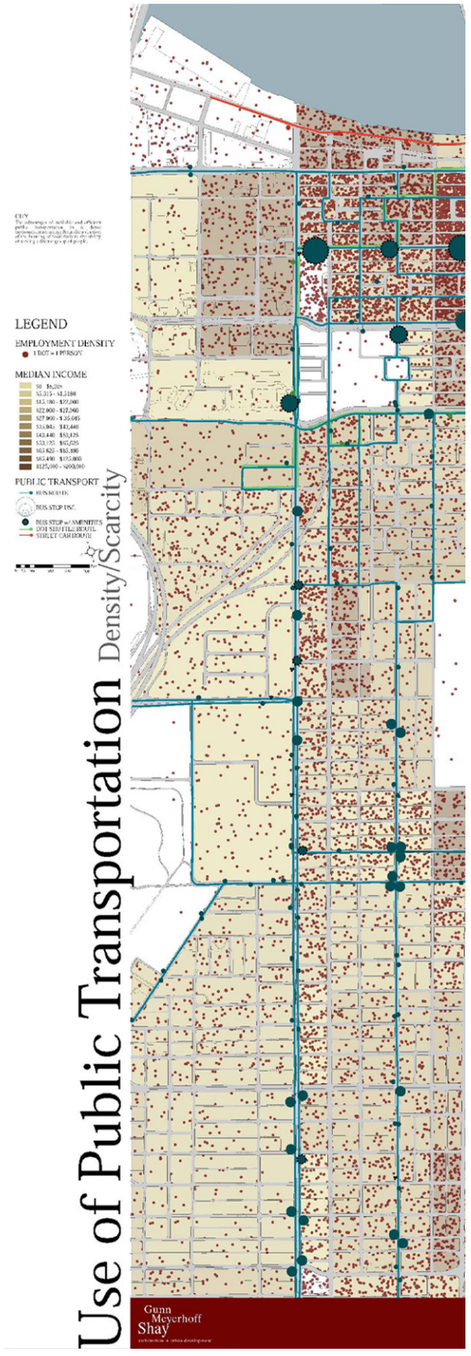


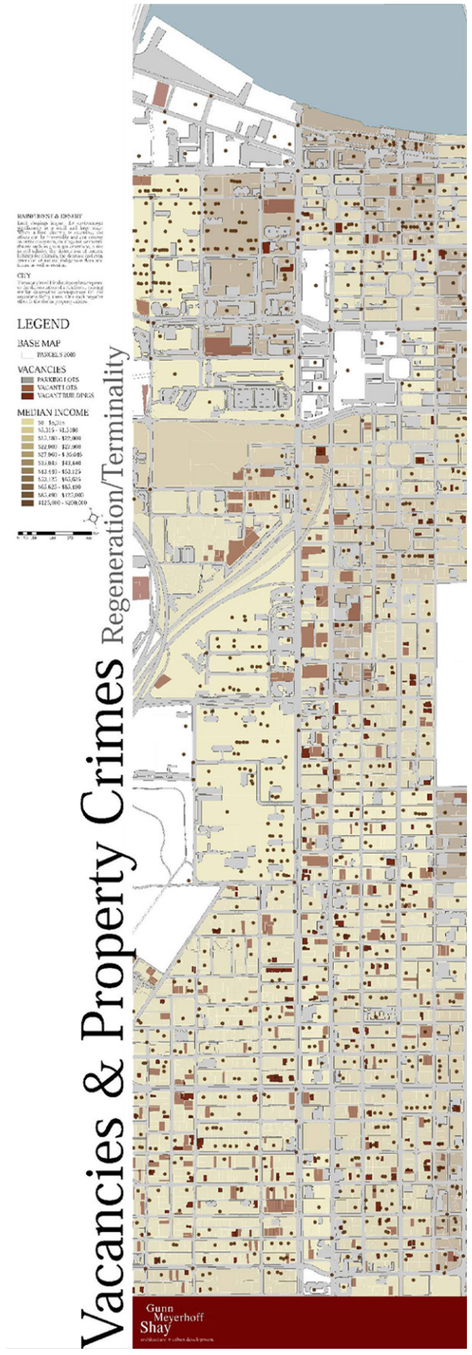


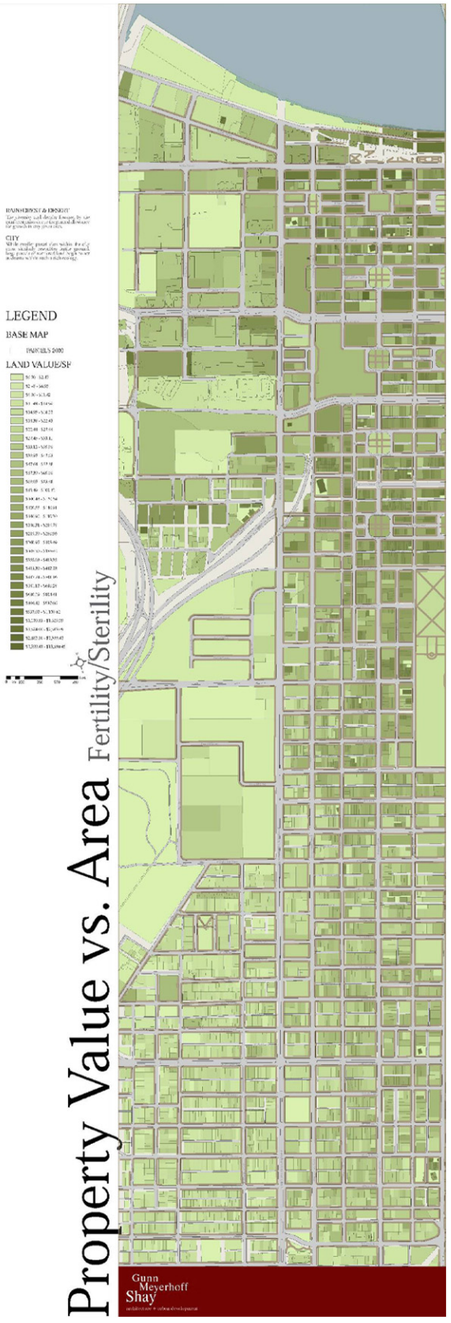


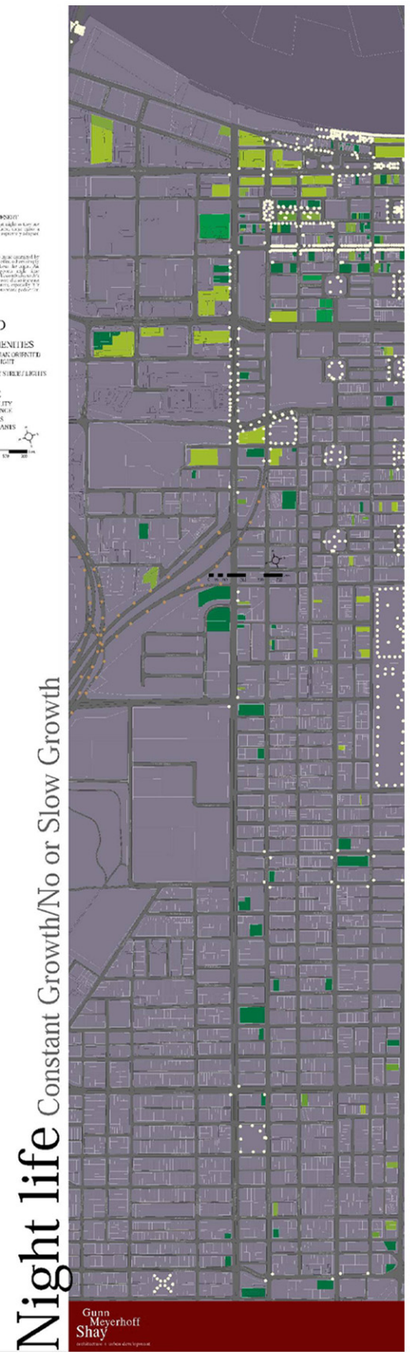


APPENDIX IV: URBAN ECOLOGY









APPENDIX IV: URBAN ECOLOGY