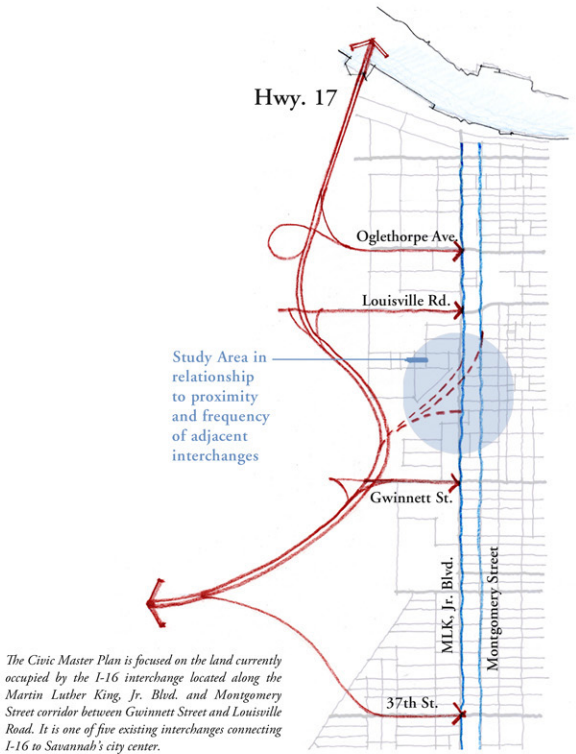
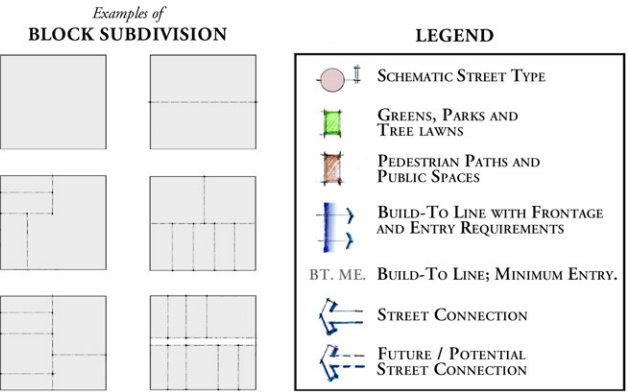


The land area occupied by the existing I-16 interchange at Martin Luther King, Jr. Blvd. was formerly home to Union Station and a vibrant mixed-use neighborhood in Savannah's west boundary. The goal of the plan is to reclaim this significant land resource and restore it as a well-connected district,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



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.



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



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

July 15, 2012