DOWNTOWN SAVANNAH 2033

SAVANNAH DEVELOPMENT AND RENEWAL AUTHORITY

Design Team

Kevin Klinkenberg, Team Leader
Laura Ballock
Eric Brown
Jim Collins
Denise Grabowski
Todd Holloway
Dan Jarrell
Rahul Malia
Charles McMillan
Jerod Rivers
Whitney Shephard
Joe Skibba
Wade Walker

What We are Here To Do

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What We are Here To Do

- Provide a clear and cohesive civic vision for downtown to grow into over the next 15 years
- Look at transportation holistically. Identify solutions for the whole system
- Find Physical Design Solutions that are supportable by the public and economically viable
- Provide some predictability to the planning and development process
- Provide some community therapy

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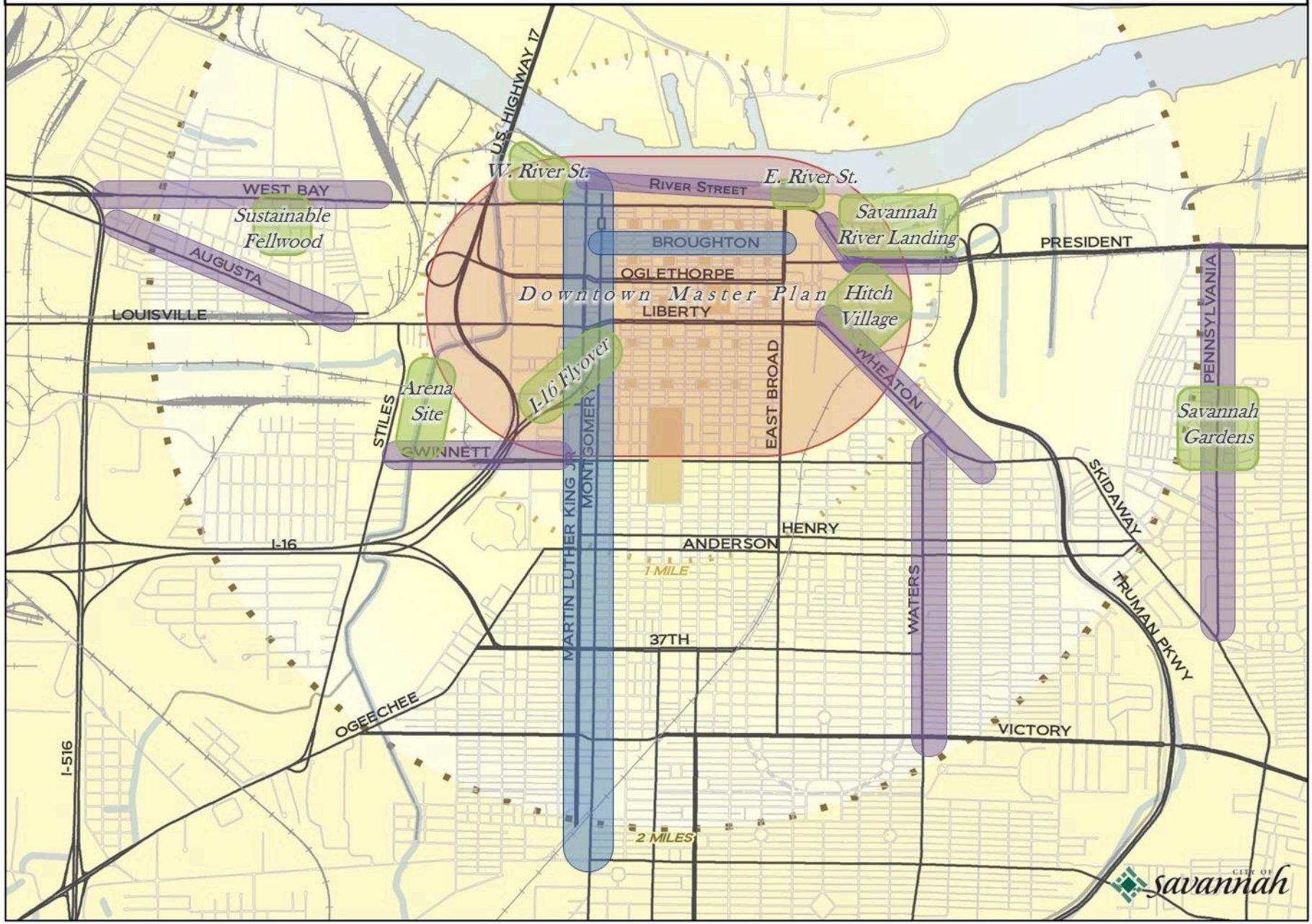
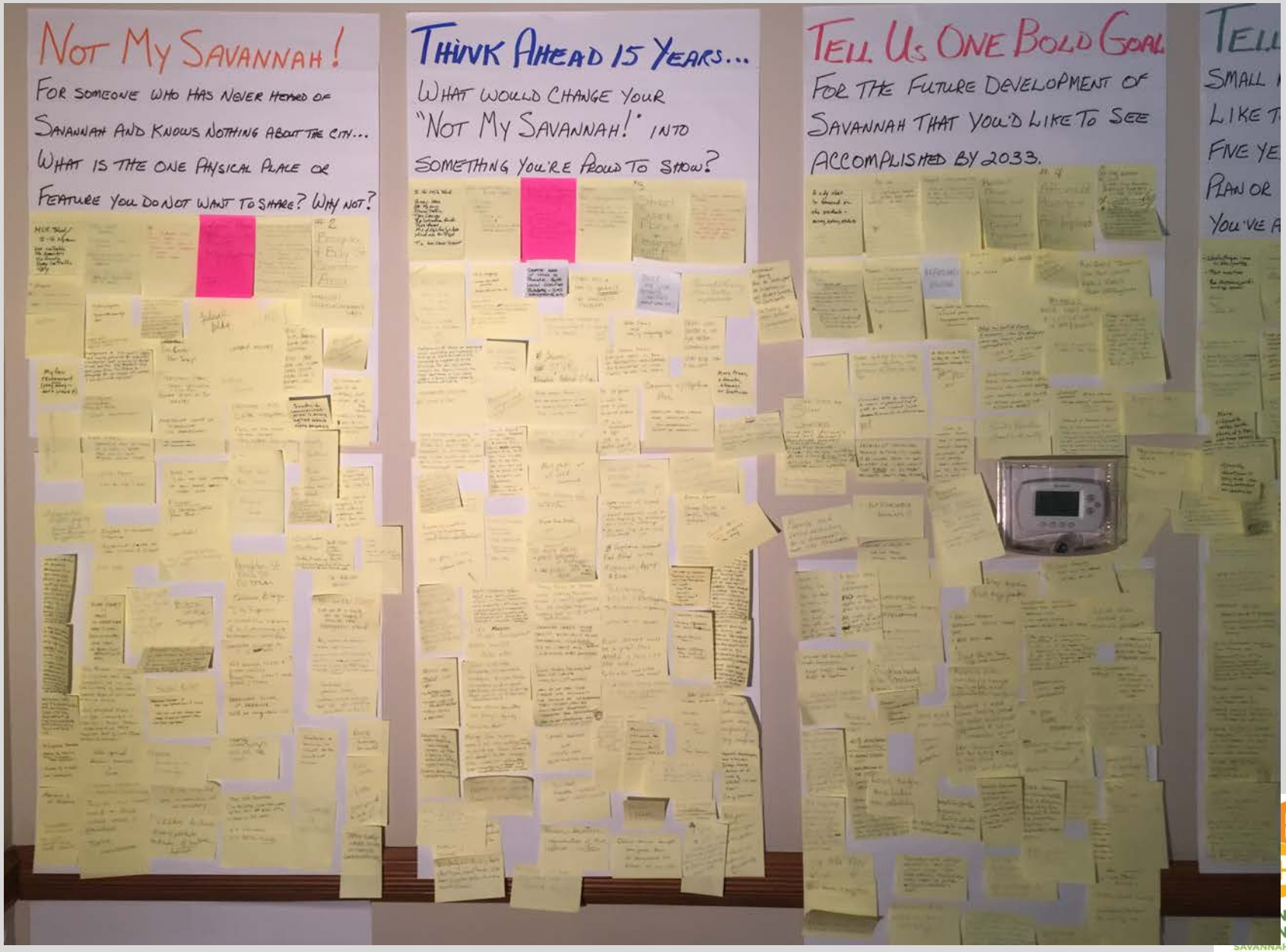
Greater Downtown Proposed & Existing Development Projects

Savannah Development & Renewal Authority



What We are Here To Do



Ground Rules

You can disagree but not be disagreeable.

If you have an idea, write it down, or even better – draw it.

Let's have an adult conversation, including some frank discussions of reality. Every choice has trade-offs, and we need to talk about the trade-offs.

Yes We Can

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What can happen in 15 years?

14 years ago

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What can happen in 15 years?

10 years ago

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What can happen in 15 years?

9 years ago, 3 years ago in Savannah

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What can happen in 15 years?

1 year ago

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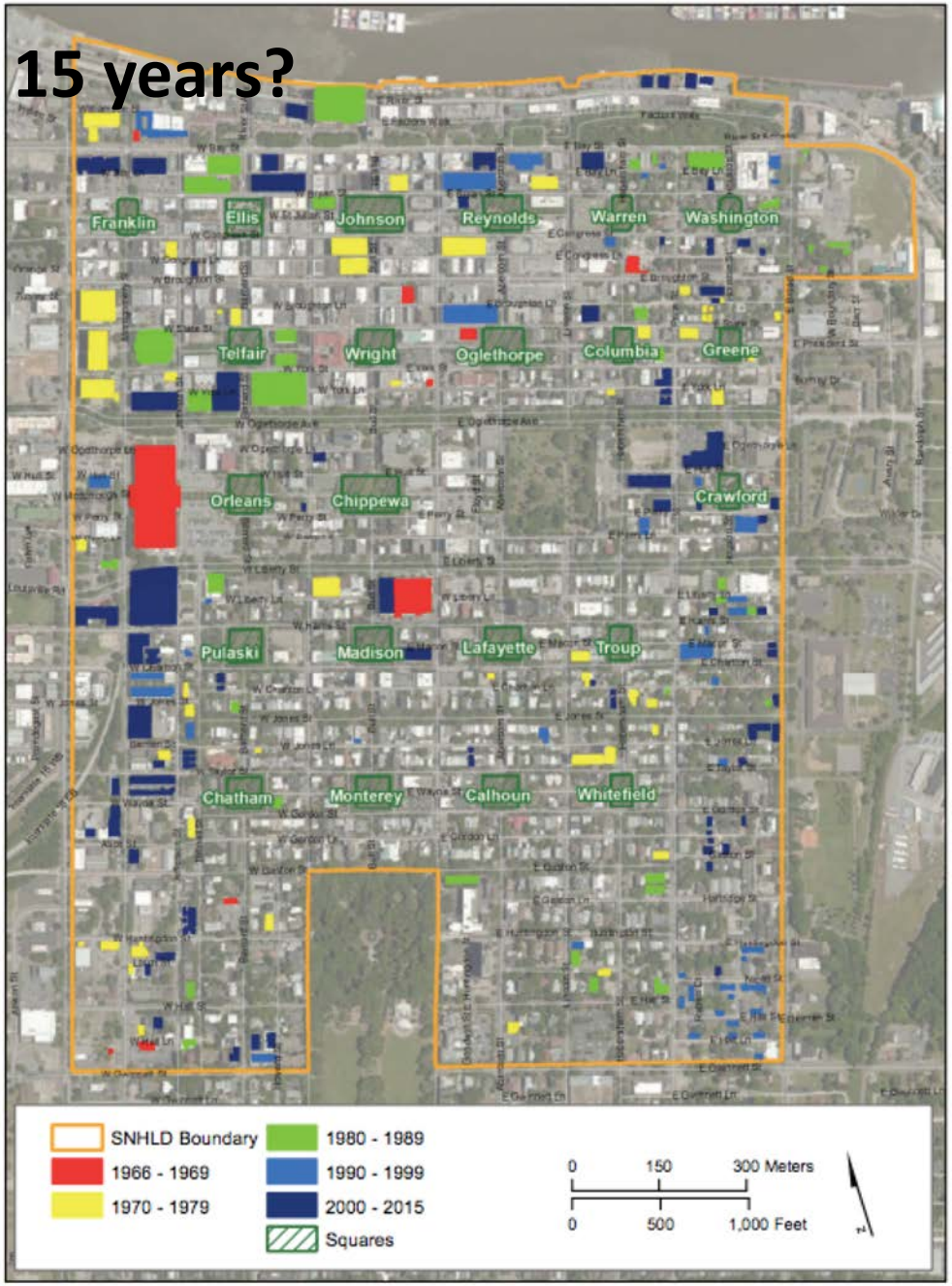
What can happen in 15 years?



Source: Bing Aerial Photography (2010)

Figure 4.2 Post-1966 Building Infill within the SNHLD by Decade of Construction

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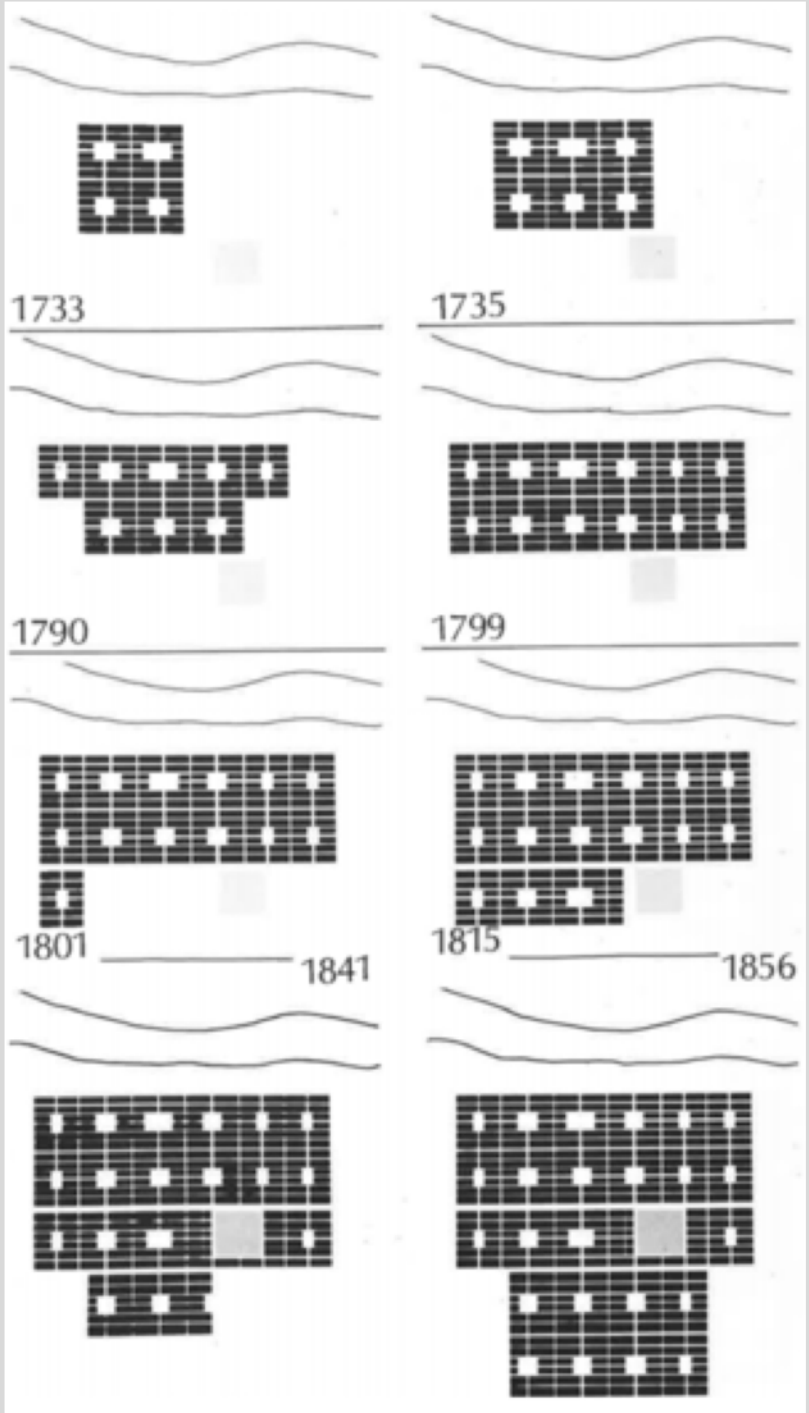
What Will be Our Legacy?

Change is inevitable. How we adapt to change is the challenge.

Cities can be shaped but not micro-managed.



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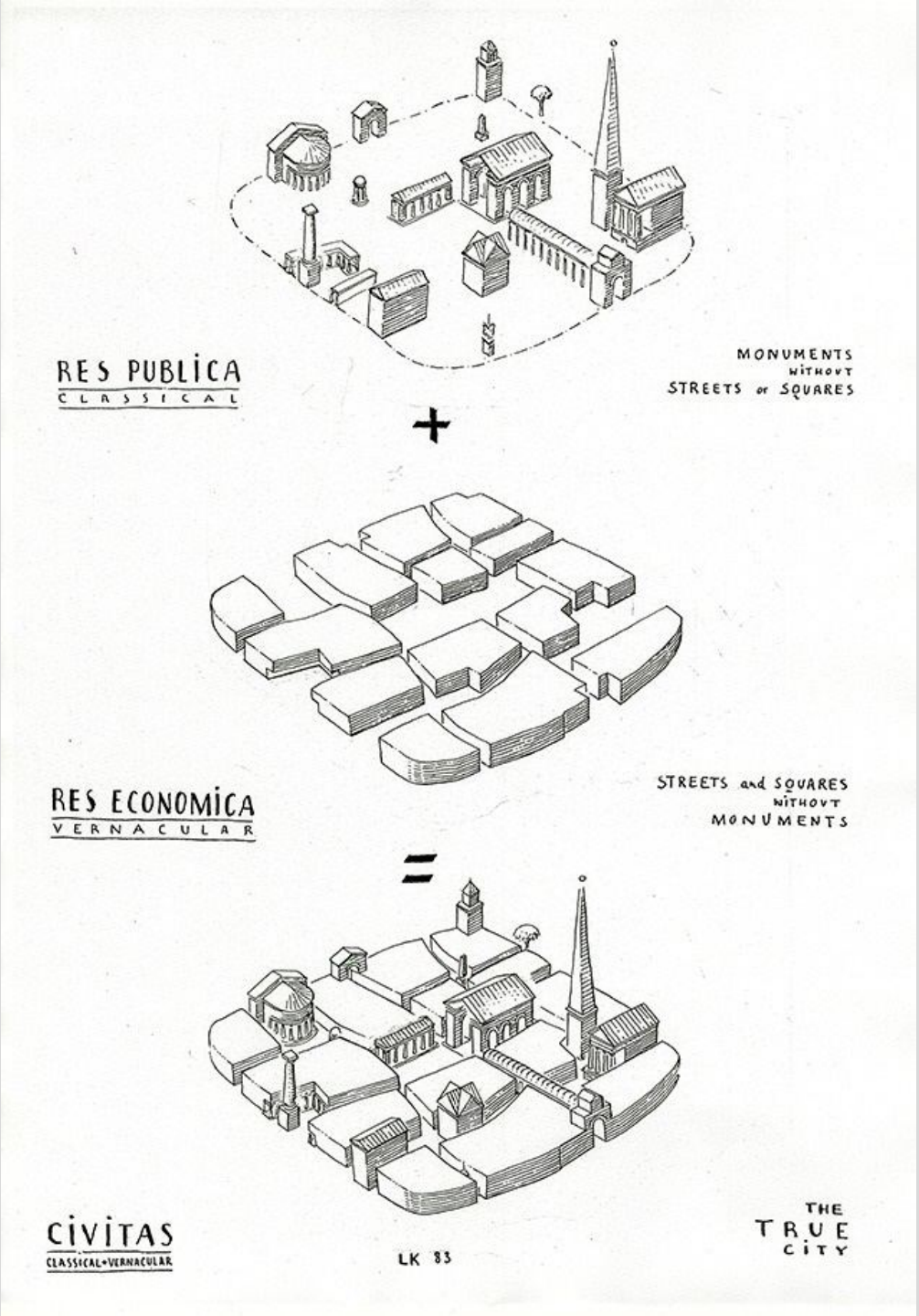
The Civic Framework



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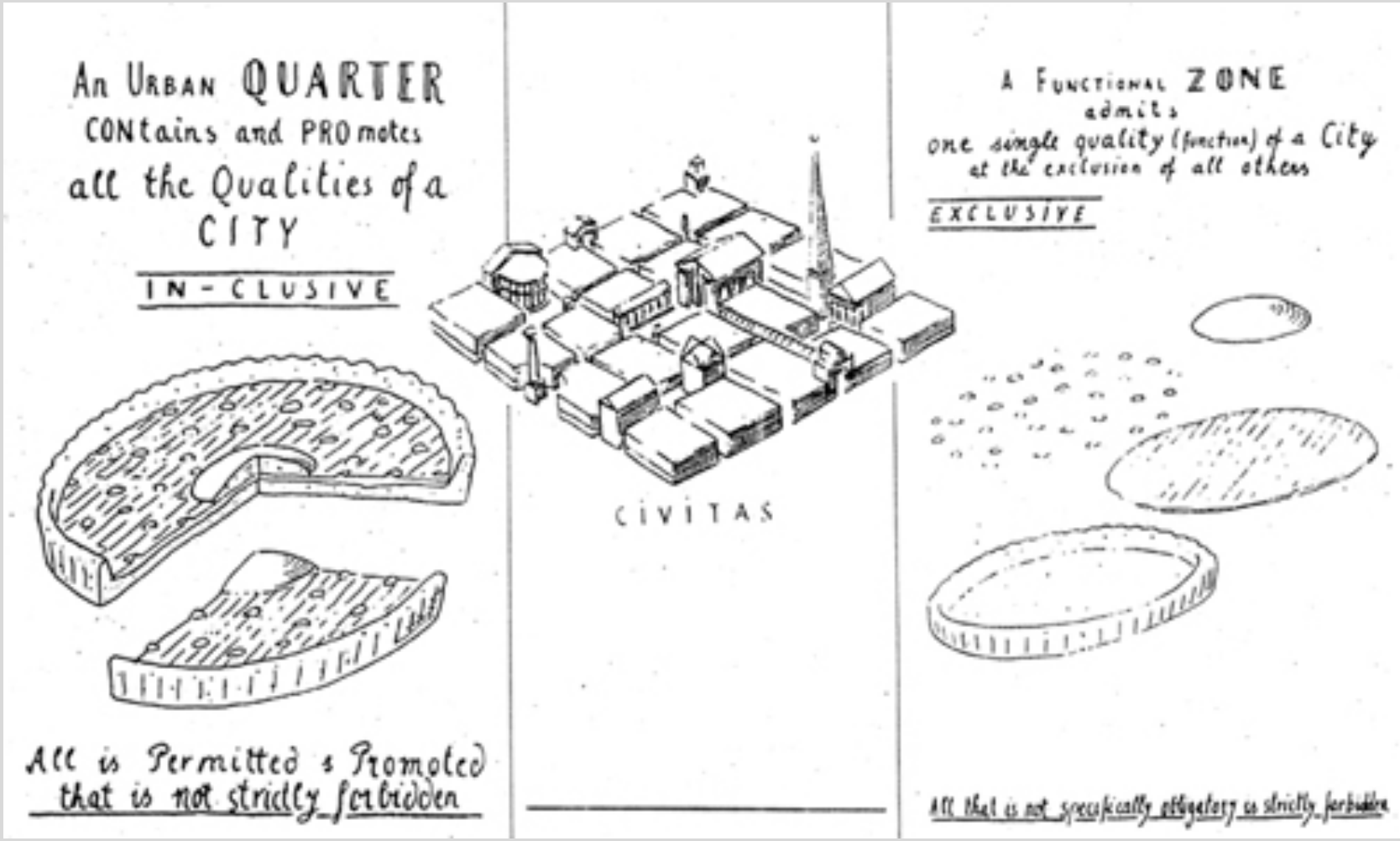

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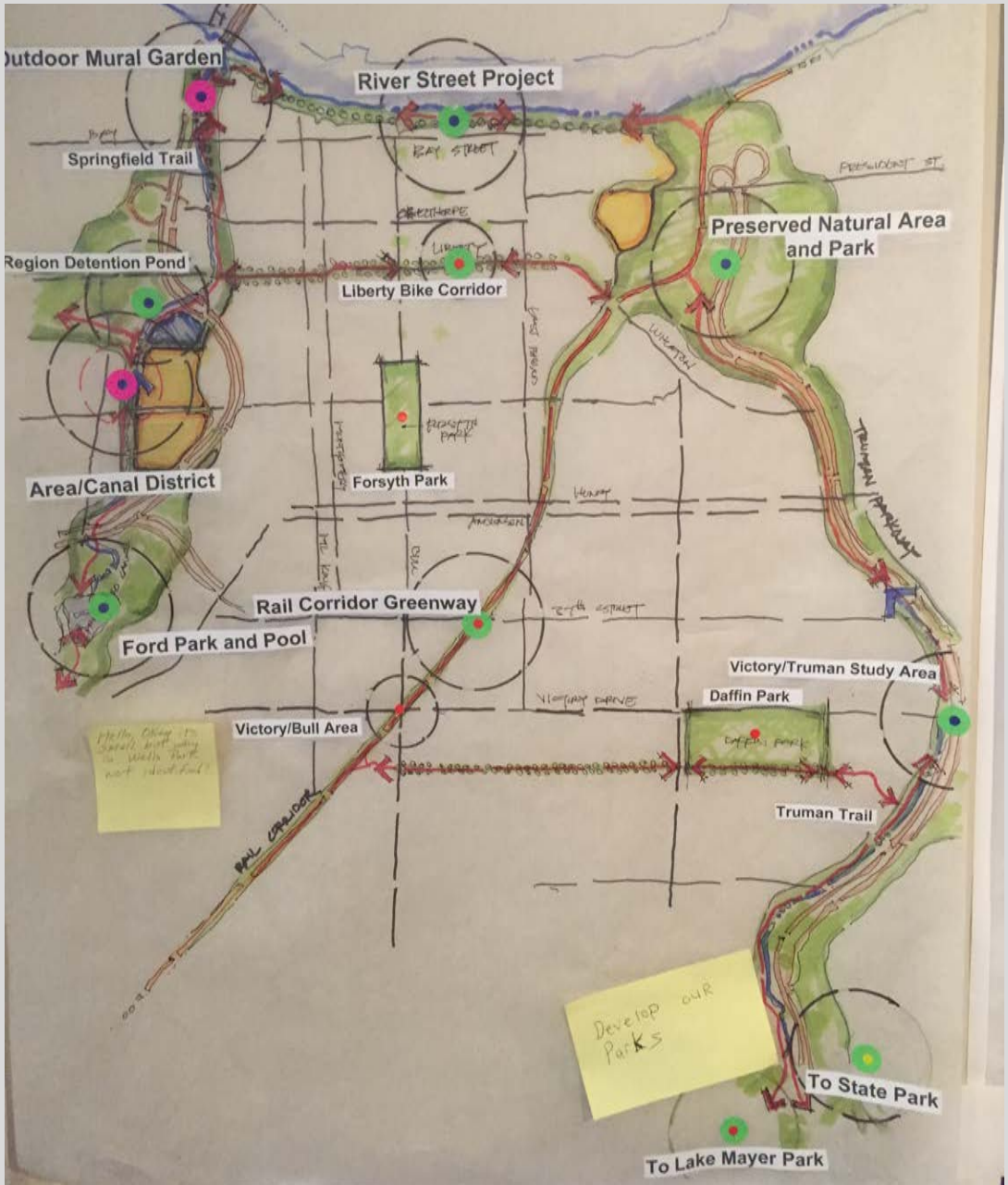

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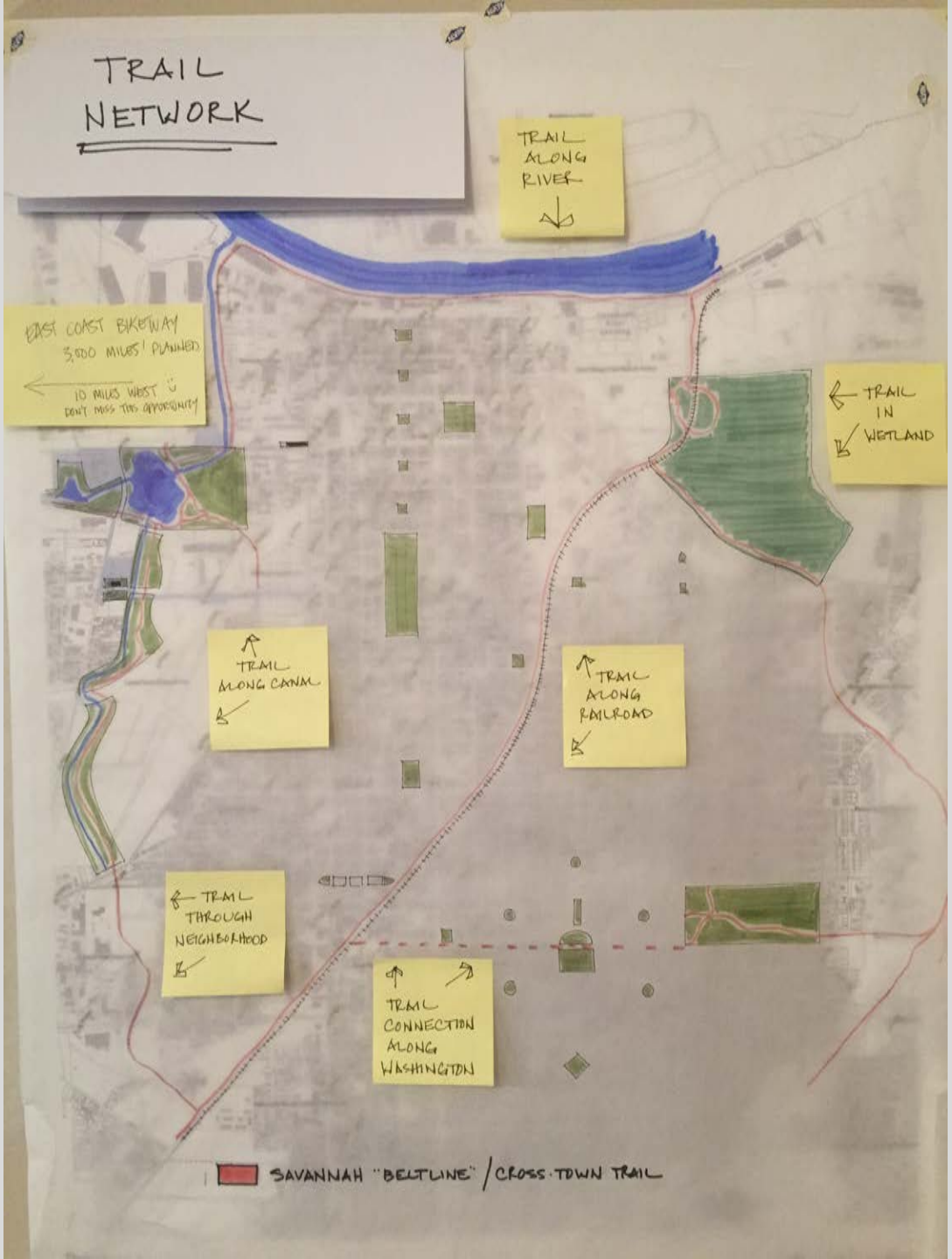

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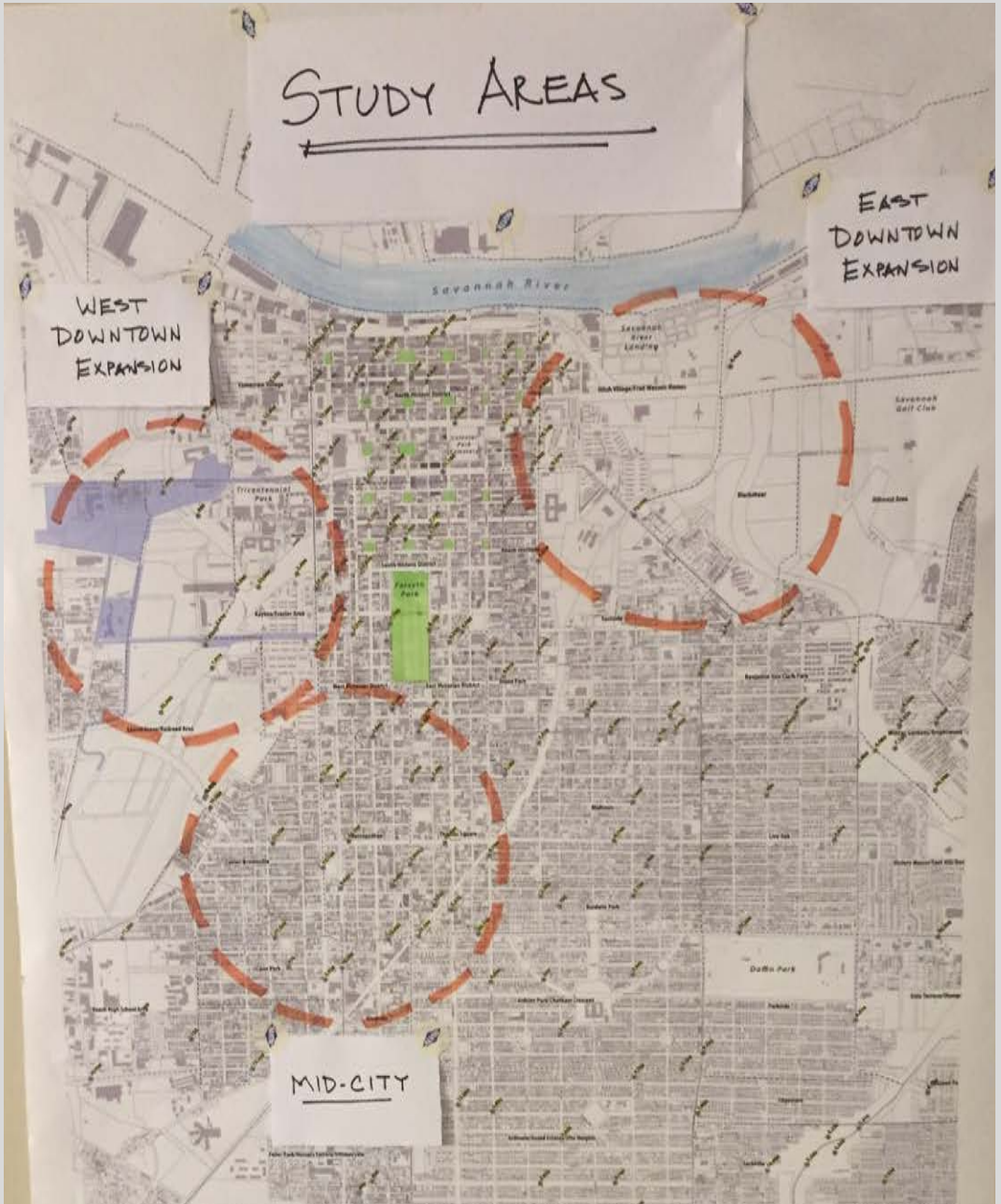

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Passive Space Deficiit Outside of 1,000' Radius

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BENEFIT OF INCREASED PROPERTY VALUE ON WHITAKER & DRAYTON STREET

10%+ ($17.5 Million)	VS	20%+ ($35 Million)
$218,400	Revenue to the City	$436,800
	New police officers ($71k/officer)	
	New tree maintenance workers ($50K/worker)	
	Entire SDRA Budget ($275K)	
	Affordable Housing Fund ($150K)	
	Arts / Social Services funding ($400K)	
	Miles of asphalt pavement ($126K/mile)	
	Moses Jackson Advancement Center ($340K)	
	Square & Monument Improvements ($475K)	

*Every year, these are not one-time increases

The Civic Frame[illegible]k

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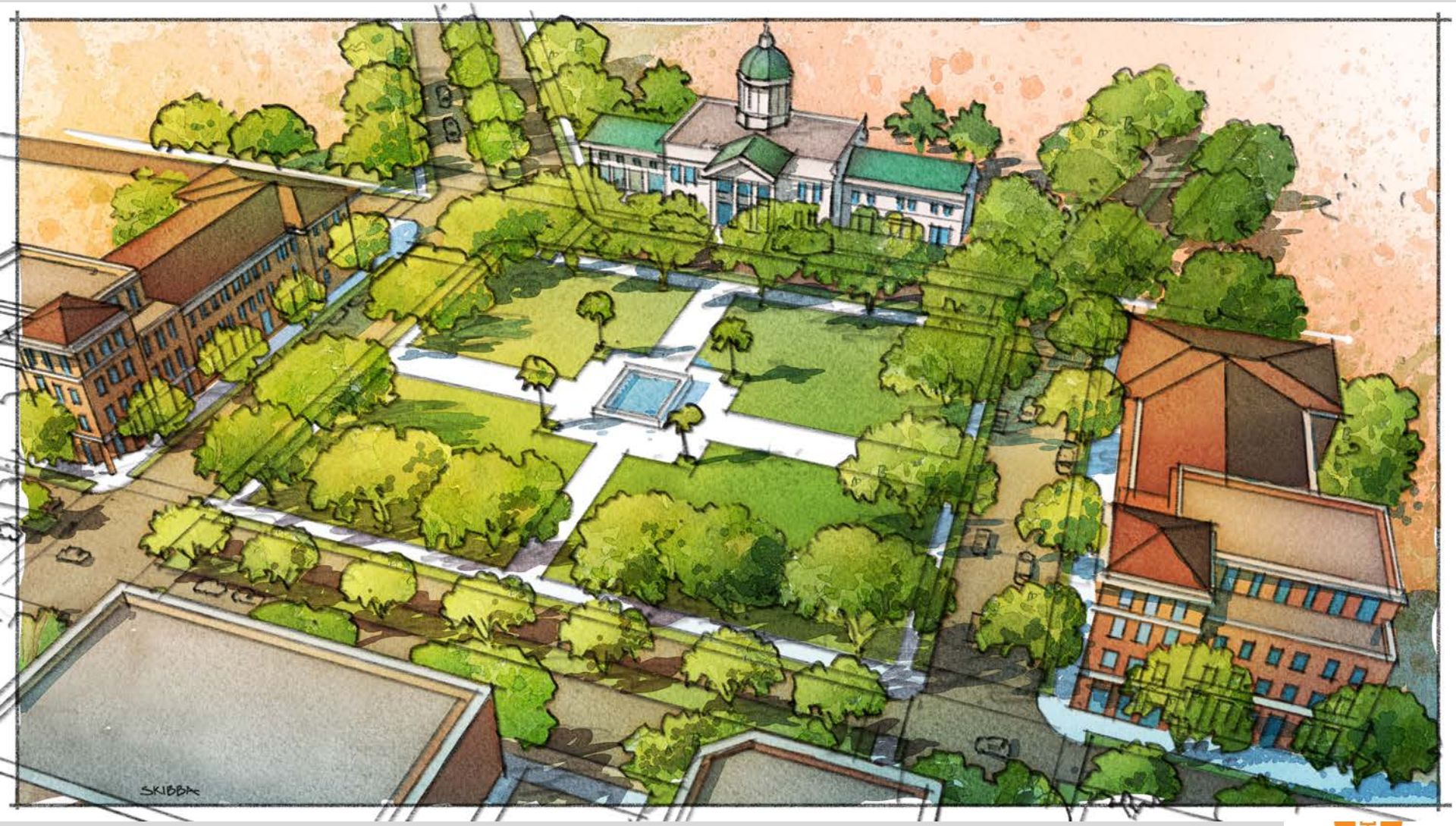

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INCREASED NETWORK & CAPACITY

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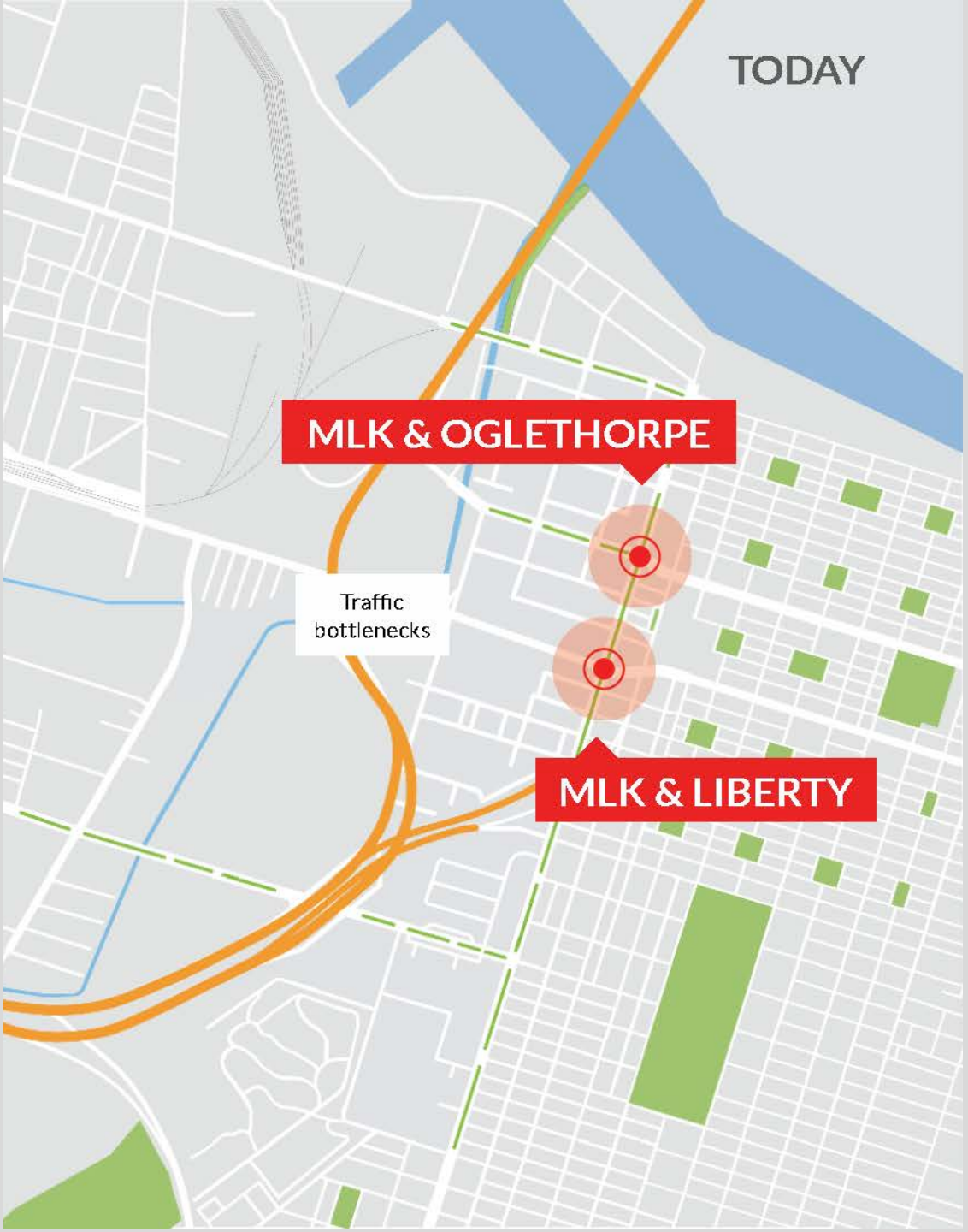

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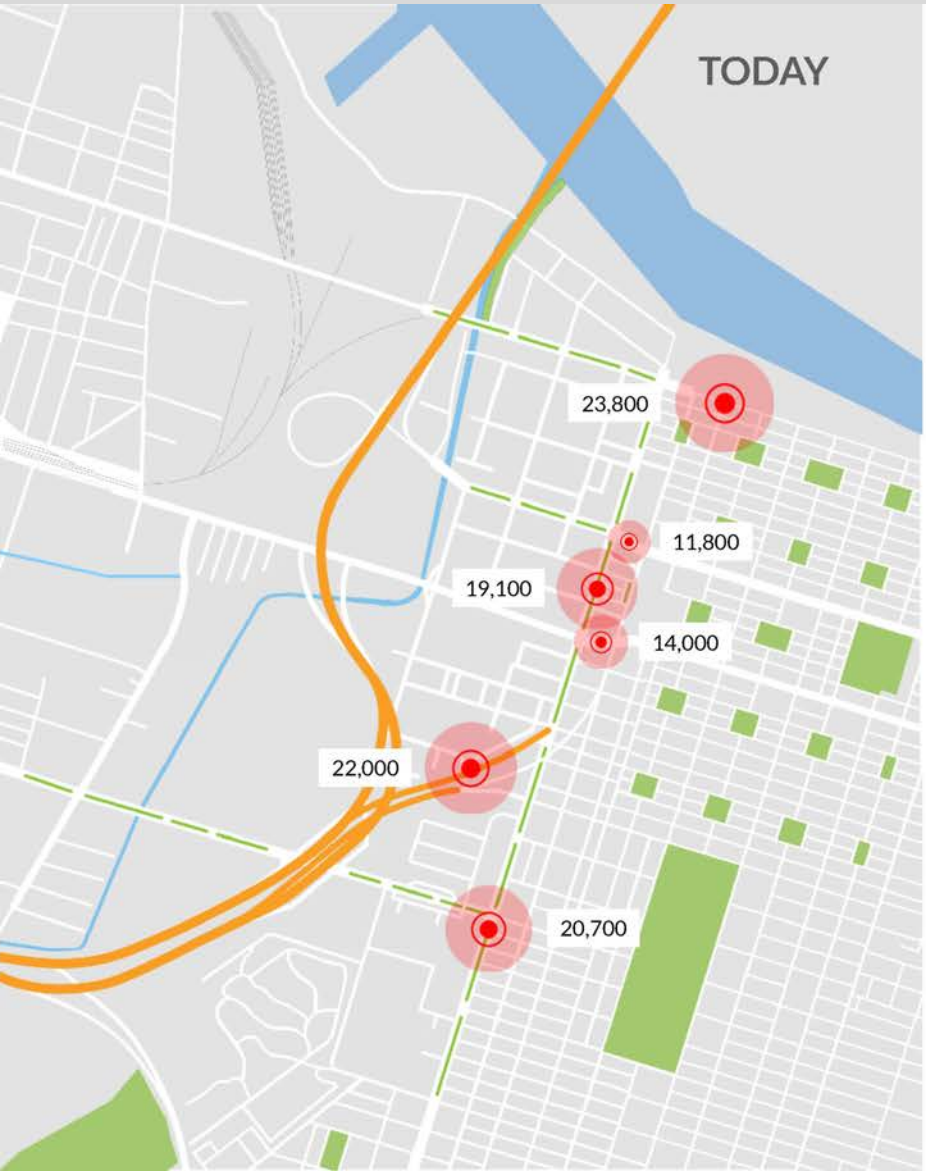


DAILY TRAFFIC AMOUNTS

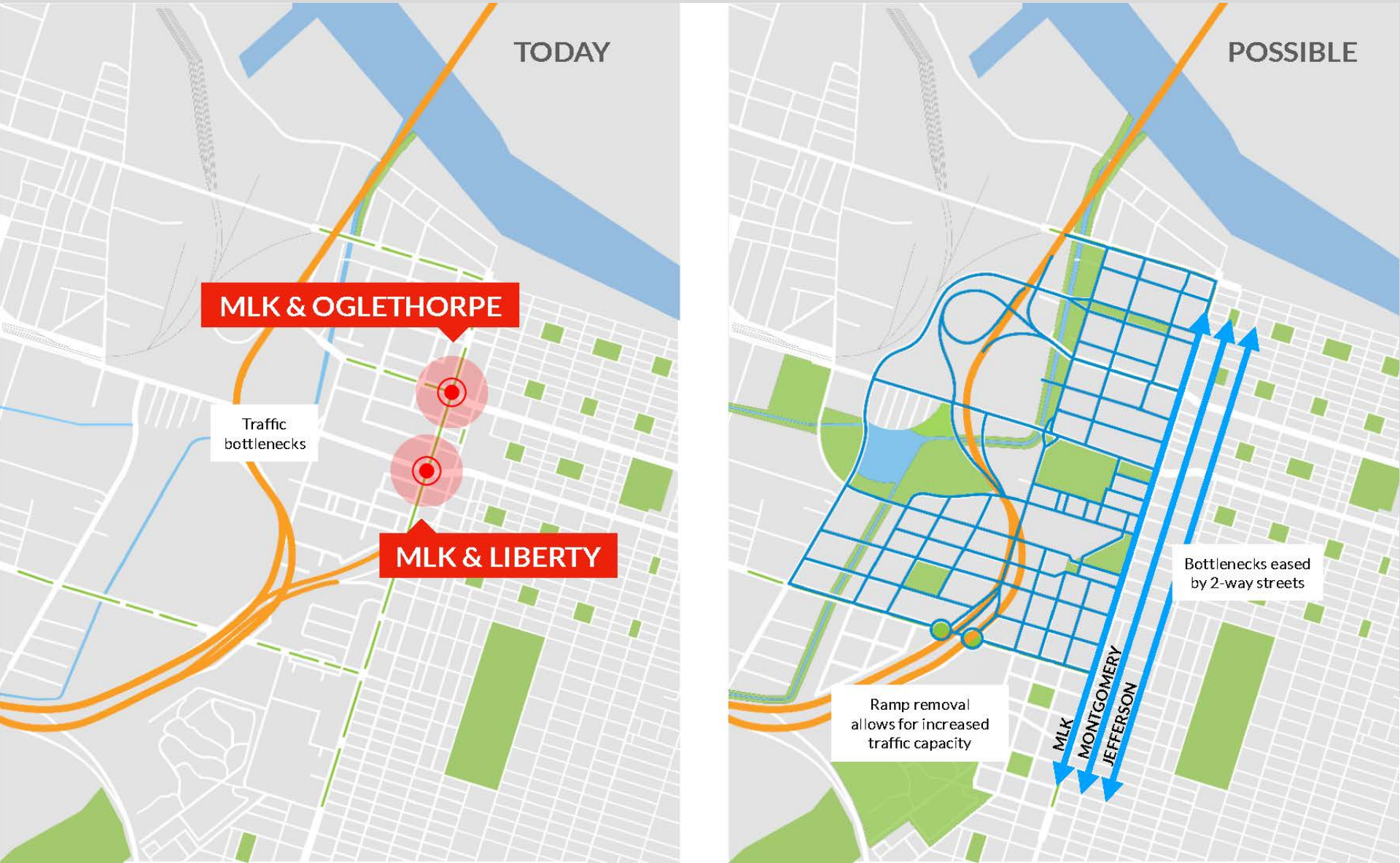
OFF THE MAP

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

CONCLUSION

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

The Civic Framework



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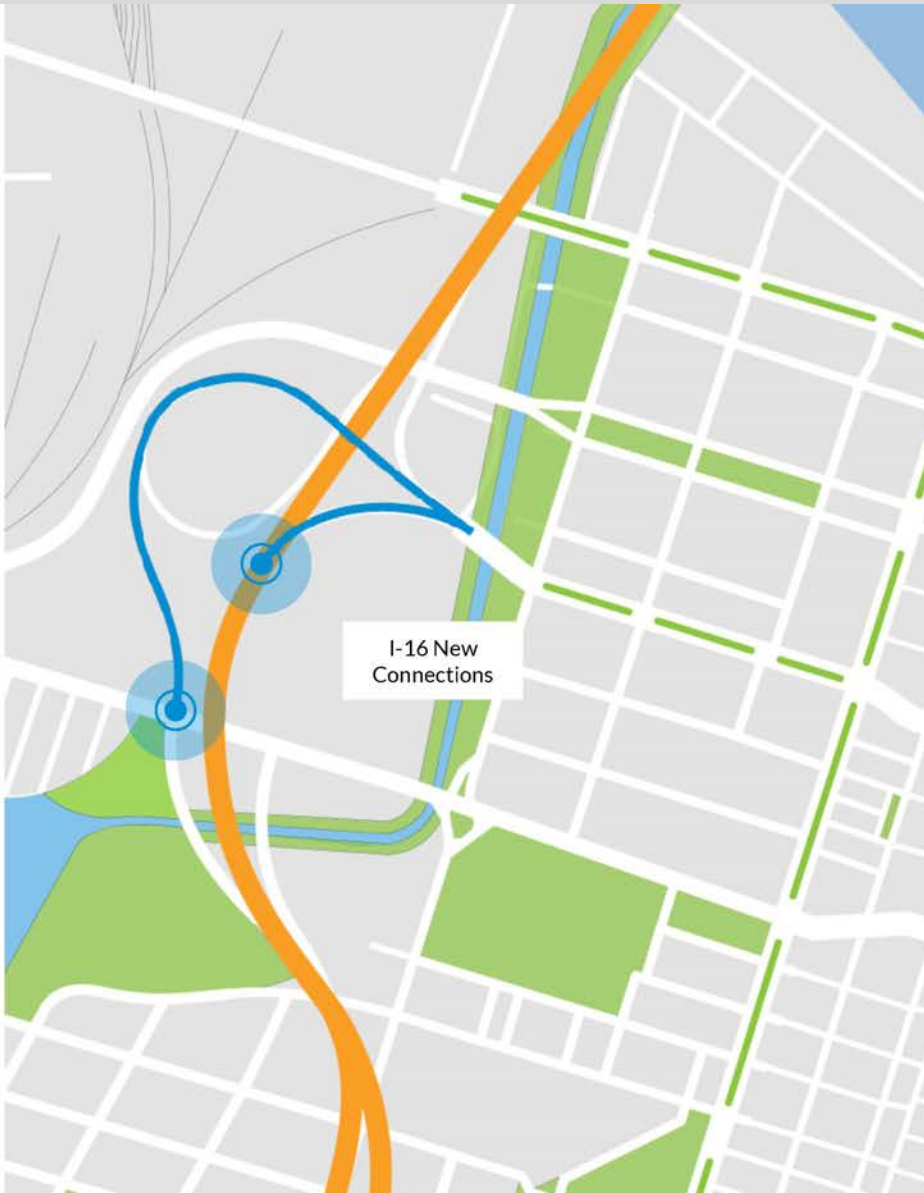

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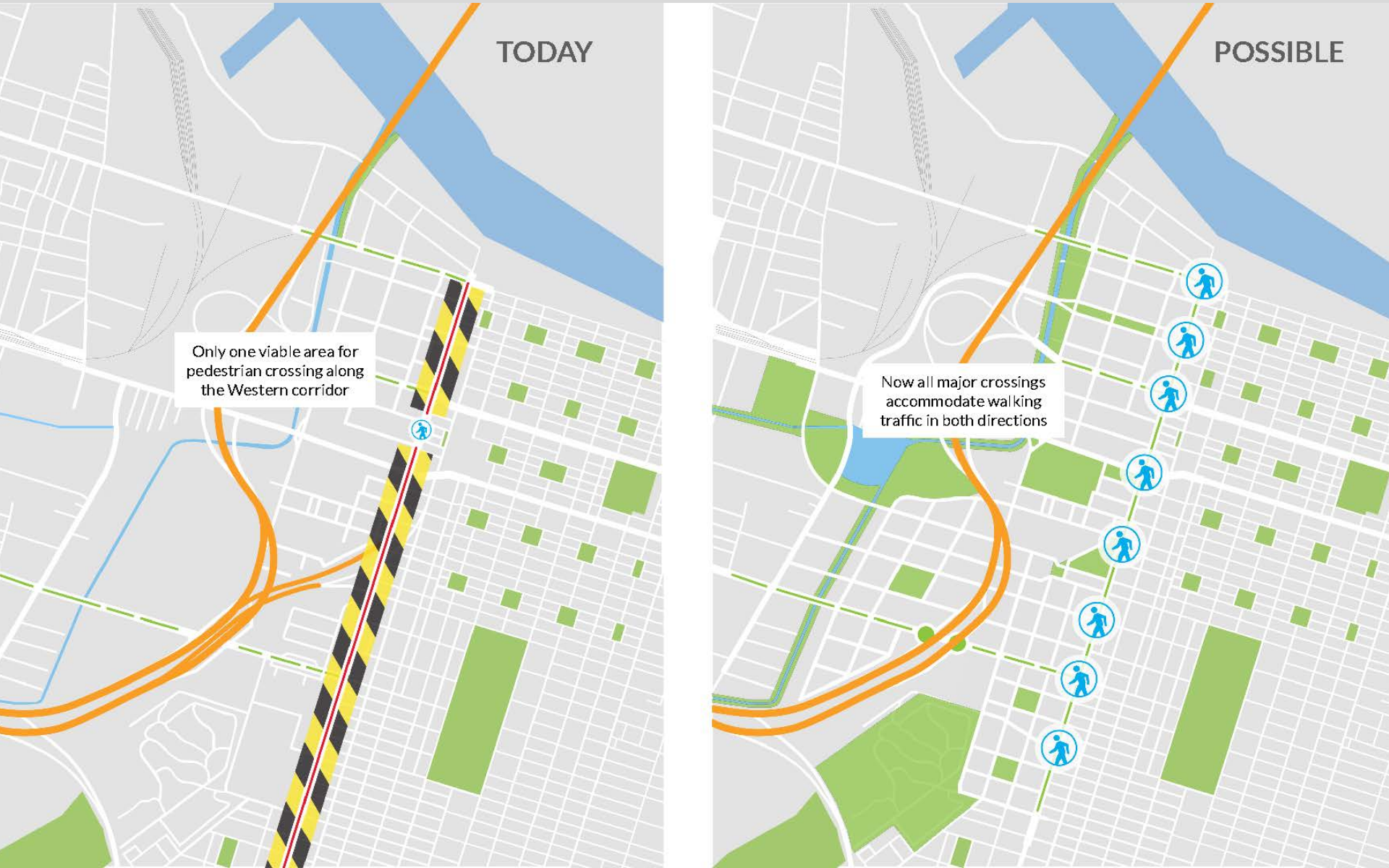

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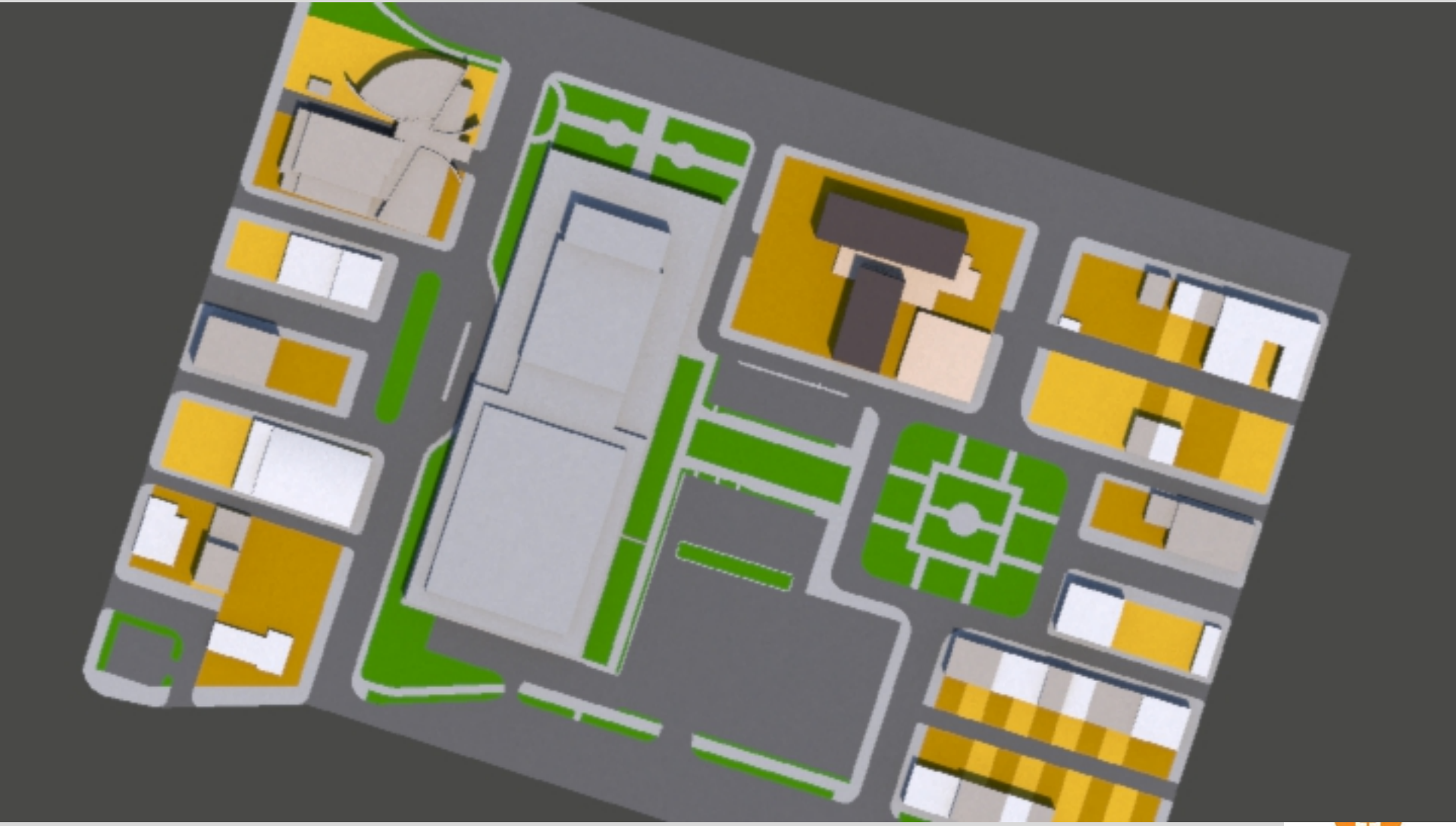

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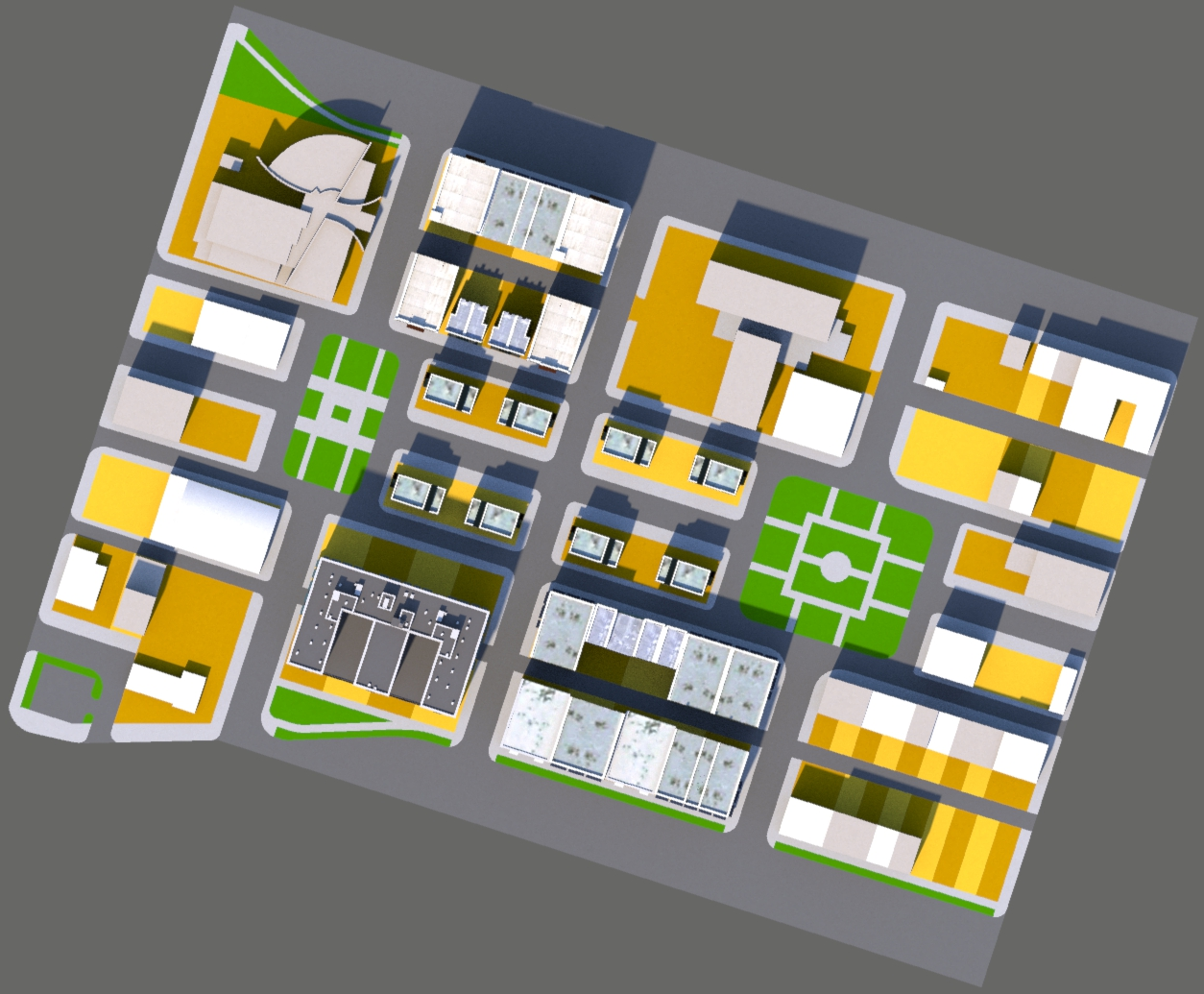

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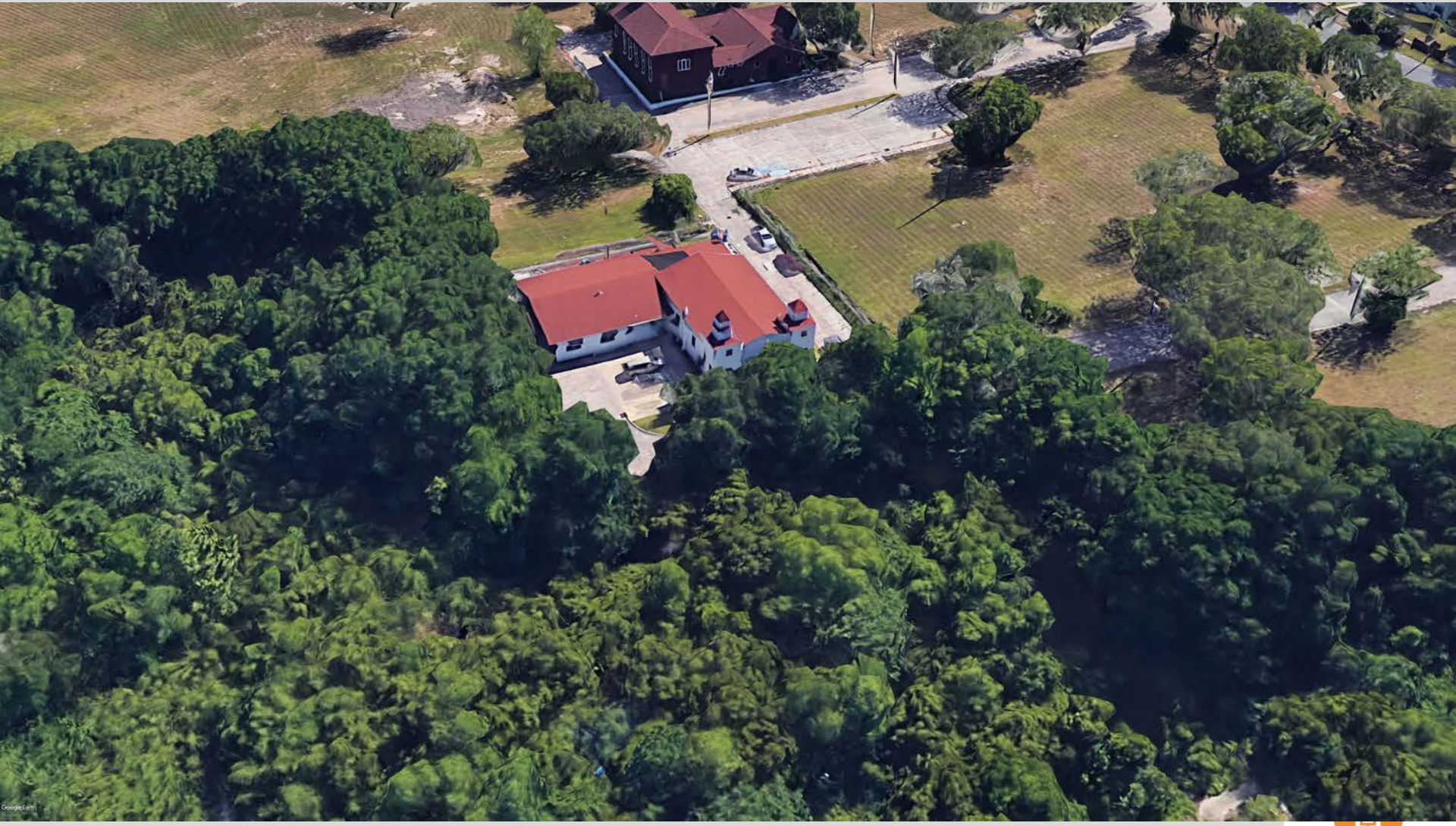

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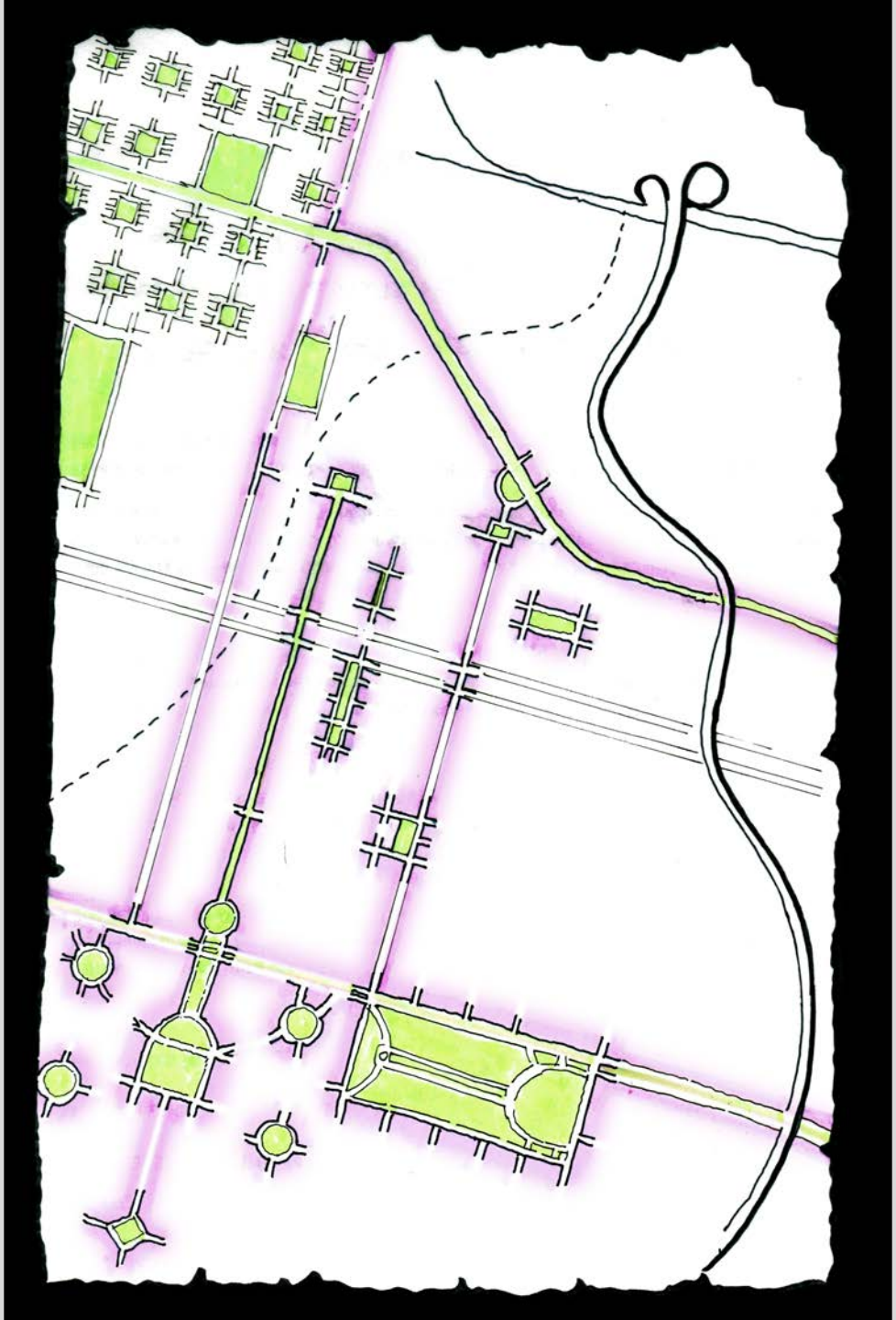

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The Civic Framework - Transportation

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The Civic Framework Mid-City

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The Civic Framework – Mid-City

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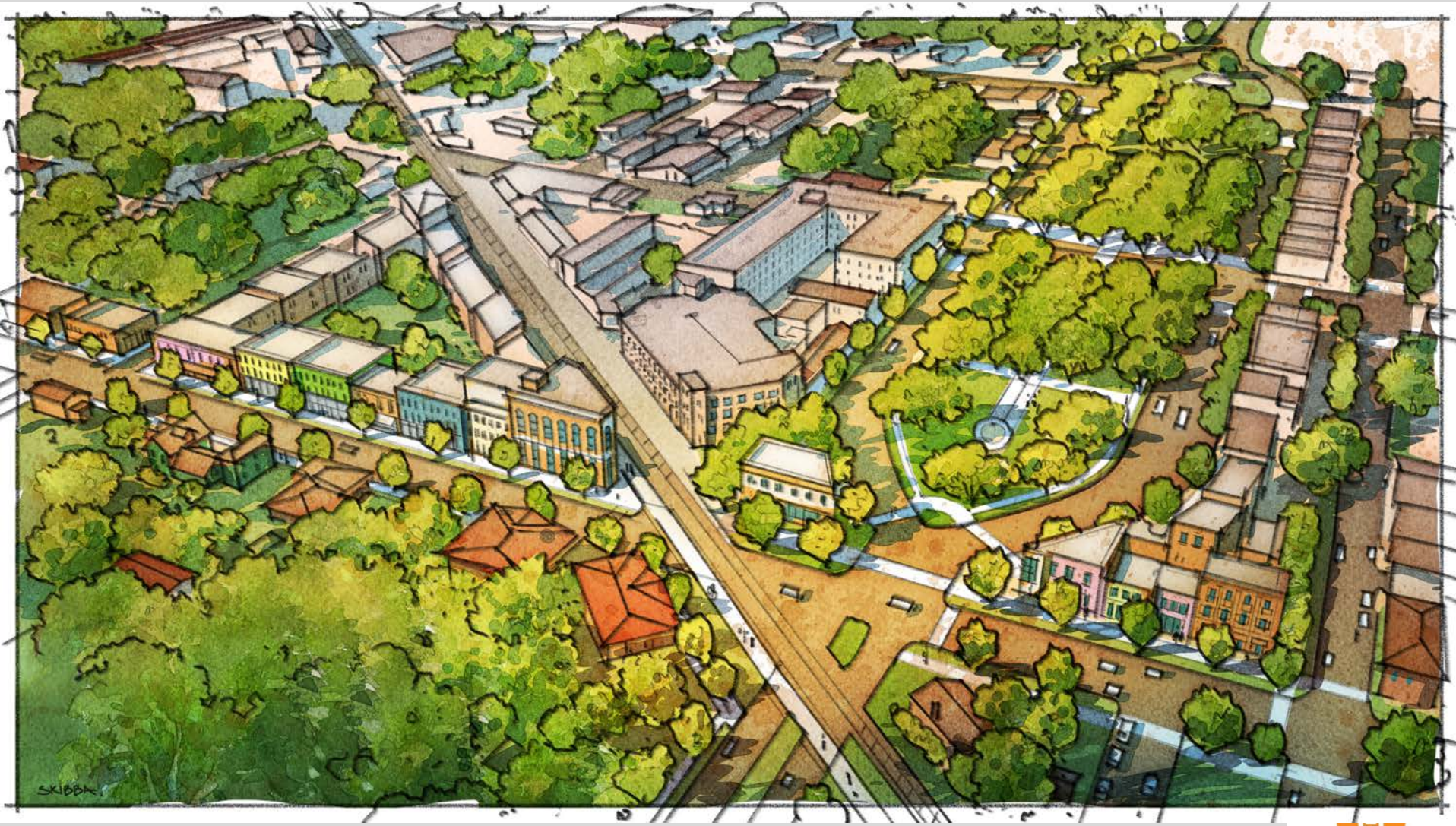

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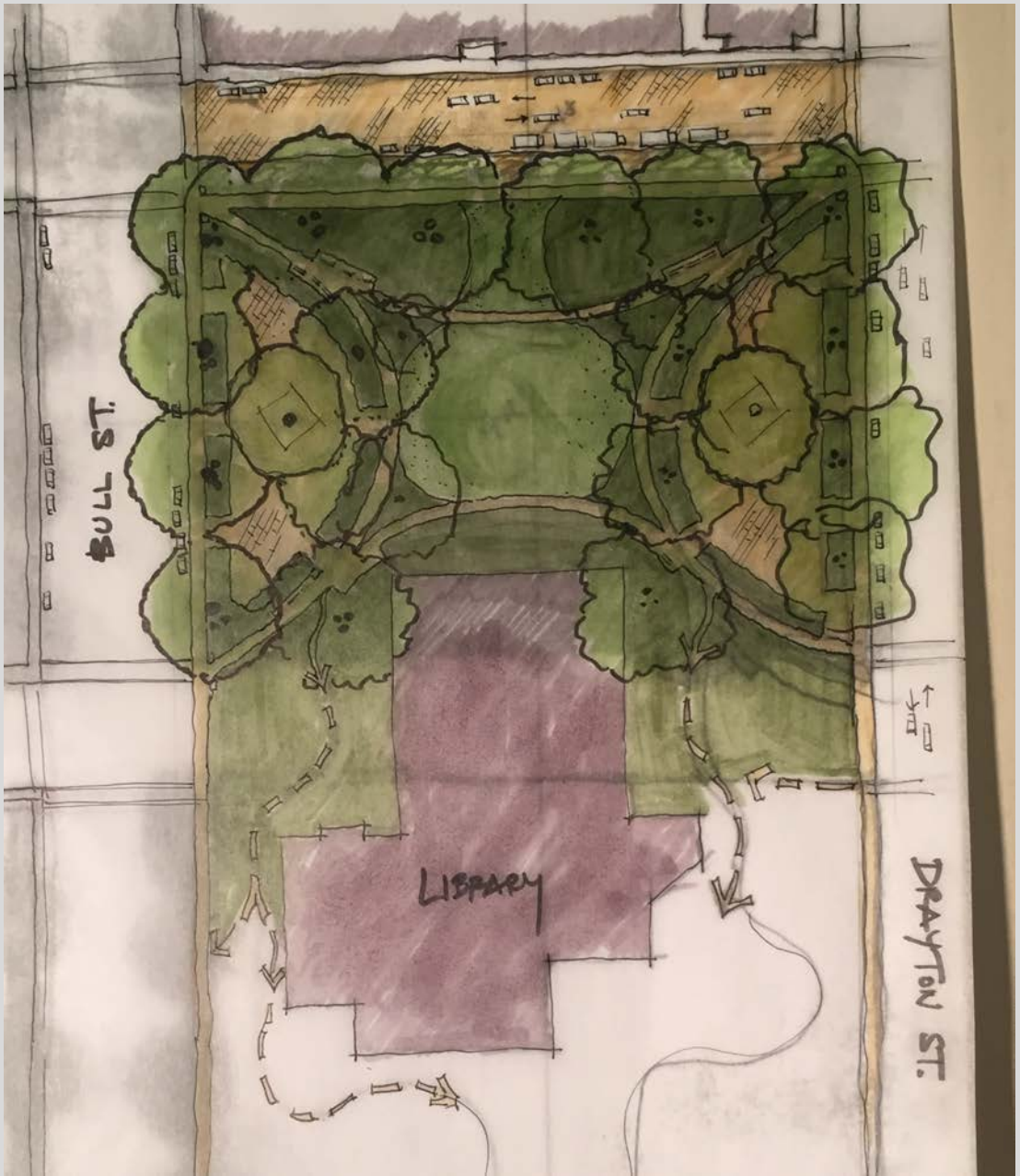

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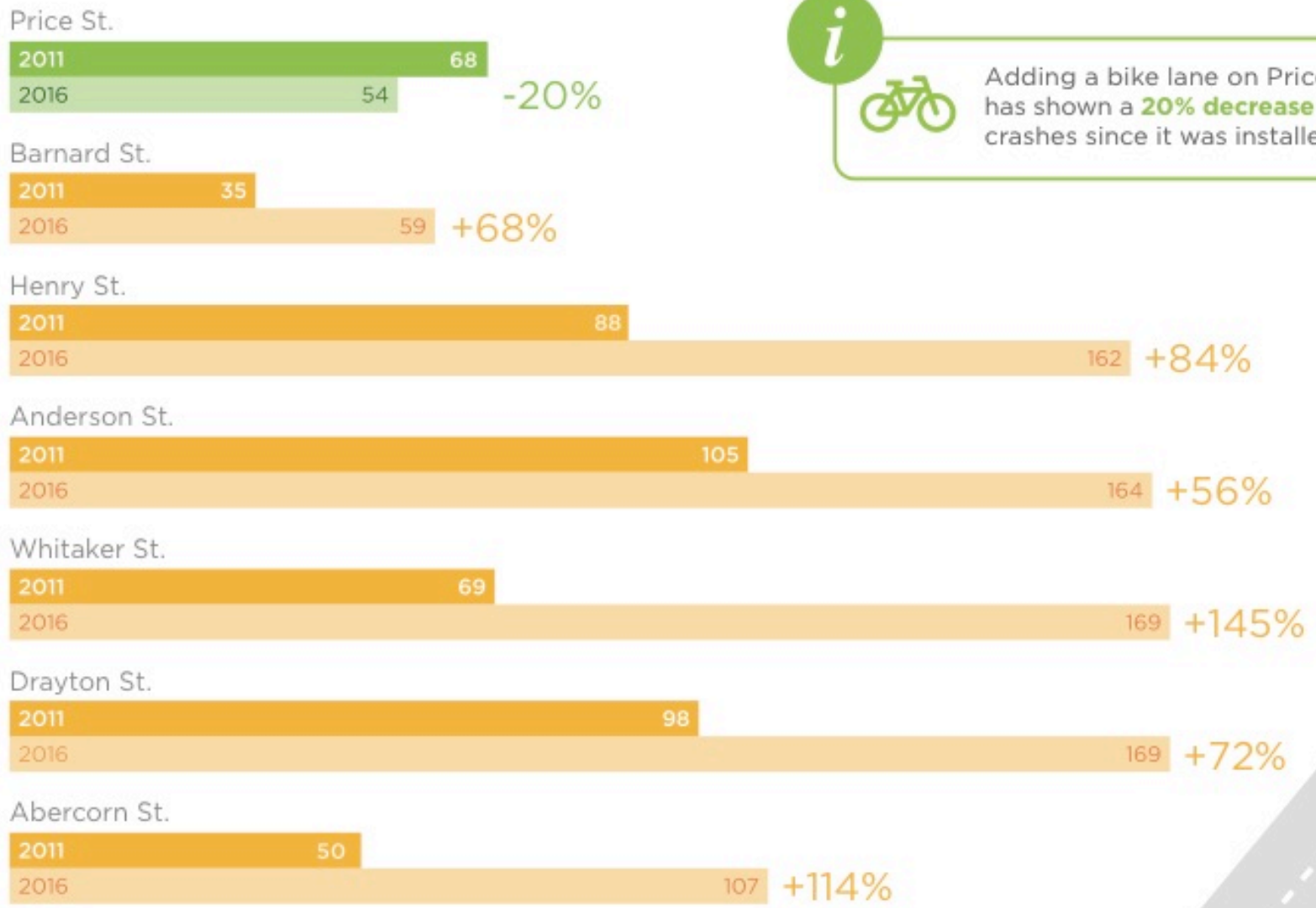
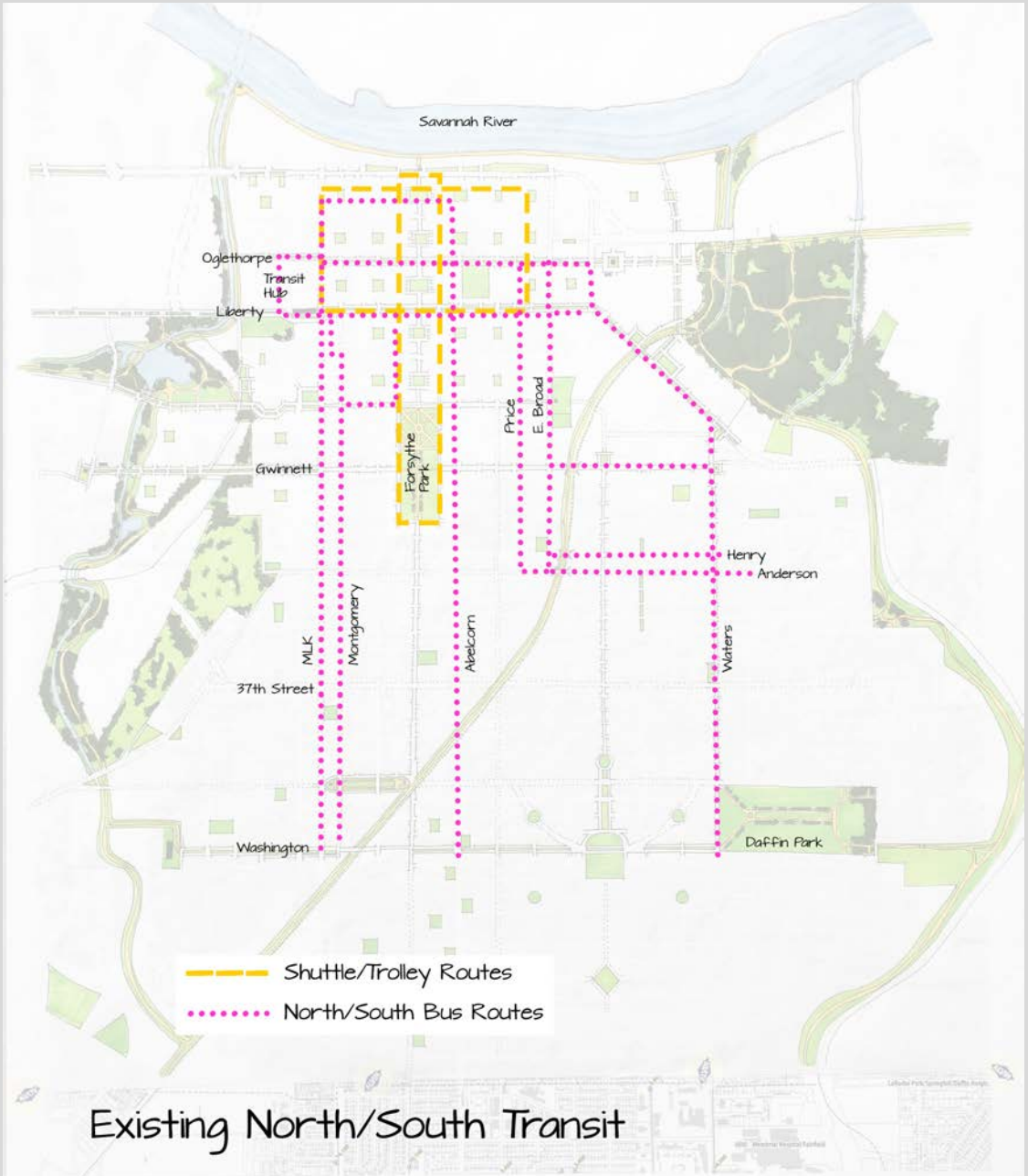
DOWNTOWN CAR CRASHES SINCE 2011



Adding a bike lane on Price St. has shown a **20% decrease** in car crashes since it was installed.

Better
Business
is a
Two-Way
Street
THIS BUSINESS SUPPORTS TWO-WAY STREETS FOR A HEALTHIER ECONOMY AND A VISITOR-FRIENDLY TOWN
Sturgeon Bay
merchants

The Civic Framework - Transportation



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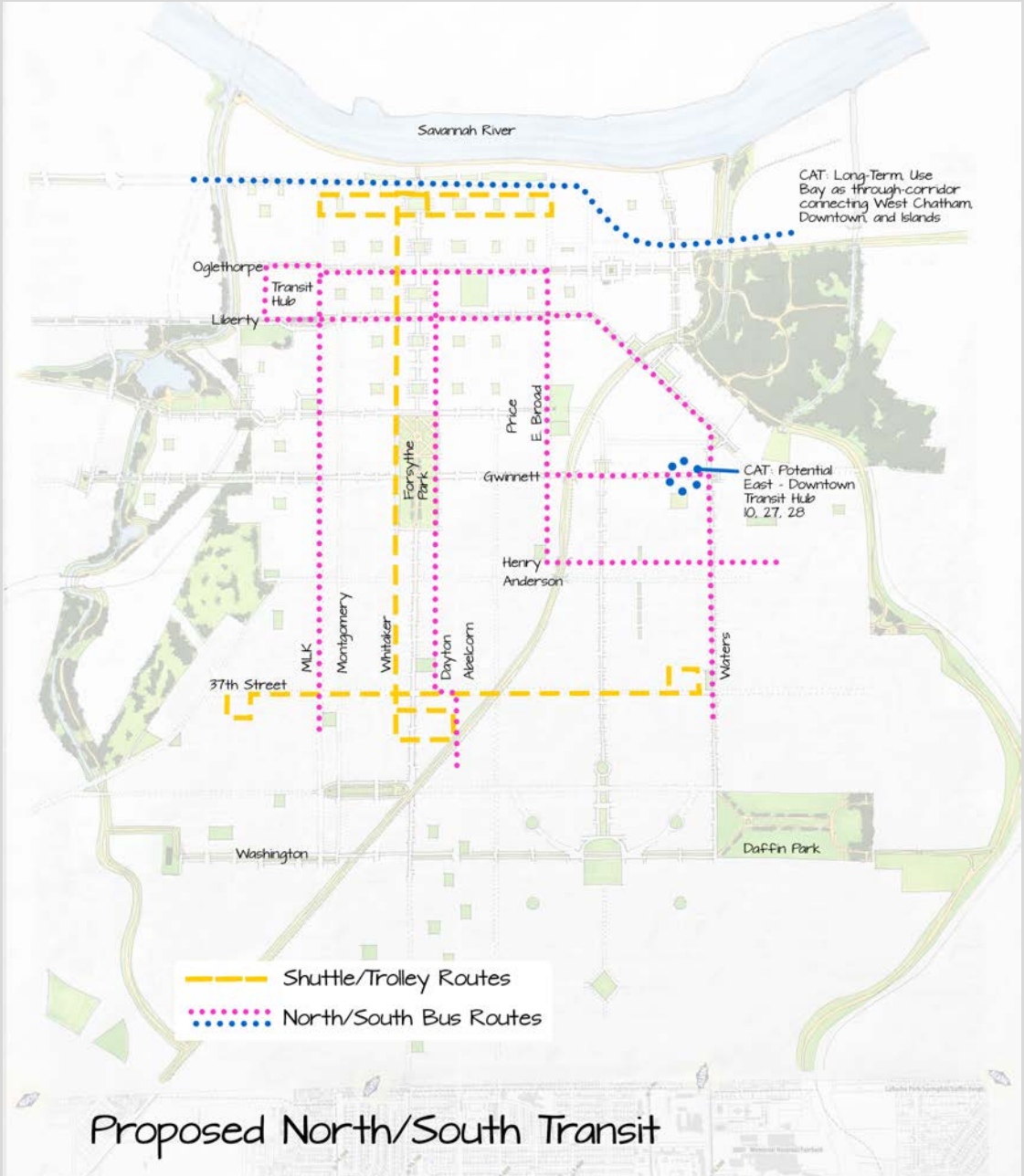

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Understanding the Details

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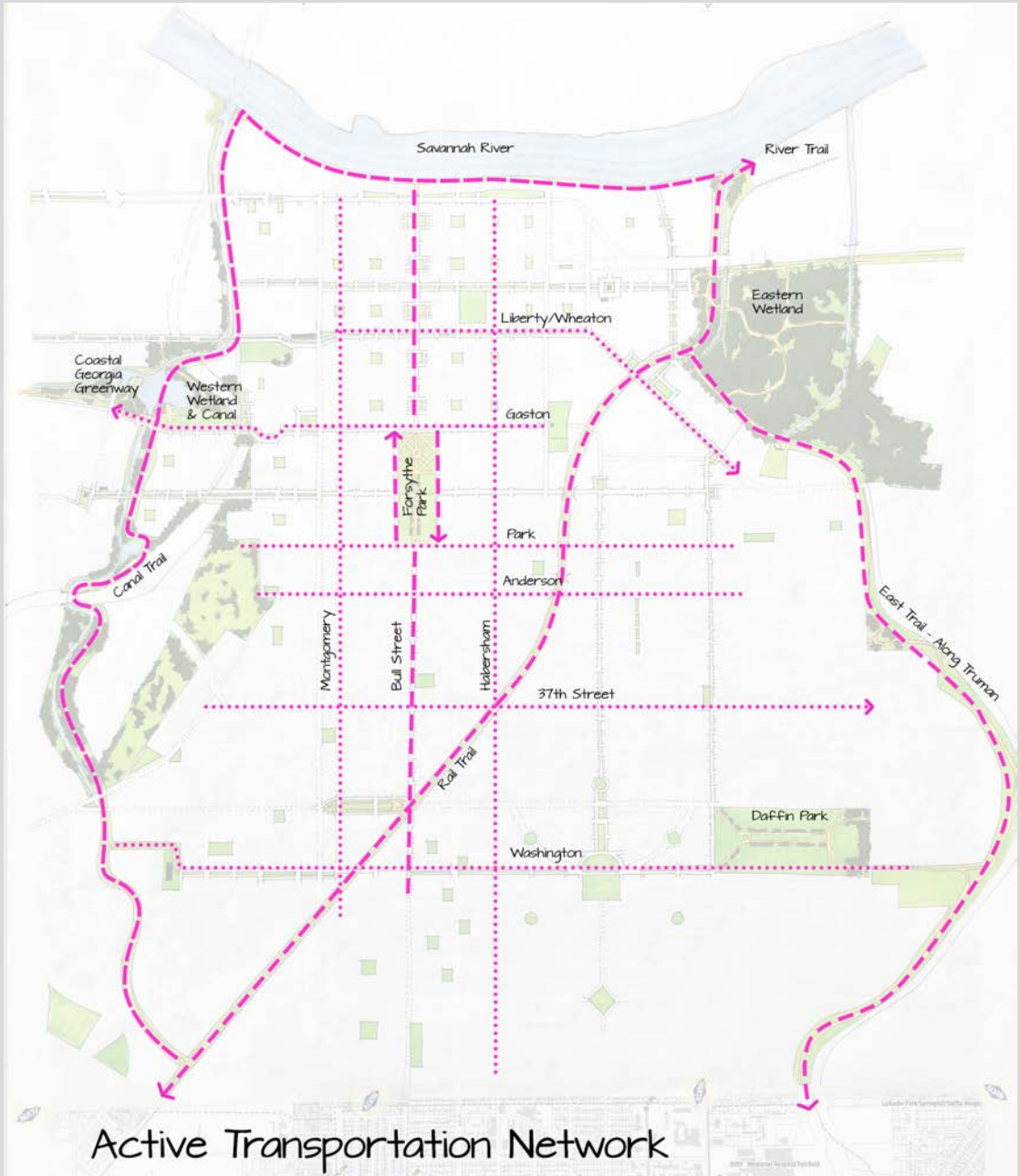

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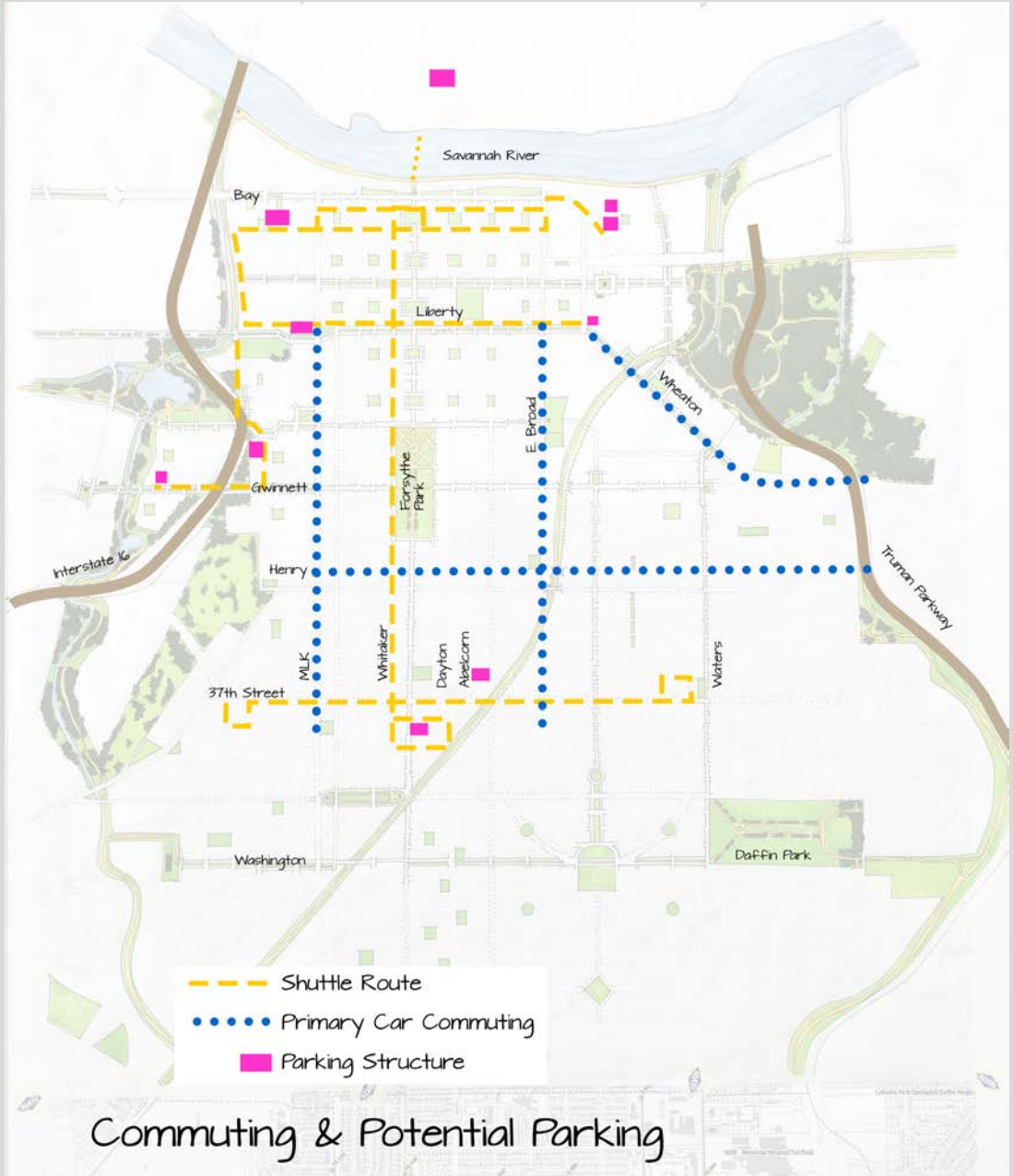

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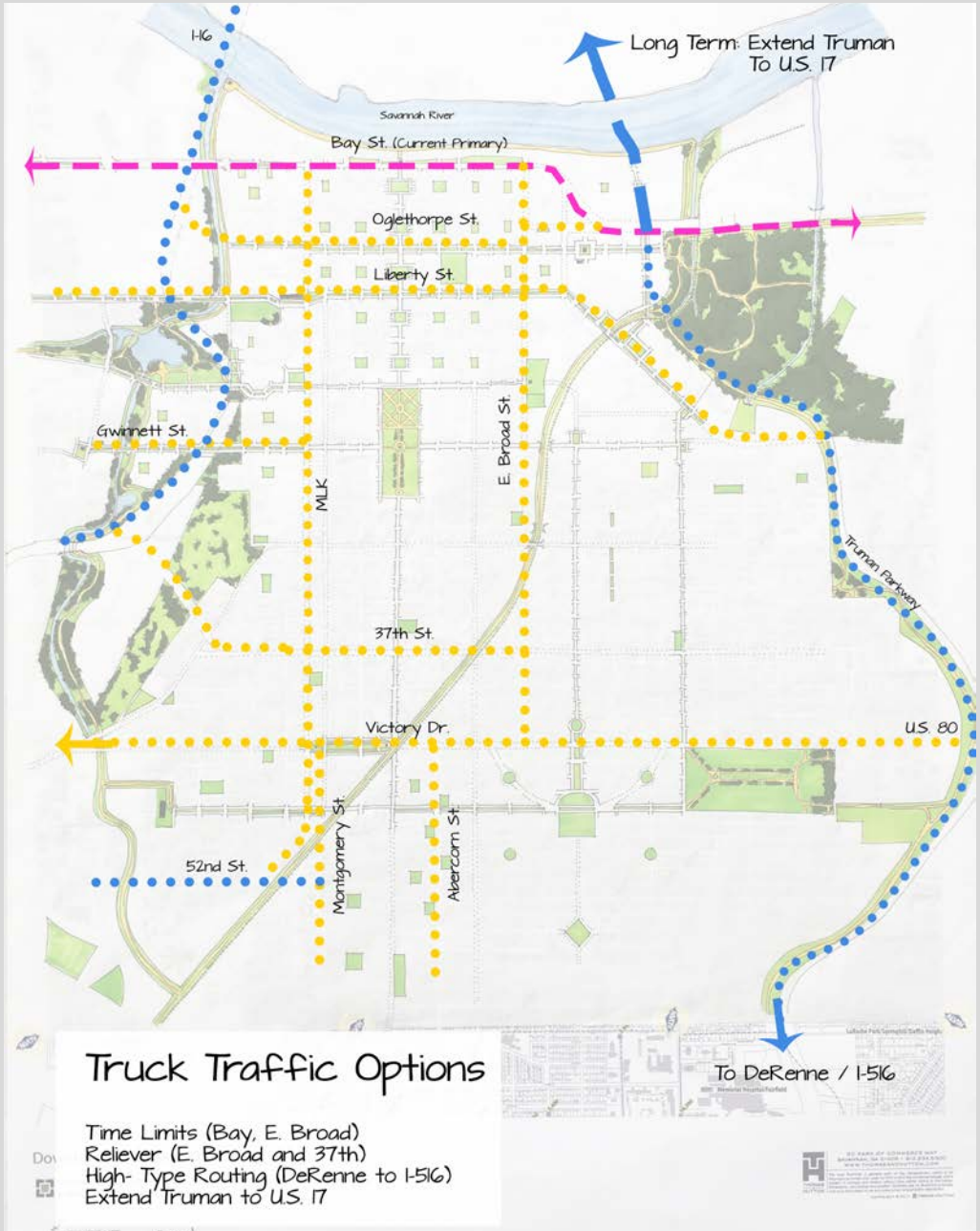

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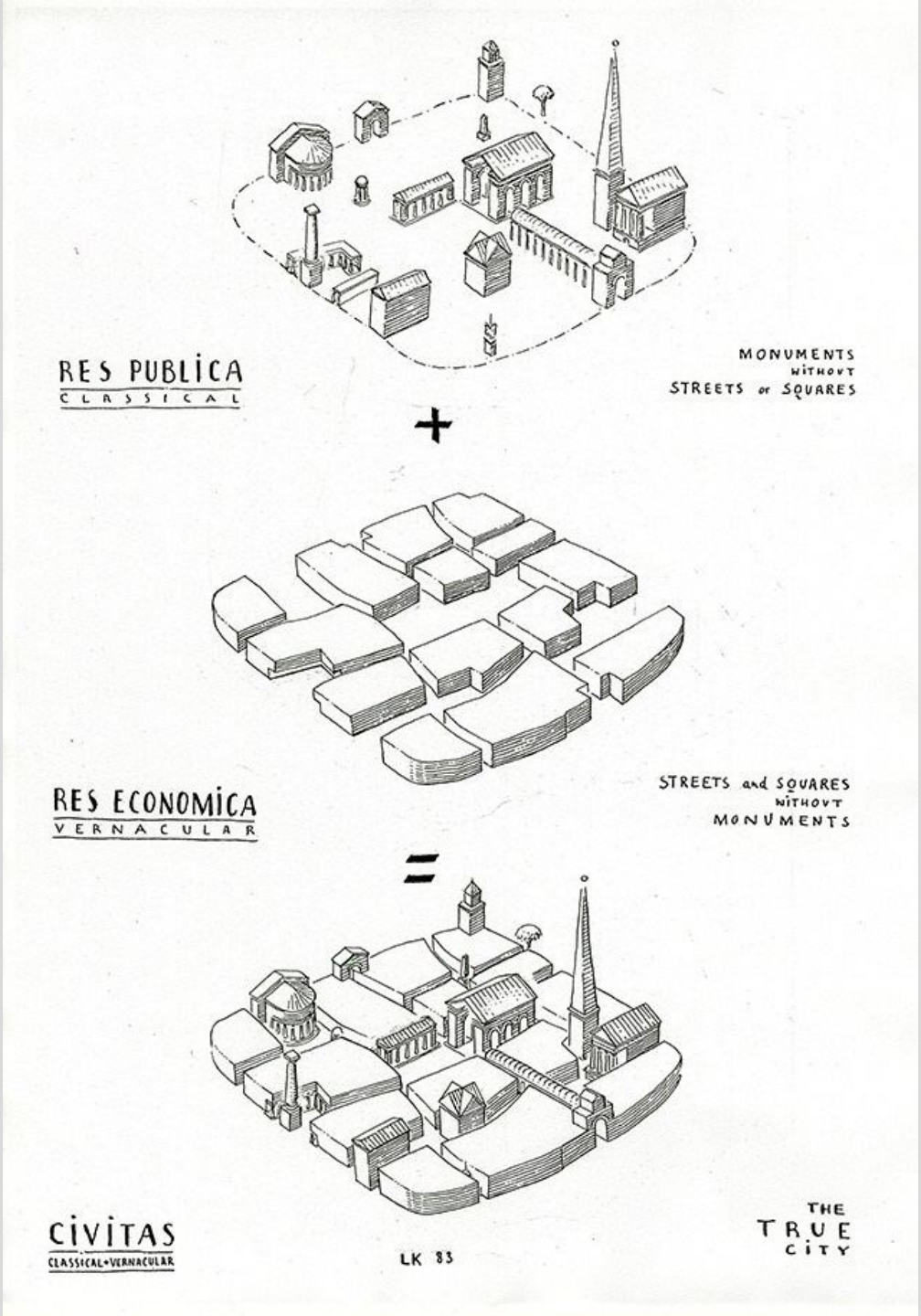
The Civic Framework – Principles for Urban Design



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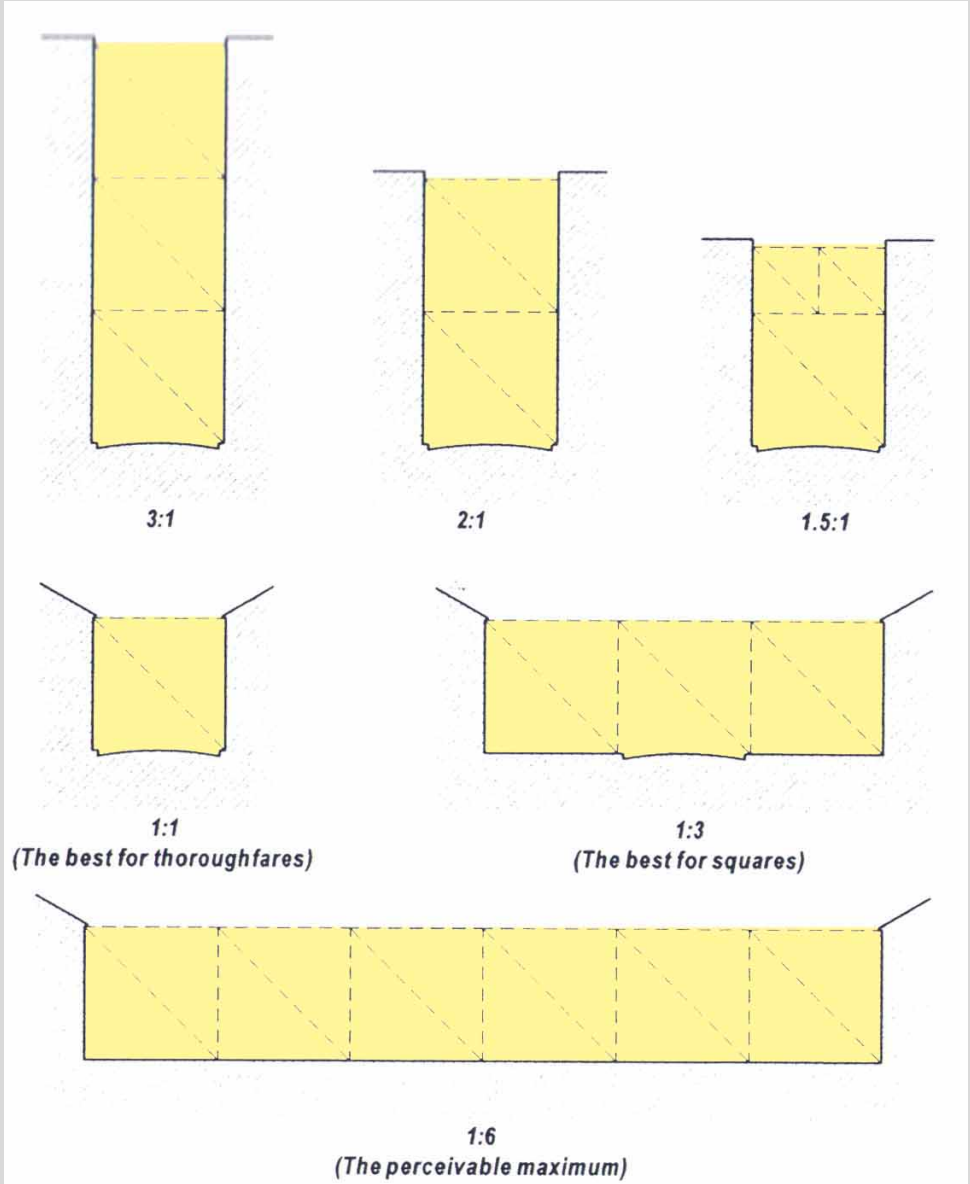
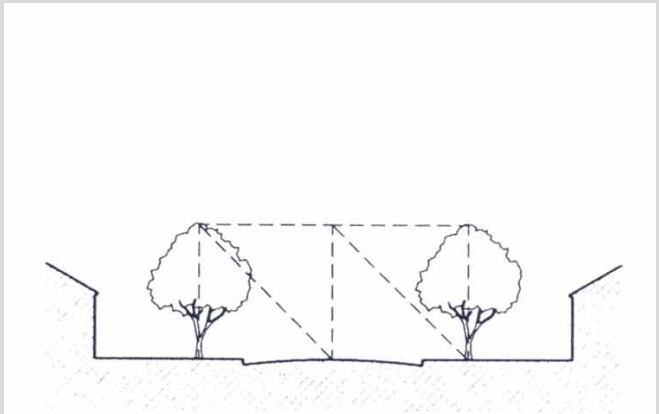
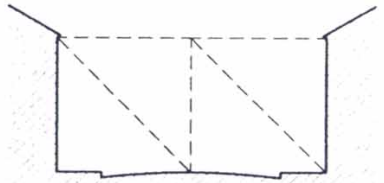
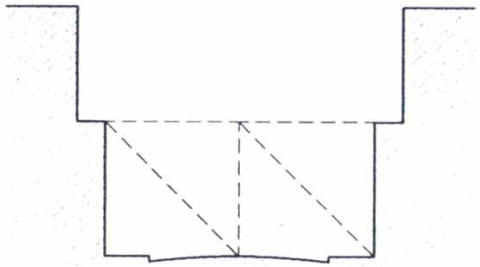




Spatial enclosure by tree canopy



Spatial enclosure by building height



Spatial enclosure by recess line

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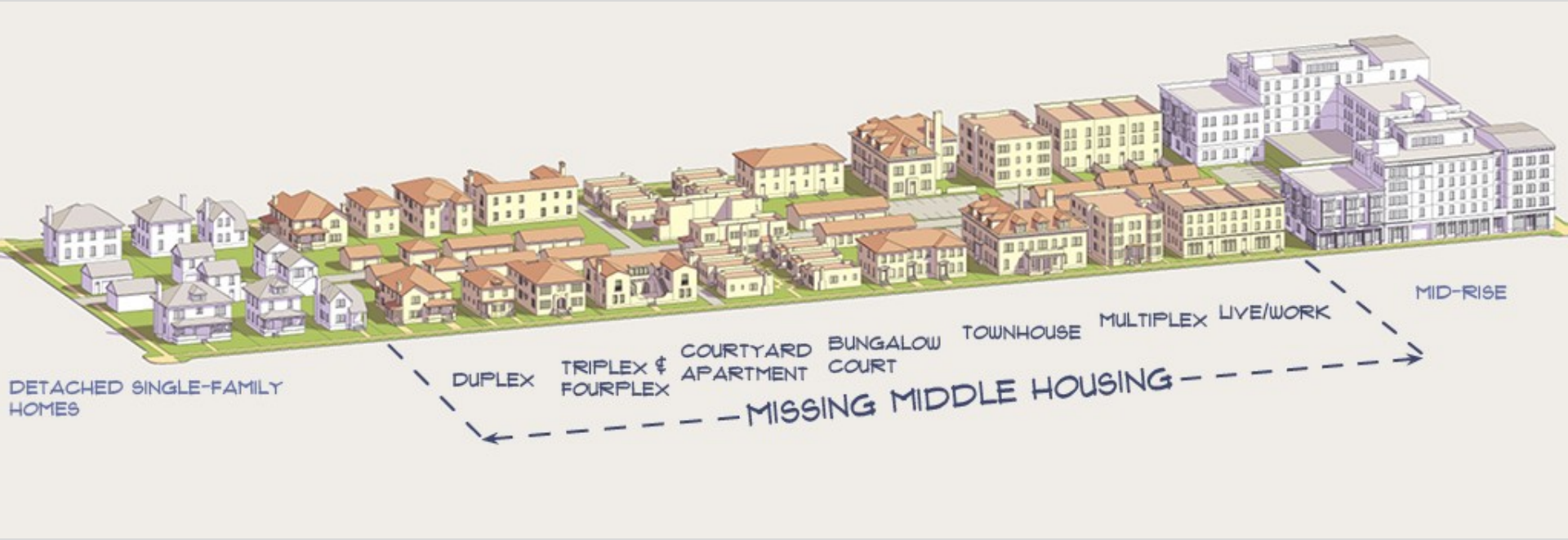


506
508

425

Zoning: RIP-A

Minimum Lot Area Per Unit (600 per unit for a total of 2,400) This has 2,300

Building Coverage: 75% Max, this has 99%

Density: 70 is Max, this has 111

Parking: 6 required, this has 0 on-site

Zoning: TN-2

Parking
3 spaces required, has 0 off-street

Building Coverage
60% max, has 63%

Density (close)
20 is max, this has 17.4

Zoning: TC-1

Density
20 units per acre max. This building is 70 units per acre (19 apartments on .26 acres)

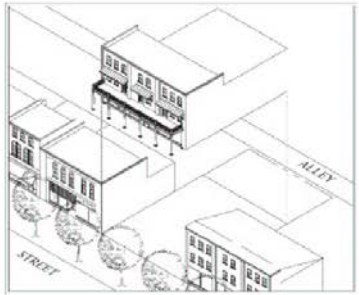
Parking: 17 minimum required – currently has 8 off-street

The Civic Framework – Principles for Urban Design

Blue Springs DDC 10

Type I: Mixed-Use Building

CLASSIFICATION



Definition:

A structure with a vertical mixture of uses. The upper floors may be used for office, residential, lodging or storage and the ground floor (lot frontage at the street level) may be used for retail or office uses.

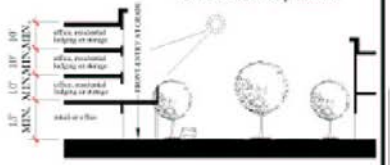
Transect Zones:

T-5: Allowed
T-4: Allowed with Exceptions
T-3: Not Allowed

URBAN STANDARDS

Allowable Height

T5: 2 to 5 stories permitted
T4: 2 to 3 stories permitted



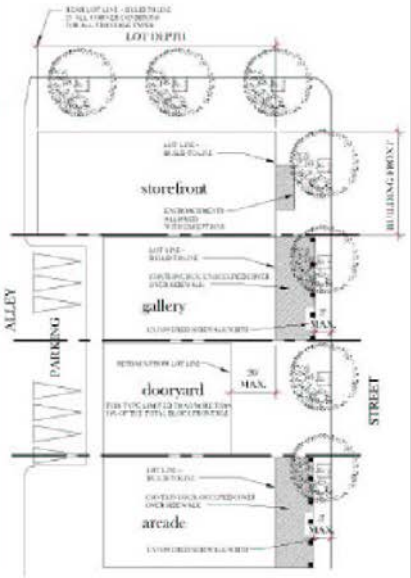
Additional Standards

Lot Size/Area
T4: Minimum 16 feet lot width
T5: No minimum lot size. Lot frontages are limited to no more than sixty (60) feet in width.

Off-Street Parking (also refer to Shared Parking Standard)
T4: One space/dwelling unit or lodging bedroom; 2 spaces/1,000 SF for office or retail.
T5: One space/dwelling unit or lodging bedroom; 2 spaces/1,000 SF for office or retail.

Function Intensity
T4: Restricted to block corner locations, and by the parking requirement. Lodging bedrooms are restricted to no more than 12.
T5: Restricted only by the parking requirement.

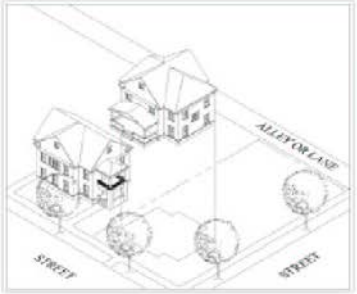
Allowable Frontages



Blue Springs DDC 17

Type VIII: Paired House

CLASSIFICATION



Definition:

A structure with two dwelling units placed one beside the other, sharing a common wall. It may additionally have an Accessory Unit to the rear of the property.

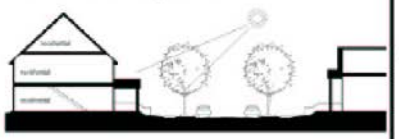
Transect Zones:

T-5: Not Allowed
T-4: Allowed
T-3: Allowed with Exceptions

URBAN STANDARDS

Allowable Height

T4: 2 to 3 stories permitted
T3: 1 to 2-1/2 stories permitted



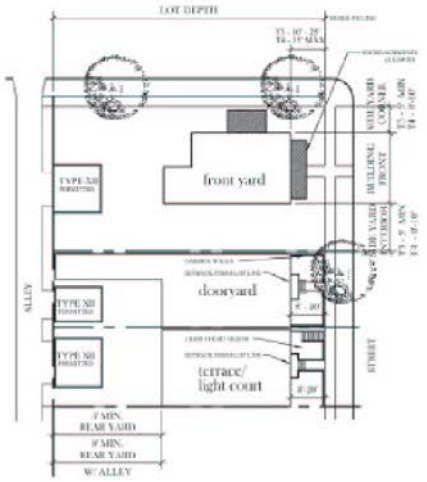
Additional Standards

Lot Size/Area
T3: Minimum 25 feet lot width
T4: Minimum 16 feet lot width

Off-Street Parking
T3: Two spaces/dwelling unit
T4: One space/dwelling unit

Function Intensity
T3: Restricted only by the parking requirement.
T4: Restricted only by the parking requirement.

Allowable Frontages



DOWNTOWN SAVANNAH 2033

SAVANNAH DEVELOPMENT AND RENEWAL AUTHORITY