SAVANNAH'S EASTSIDE REDEVELOPMENT PLAN

CONGRESS FOR THE NEW URBANISM LEGACY CHARRETTE

THADANI ARCHITECTS + URBANISTS

The work presented in this
document was produced for the
**Congress for the New Urbanism
2018 Legacy Charrette**

The client was the
The City of Savannah

The volunteer team of
architects & planners was led by
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1 - 5 March 2016

LEGACY CHARRETTE

Each year, CNU's Legacy Charrettes work in the host region of the Congress to empower local leaders, advocates, and residents to implement New Urbanist principles and build places where people and businesses can thrive and prosper. Each Legacy Project culminates in a three- to four-day workshop on site to explore opportunities, identify crucial roadblocks, engage local residents in visioning, and generate top-of-the-line design and placemaking strategies and deliverables.

Once host communities determine their own needs and areas of focus, CNU's expert designers—national leaders in architecture, planning, placemaking, and revitalization—partner with local teams to prepare the scope of work, host the on-site workshop, and create the final design deliverables. Those final documents are visual, engaging, strategic, and meant to be implemented immediately.

In March 2018, as part of CNU 26, which will be held in Savannah from May 16 to 19, 2018, CNU brought its Congress Legacy Program to three Savannah-area communities:
Project No. 1 - Southside Suburban Retrofit
Project No. 2 - An Incremental Development Approach for Norwich Corridor
Project No. 3 - Eastside

Savannah's Eastside (the subject of this report) is as the name implies west of the historic core of the city. It comprises several neighborhoods including Eastside, Live Oak, and Baldwin Park.

The three teams will present the final results of their work at CNU 26 on Saturday, May 19, 2018.

FOUR-DAY CHARRETTE SCHEDULE

	THURSDAY MARCH 1	FRIDAY MARCH 2	SATURDAY MARCH 3	SUNDAY MARCH 4	MONDAY MARCH 5
8 AM		TEAM BRIEFING	TEAM BRIEFING		TEAM BRIEFING
9 AM	TEAM ARRIVES	STAKEHOLDER MEETINGS	STAKEHOLDER MEETINGS	STUDIO WORK SESSION	STUDIO WORK SESSION
10 AM					
11 AM					
12 PM					
1 PM		LUNCH	LUNCH	LUNCH	LUNCH
2 PM		STUDIO WORK SESSION	STUDIO WORK SESSION	STUDIO WORK SESSION	STUDIO WORK SESSION
3 PM					
4 PM	VISIT WORK SPACE W W LAW CENTER				
5 PM					PUBLIC PRESENTATION OF DRAFT PLAN
6 PM	TOUR SITE	PIN-UP REVIEW	PIN-UP REVIEW	PIN-UP REVIEW	
7 PM					
8 PM	DINNER	DINNER	DINNER	DINNER	DINNER

STUDY AREA

The given site for the Legacy Charrette is bounded by Broad Street to the west, Wheaton Street to the north, Waters Avenue to the east, and Victory Drive to the south. The 520-acre site encompasses three neighborhoods: Eastside, Live Oak, and Baldwin Park. However to fully understand the context, the design team expanded the area to 1,600 acres (2.5 square miles). Unlike the historic core of Savannah, access to public open spaces is noticeably limited within the study area. A pair of one-way couplet thoroughfares, Henry and Anderson Streets bifurcate the neighborhoods as they connect the historic core to the Truman Parkway. Additionally Wheaton Street and Victory Drive permit access to the parkway. Development discussions are on-going for a City-owned commercial property located on the northwest corner of Waters Avenue and 37th Street. Waters Avenue a north-south thoroughfare, was once the commercial corridor serving the neighborhoods. Major infrastructure investments along this corridor are underway to improve and increase housing, enhance the neighborhoods, and offer incentives to businesses that wish to locate or expand operations in the target area.
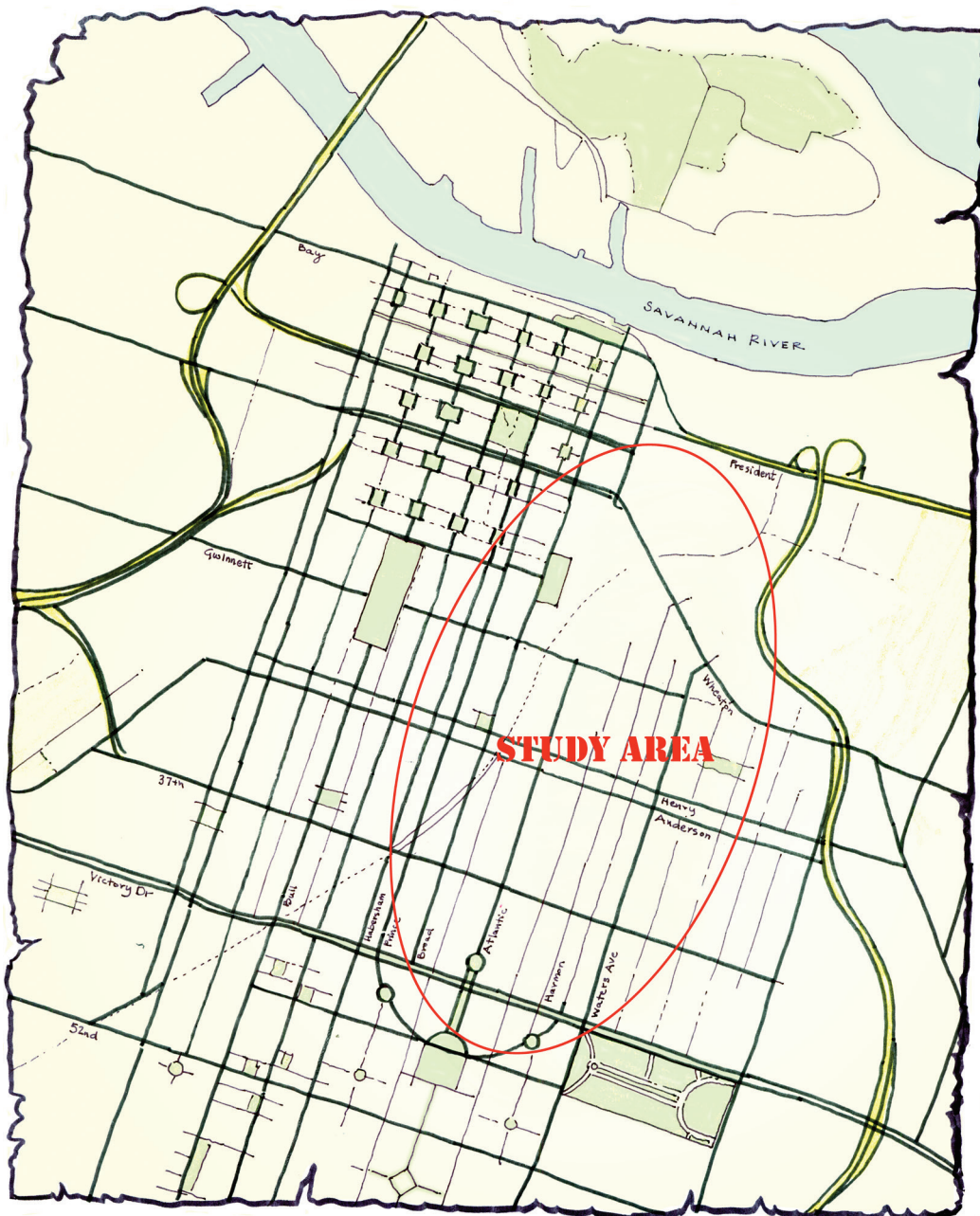
EXECUTIVE SUMMARY

The Congress for the New Urbanism (CNU) capitalizes on it ability to balance design and policy decisions in striving to make communities better, more walkable, and sustainable. The members of CNU have a proven track record of building lovable places that foster community and citizen pride. In 2018, the 26th congress will be held in the City of Savannah. In addition to hosting sessions, tours, and networking events, CNU has organized three Legacy Charrettes (in and around Savannah) to promote and demonstrate the application of the CNU Charter.

For one of the three Legacy Charrettes, a team of national experts volunteered to work with the Eastside neighborhoods to investigate catalytic interventions that would help promote public and private partnership, increase housing, enhance neighborhoods, create safer walkable streets, build parks, and offer incentives to businesses that wish to locate or expand operations in the neighborhood.

The four-day workshop included touring the site, meeting with local officials, city staff, residents and stakeholders. Working in a classroom in the WW Law Center within the study area the team worked to create a vision and an implementable action plan.

Nine actionable recommendations were made to realize the Vision Plan.
1. Extend streetscape section of Liberty Street eastward onto Wheaton Street to continue the green median and tree-lined character that is intrinsically identified and linked to the historic core of Savannah. This landscape solution will reduce the harsh transition when leaving the historic core.
2. Create a public 'horseshoe' space at the intersection of Wheaton Street and Waters Avenue, defined by mixed-use buildings. The space would be large enough so that the two existing churches would have facades visible from the public space. The retail businesses would have exposure to the traffic on Wheaton Street, and be close enough to serve the neighborhood.
3. Renovate Gwinnett Street underpass between Broad Street and Atlantic Avenue to make a safe and inviting pedestrian experience.
4. Terminate the north end of Atlantic Street at Gwinnett Street with a public park that is fronted by public uses, such as library and early child learning center — uses that support the adjacent Hubert Middle School. These public uses should programmatically be responsive to the local Purpose Built Community workgroup's concepts for the area.
5. Atlantic Street has beautiful vegetation and a double row of palm trees around Victory Drive to the south. Transform Atlantic Street by raising the elevation and making a pedestrian table for the entire one-mile length. Continue the double row of palm trees from the south up to its termination at Gwinnett Street. The north-south pedestrian table will serve to slow down east-west traffic, that has a tendency to exceed the posted speed limit. Similar pedestrian speed tables are proposed for the intersections along Waters Avenue, at Anderson, Henry, and 37th Streets.
6. Return the four blocks between Vine Street and Paulsen Street, south of Henry Street to a linear park to serve the adjacent neighborhoods. Add elevated pedestrian tables at the four corner intersections of the linear park, to control traffic speed an increase safety near the park.
7. Develop the underutilized centrally-located City-owned commercial property into a public park with mixed-use, mixed-income residential and retail neighborhood center. This would be a catalytic development that responds to the demand for rental housing. Include on-street parking to support retail activity on the Water Avenue corridor.
8. a. In a multi-block area centered on the City-owned commercial property identify an overlay (LEAN) zone where current zoning and development standards are reduced, modified or eliminat-

ed to facilitate small scale re-development and new development. These would include parking, setbacks and lot coverage. This would be a test case that may be expanded to include the Eastside and/or the City, as current zoning codes encourage suburban style development.

b. Within the overlay (LEAN) zone, provide a range of building type plans, which are pre-approved and ready for construction. These units would range from small lane and carriage houses to small apartment buildings. This would encourage local property owners to build wealth generating properties and promote diverse entrepreneurial building. The program would partner with local banks to provide pre-approved construction loans.

9. Convert the following three thoroughfares to two-way traffic: Broad, Anderson, and Henry Streets. All streets would have two-way traffic and parking on one side of the street.

10. Revise the design for infrastructure improvements currently under construction, to re-instate on-street parallel parking along Waters Avenue, on one side of the street.

By listening to residents and civic leaders, understanding the strengths, opportunities and challenges of the area, the consultant teams defined five framework principles to guide the Charrette: 1) Public Spaces, 2) Traffic Calming and Pedestrian Safety, 3) Stewardship of Land by Developing Underutilized Sites, 4) Housing Choices for Diverse Population, and 5) Extending the Character of Savannah eastward.
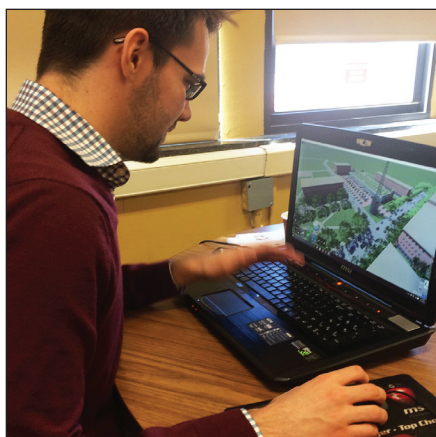
WHAT YOU TOLD US

How would you describe the character of your neighborhood?
1. Currently transitioning from predominantly Black to more multicultural
2. Predominantly African American with more Anglo families moving in
3. Most homes are owner-occupied
4. Relatively quiet, comfortable
5. Some parts are transitional but some are dilapidated
6. Needs accessible and good jobs
7. We need access to more community resources
8. Mixed architectural styles
9. Working class with some pockets of serious struggle and neglect
10. Great people - we look out for each other!

What buildings, sites, or neighborhood landmarks do you think are significant? (Architecturally, historically, or culturally)
1. Former Anderson Street School on Anderson and Waters
2. Veranda Apartments
3. WW Law Center/Library
4. Henry and Waters (whole area), but parking will be a problem because of the new additional buildings and renovations
5. Carnegie Library, all open spaces, corner stores
6. Romona Riley School
7. The Old East Side Theater on E. Broad St. that has been vacant and declining has the potential to provide community w/event space
8. East Broad Street
9. Waters Avenue

What are the opportunities or challenges here?
1. Good opportunity to demonstrate harmonious social transitions and neighborhood revitalization
2. Lots of cool buildings waiting for reuse
3. Excellent opportunities for growth of local businesses, because we don't have much to offer citizens along Waters Avenue
4. Challenge — Riding my bike!
5. Have to drive too far right now, and this will be a problem for all the new seniors coming into the new buildings
6. Speed of traffic on Henry and Anderson (challenge) - yes!
7. Communication regarding dynamics of changes at different levels is a serious challenge that needs to be addressed strategically
8. Tall trucks on Henry not making bridge clearance have to back up to Atlantic
9. Dead zone - East Broad feels empty, visually and socially

WHAT YOU TOLD US

What existing conditions (places, things) are important?

1. All neighborhood parks, racial balance, perceptions and misperceptions of social inequities and injustice
2. Create common experiences for all residents in walkable shopping, parks, schools
3. Anderson to Wheaton - the housing and people there, but the housing needs renovation
4. The community center - our children need an outlet and a safe place to be
5. WW Law Community Center needs an exterior sheltered area for community events
6. Upgrade on library inside WW Law to include more resources for higher education students and teachers who use it
7. Secure and rehab empty blight buildings
8. Bring more visibility to existing public spaces

What do you feel the neighborhood needs? What is missing?

1. Stronger efforts to retain functional educational facilities and outreach to help individuals who feel victimized by gentrification to retain their homes
2. More channels of direct communication available to residents and not just for those governing on their behalf
3. We need — Laundromat, Grocery Store, Pharmacy, Open Air Fish Market, "Seafood District"
4. Love the idea of the seafood district
5. Greater encouragement regarding meaning and significance of an engaged citizenry
6. Safe outside (park) areas for children
7. Resources for children, the library and programs are limited
8. More resources, valuable training of city staff and workers to improve the resources
9. Jobs
10. Cafes Delis, Market shops
11. Constant and meaningful code enforcement of properties especially abandoned ones
12. Community based programs that encourage neighborhood stabilization and hope!
13. A Cory funded program to encourage local businesses to move to the east Savannah area

WHAT YOU TOLD US

What are your priorities for improvement? (Streets, buildings, infrastructure)
1. Better funding for libraries and the arts
2. All of the above (arrows pointing to streets, buildings, infrastructure)
3. Waters Ave Businesses, renovating existing, with some new
4. Slow traffic on Henry, Anderson, Gwinnet - yes! - agree
5. Bicycling infrastructure
6. Streets; common infrastructure
7. Development of community spaces and resources that invest in the people already living here (does not equal displacement)
8. Public transportation
9. Pedestrian Connections (sidewalks, paths, bike lanes, etc.
10. Traffic enforcement on Henry and Anderson
11. Crime prevention through environmental design
12. More meaningful/intentional communication between organizations, local government, and our neighborhood
13. Slow traffic in east Broad Street

What street improvements are needed? Where? What?
1. Efficiency of drainage needs looking at throughout
2. Safe walking for kids coming from school (Hubers, East Broad, and Spencer). and Classical Academy
3. Like the new brick walkways, wish that could be extended throughout Waters.
4. Drainage
5. Rotten trees need to be removed (specifically a big one on Henry between Waters/Ott)
6. People park cars on the sidewalk
7. Walks dog a lot in the neighborhood, sometimes have to walk in the street
8. The corner of Paulson and Anderson streets is very dangerous Opinion: Paulson should be one way, going North only, just for one block
9. Slow traffic on Henry/Anderson - drainage improvements
10. Not safe to walk many areas because of lack of sidewalks in connecting areas
11. Henry and Anderson - Visibility to drivers blocked by parked cars, so dangerous
12. Sidewalk conditions - spotty everywhere. For example Henry at Atlantic in front of the church
13. Crosswalk markings are barely visible at Henry and Atlantic (are has bus stop and school children)
14. Continuous sidewalks
15. Traffic calming at E 35th St and Atlantic; East Broad; Anderson; Henry
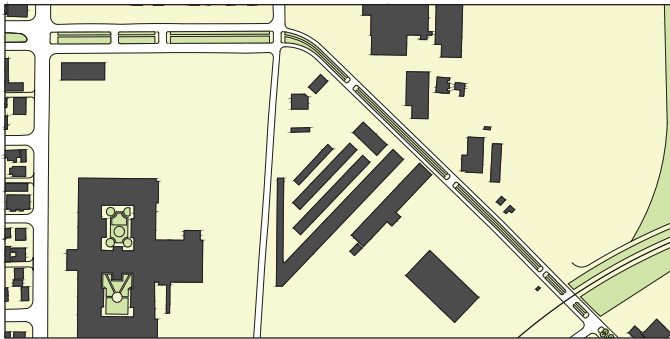16. Litter - storm drains clogged (organic, trash)

RECOMMENDATION 1

Observation:

As one travels eastward on Liberty Street, there is a clear change in character at Broad Street, the northwest corner of the Eastside neighborhood. East of Broad Street the street changes names to Wheaton Street and the street vegetation disappears and the expansiveness of asphalt and wide roads is obvious.
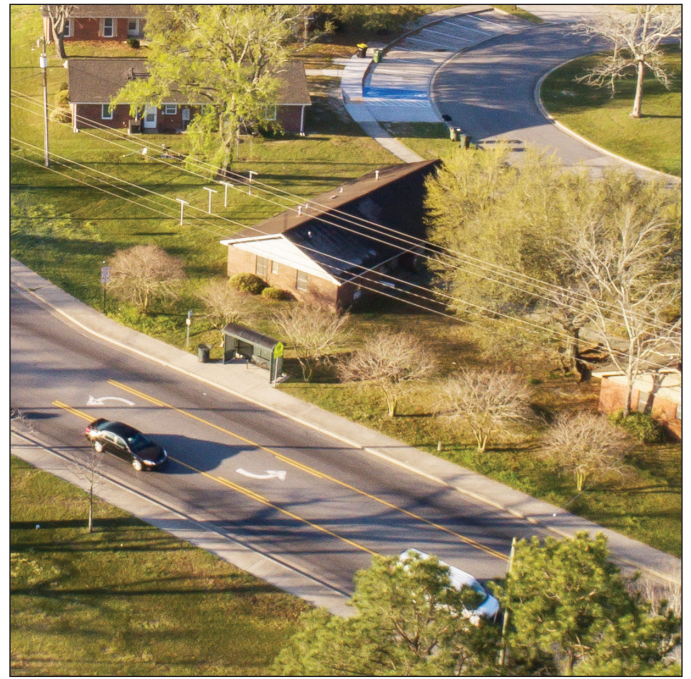
Recommendation:

Extend streetscape section of Liberty Street eastward onto Wheaton Street to continue the green median and tree-lined character that is intrinsically identified and linked to the historic core of Savannah. This landscape solution will reduce the harsh transition when leaving the historic core.
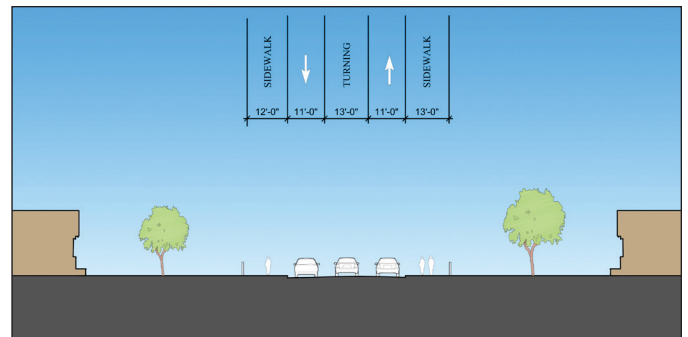

Wheaton Street is devoid of the character that enhances the thoroughfares in the historic core. The center continuous turn lane is unnecessary as there are almost no intersecting cross streets.

*Proposal for the central pathway in the new median on Wheaton Street, shown without trees.*

Wheaton Street consists of two traffic lanes and a turning lane in the middle.

Proposal for the central pathway in the new median on Wheaton Street, shown with trees.
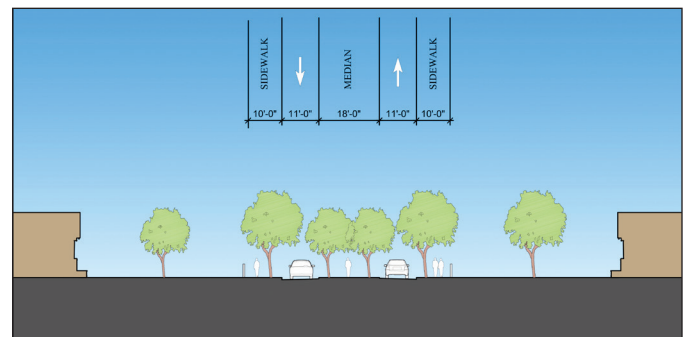
The proposal is to convert Wheaton Street into a multi-lane boulevard with a green median in the middle, between the lanes of moving traffic.
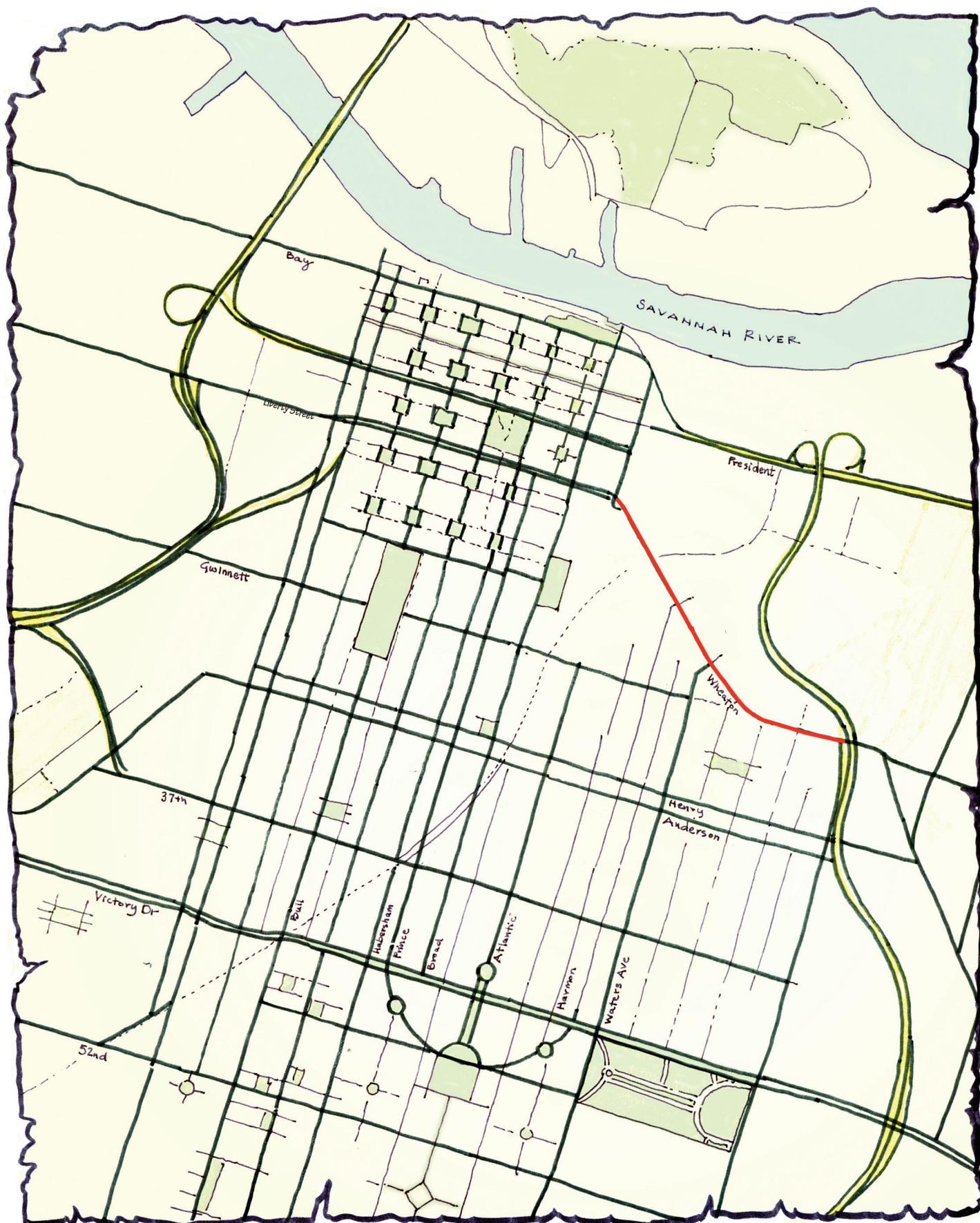
Wheaton Street is identified in red, which is connected to Liberty Street, a prominent east-west thoroughfare within the historic core of Savannah. Wheaton Street connects to the Truman Parkway, a north-south freeway.
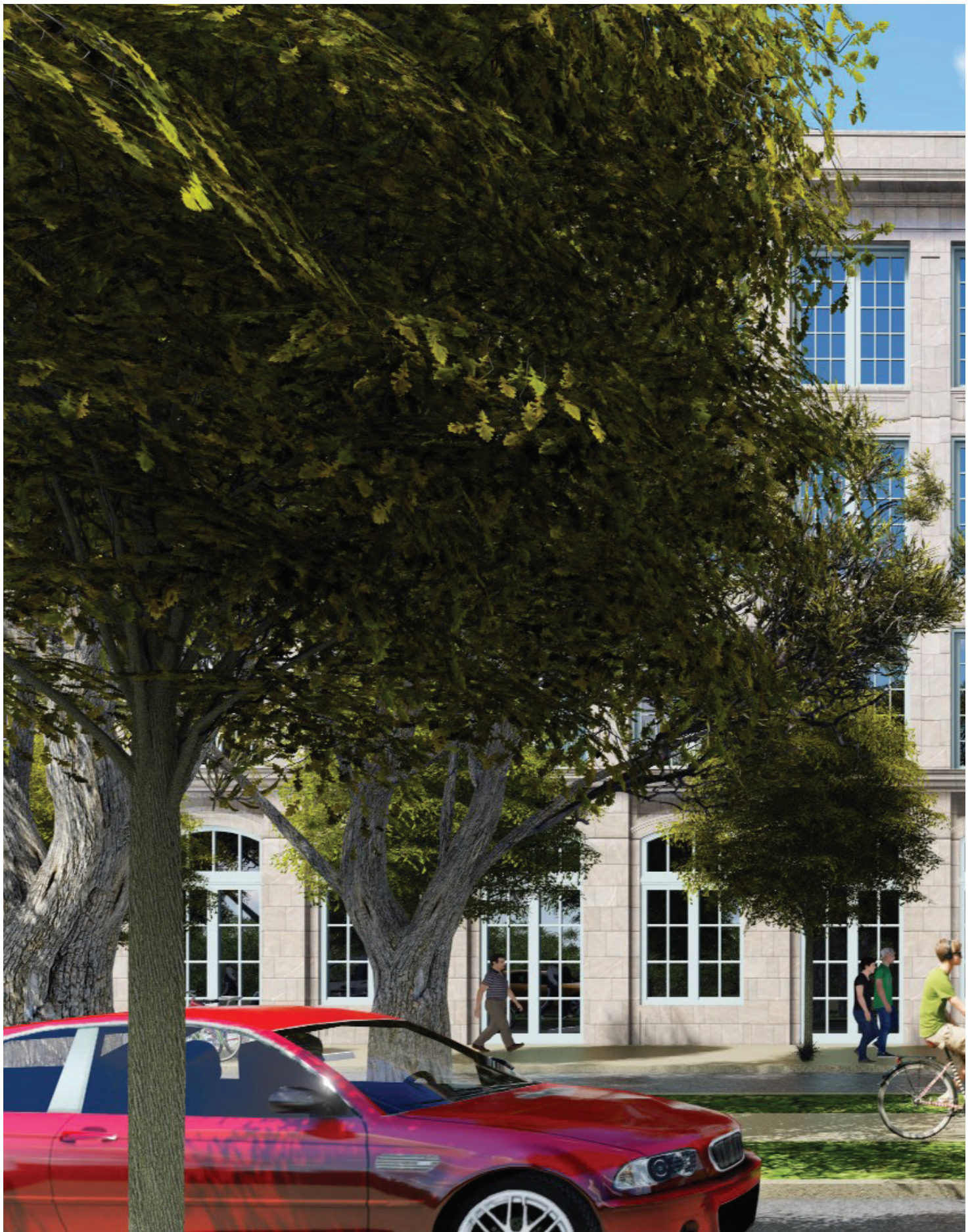
View of proposed central median along Wheaton Street, with housing lining the thoroughfare.

RECOMMENDATION 2

Preamble:
Waters Avenue was once a thriving commercial corridor serving the neighborhoods. Today there is insufficient density and buying power to support retail solely within the neighborhood. Accessibility to retail and drive by traffic would be necessary for retail to thrive. Locating retail on the northern edge along a well traveled thoroughfare such as Wheaton Street, improves the viability for commercial activity to be sustainable.

Observation:
Open Space — Analyzing the urban pattern of the study area, it is apparent that the Eastside neighborhoods do not have the same ratio of public open space to private space. There are virtually no public parks which is in stark contrast to the historic core.

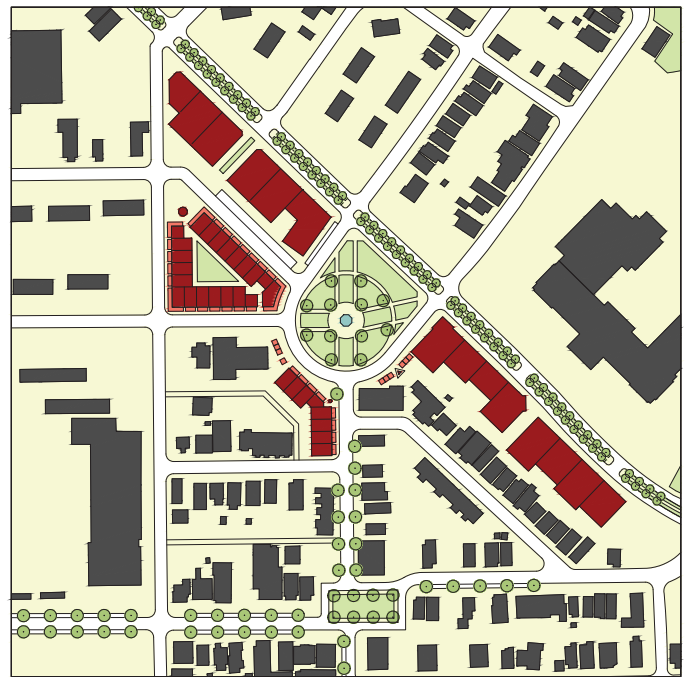*Plan view of the intersection of of Wheaton Street and Waters Avenue.*

Recommendation:
Create a public 'horseshoe' space at the intersection of Wheaton Street and Waters Avenue, defined by mixed-use buildings. The space would be large enough so that the two existing churches would have facades visible from the public space. The retail businesses would have exposure to the traffic on Wheaton Street, and the location is close enough to serve the neighborhoods.

The retail consultant's report indicated that the trade area could support a maximum additional 31,000 square feet of retail. The recommendation is to allocate 20,000 square feet of retail at the street level, which would be visible to the traffic on Wheaton Street. The traffic counts indicate that there is 12,200 to 14,300 cars per day traveling on Wheaton Street, at the Waters Avenue intersection.

Plan view of proposed public park defined by mixed-use buildings at the intersection of Wheaton Street and Waters Avenue.

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

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

RECOMMENDATION 3

The western entry from the historic core, into the Eastside neighborhoods, from Gwinnett Street is dangerous, ugly and uninviting. Between Broad Street and Atlantic Avenue, Gwinnett Street dips down under the existing railroad tracks. Thirty-four feet of paved width is allocated to two lanes of traffic, and four feet relegated to the pedestrian sidewalk.

The recommendation is to reduce the travel lane width to twenty-four feet, and make two seven-foot wide sidewalks on either side of the underpass. The sidewalks do not have to descend the entire fourteen feet below the bridge. Not doing so will make the pedestrian experience easier and safer, as the new sidewalk will be grade separated from the travel lanes.

CSX

14' CLEARANCE

34'
TWO LANES TRAFFIC

10' CLEARANCE

4'

7'
SIDEWALK

24'
ROADWAY

7'
SIDEWALK
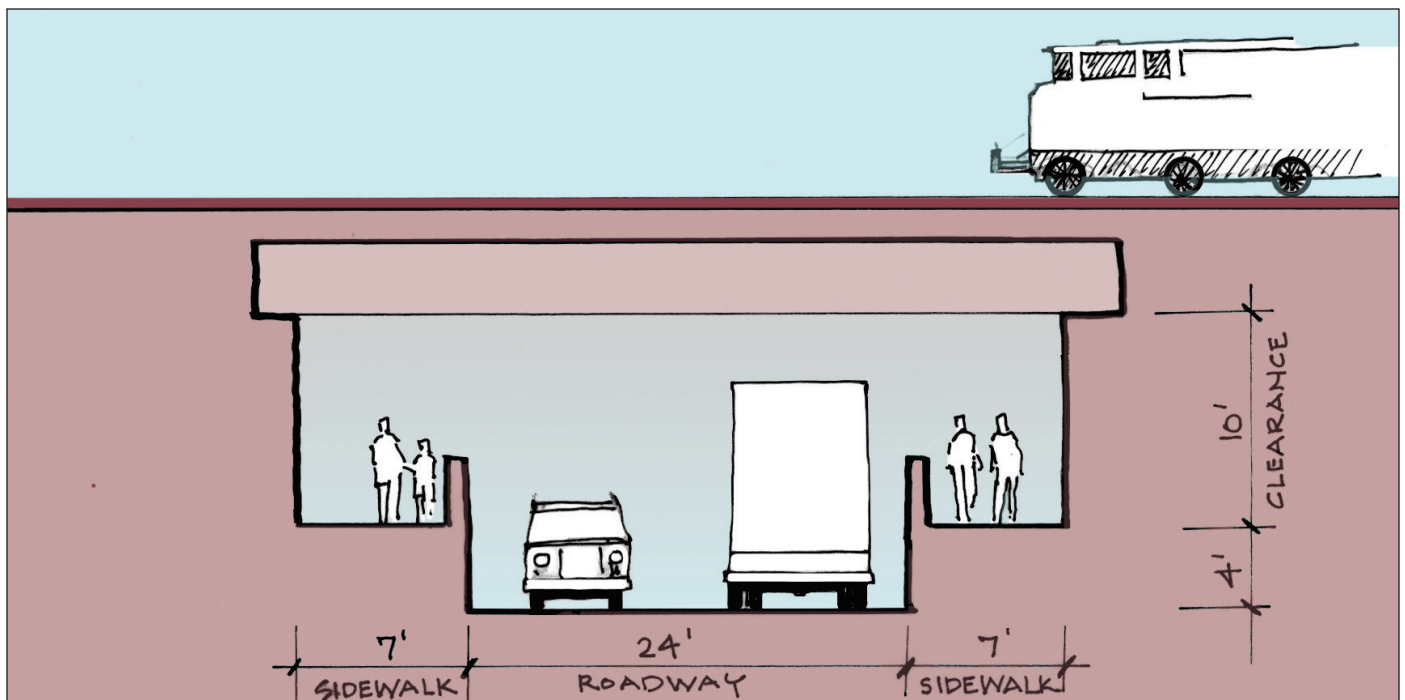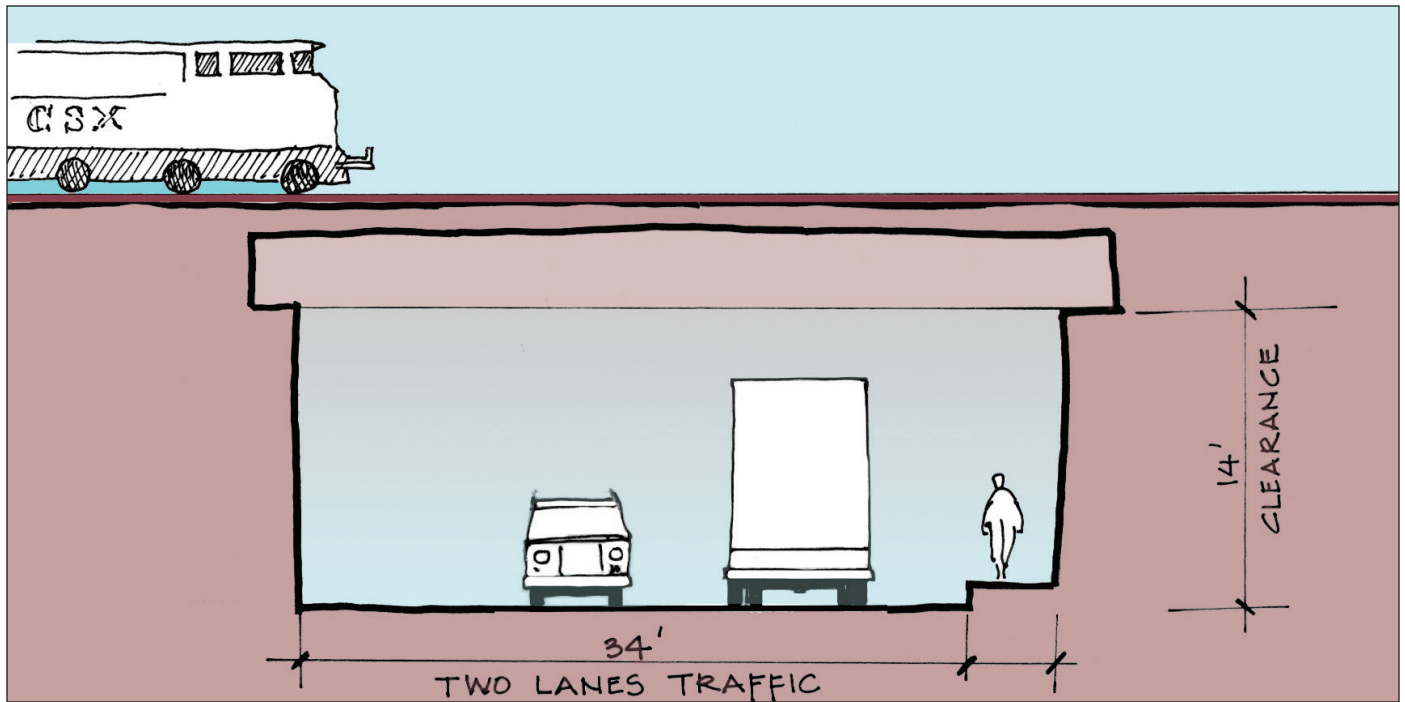
Existing Condition: Gwinnett Street looking east at underpass from Broad Street — sidewalk on south side only.

Existing Condition: Gwinnett Street looking west at underpass.

RECOMMENDATION 4

Observation:
Atlantic Avenue was the central axis of an ambitious city beautiful inspired master plan. The plan can be seen realized south of Victory Drive in the Baldwin Park, Midtown, and Chatham Crescent neighborhoods. A luxury tourist hotel, called the Hotel Georgia was planned at the southern termination of Atlantic Avenue. The Works Progress Administration, in the midst of the Great Depression, expressed interest in the site for use as the Savannah High School, which was dedicated in 1937. The Savannah Arts Academy took over the building in 1998, and was granted charter school status. In 2012, the school was ranked the #1 high school in Georgia, and #87 among more than five thousand high schools nationally, by US News and World Report.

The school building axially fronts onto Tiedeman Park. Crossing 46th Street the axis is defined by a double row of palm trees framing a central green which terminates at Baldwin Park.
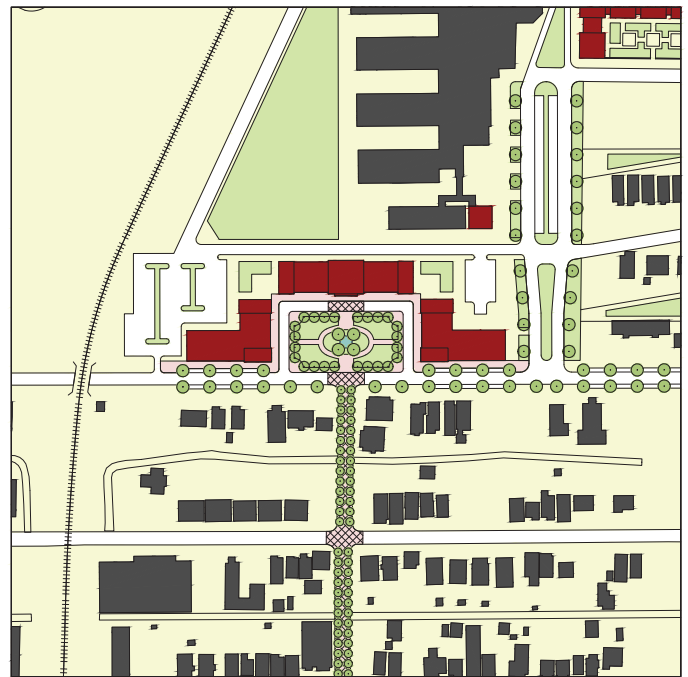
The northern termination of Atlantic Avenue has none of the classical characteristic of the southern portion. Although the Hubert Middle School is located just off-center of the Atlantic Avenue axis.

Recommendation:
Conceptually, Atlantic Avenue serves as the educational spine between the Hubert Middle School and the Savannah Arts Academy. The spine is reinforced by the opening of the Savannah Classical Academy midway at Atlantic Avenue and Anderson Street. To reinforce the civic nature of this thoroughfare, the recommendation is to terminate the north end of Atlantic Street at Gwinnett Street with a public park that is fronted by educational uses, such as a public library and early child learning center — uses that support the adjacent Hubert Middle School. These public uses should programmatically be responsive to the local Purpose Built Community workgroup's concepts for the area.

*Plan view of north termination of Atlantic Avenue at Gwinnett Street.*

Plan view proposal of termination of Atlantic Street at a public park surrounded by civic buildings. The existing Hubert Middle School can be seen to the north.

Aerial view of the termination of Atlantic Avenue at Gwinnett Street.

Proposal for Civic building and park at the termination of Atlantic Avenue. The axis is defined by a double row of palm trees.
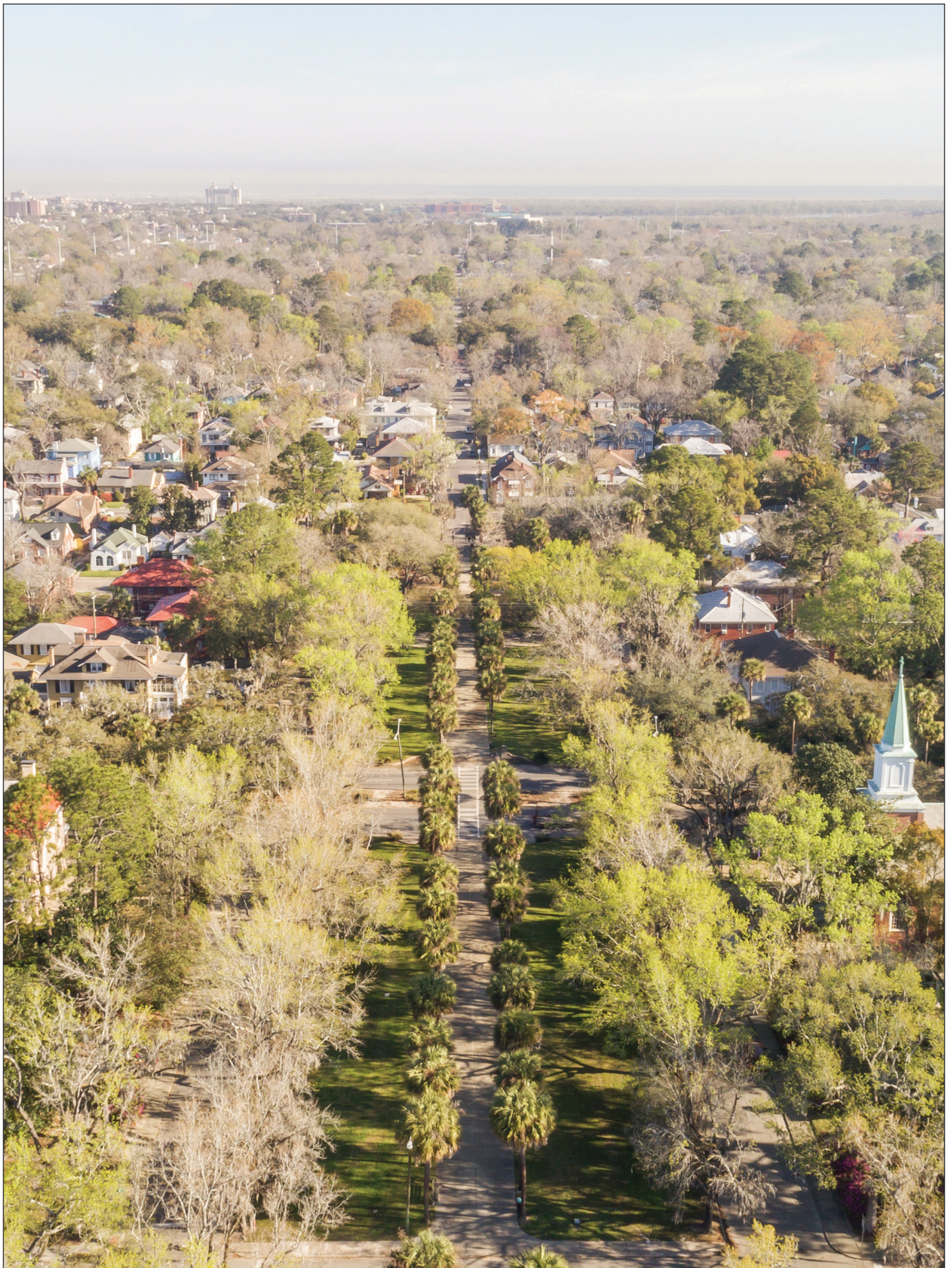
Aerial view of Atlantic Avenue looking north toward Gwinnett Street.

Aerial view of Atlantic Avenue looking south at the Savannah Arts Academy.
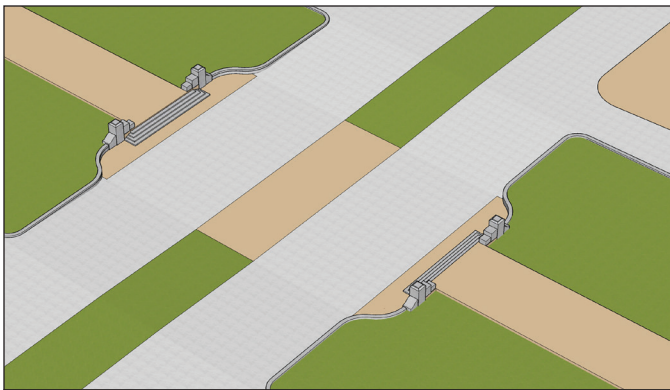
RECOMMENDATION 5

Observation:
Commuter traffic flows east-west through the study area neighborhoods. The majority of traffic comes to or from the Truman Parkway (on the east) to employment areas in historic Savannah and places west of the study. Impatient commuters exceed the posted speed limit creating an unsafe pedestrian environment. Five thoroughfares are problematic: Wheaton, Anderson, Henry, and 37th Streets and Victory Drive. The four latter thoroughfares intersect with Atlantic Avenue.
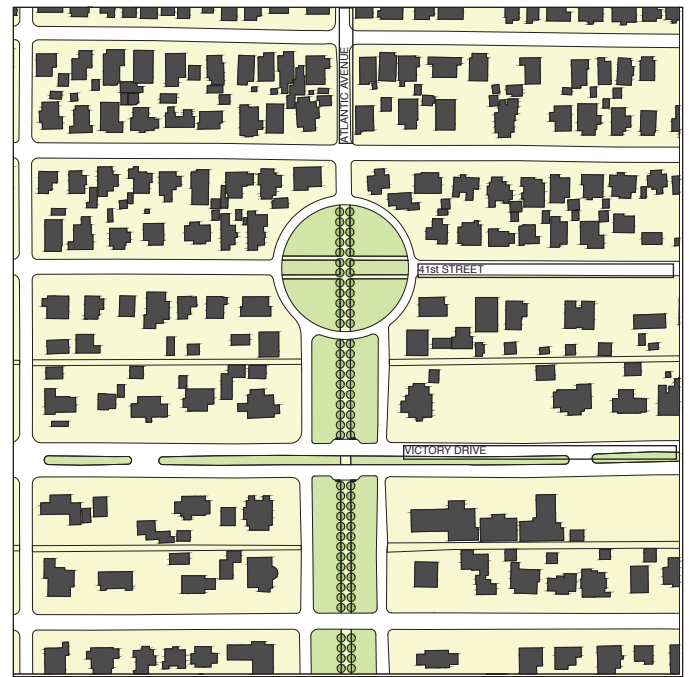
Recommendation:
Transform Atlantic Street by raising the elevation and making a brick pedestrian table for the entire one-mile length. Continue the double row of palm trees from the south up to its termination at Gwinnett Street. The north-south pedestrian table will serve to slow down east-west traffic, that has a tendency to exceed the posted speed limit. Similar pedestrian speed tables are proposed for the intersections along Waters Avenue, at Anderson, Henry, and 37th Streets.
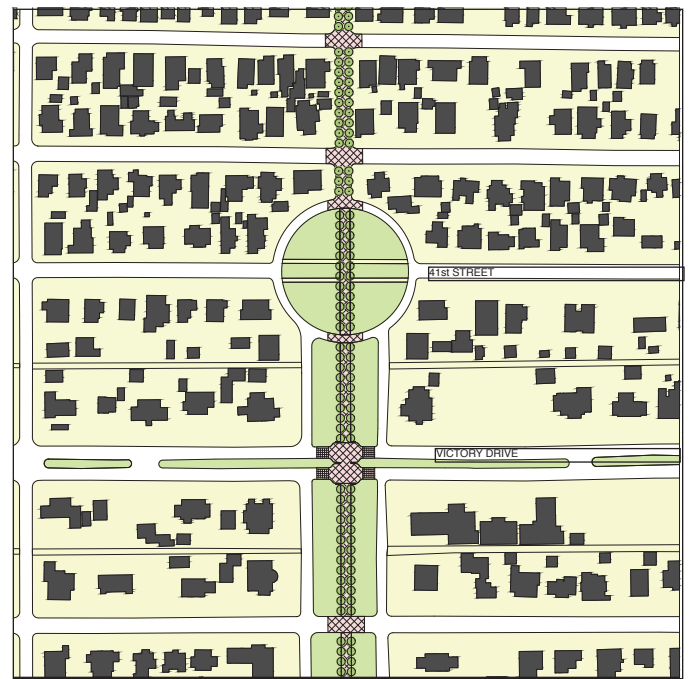

Plan view of Baldwin Park along axis of Atlantic Avenue.

Existing Condition: Victory Drive and Atlantic Avenue.

New piers and pedestrian table at intersection.

Plan view of proposal to continue the palm tree-lined linear park along Atlantic Avenue. It is proposed that the avenue be resurfaced with brick and detailed as a shared street for pedestrians, bicycles, and vehicles. All intersections along Atlantic Avenue have elevated pedestrian tables to slow traffic down and give pedestrians priority as they move north-south along the avenue. At the intersection of Victory Drive and Atlantic Avenue, a pair of concrete piers that demarcate the axis of the central walkway are proposed to be duplicated at the central median to create continuity while transversing Victory Drive (see images on the left).
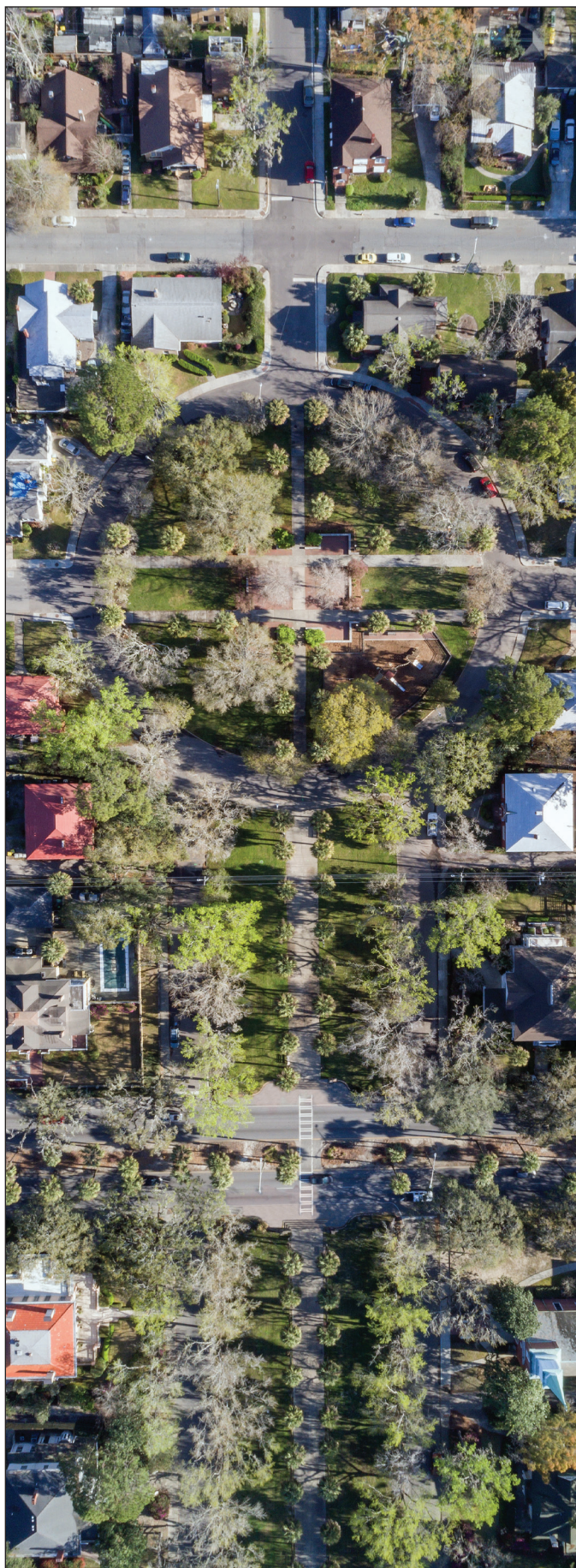
Aerial view of Atlantic Avenue on axis with Baldwin Park.
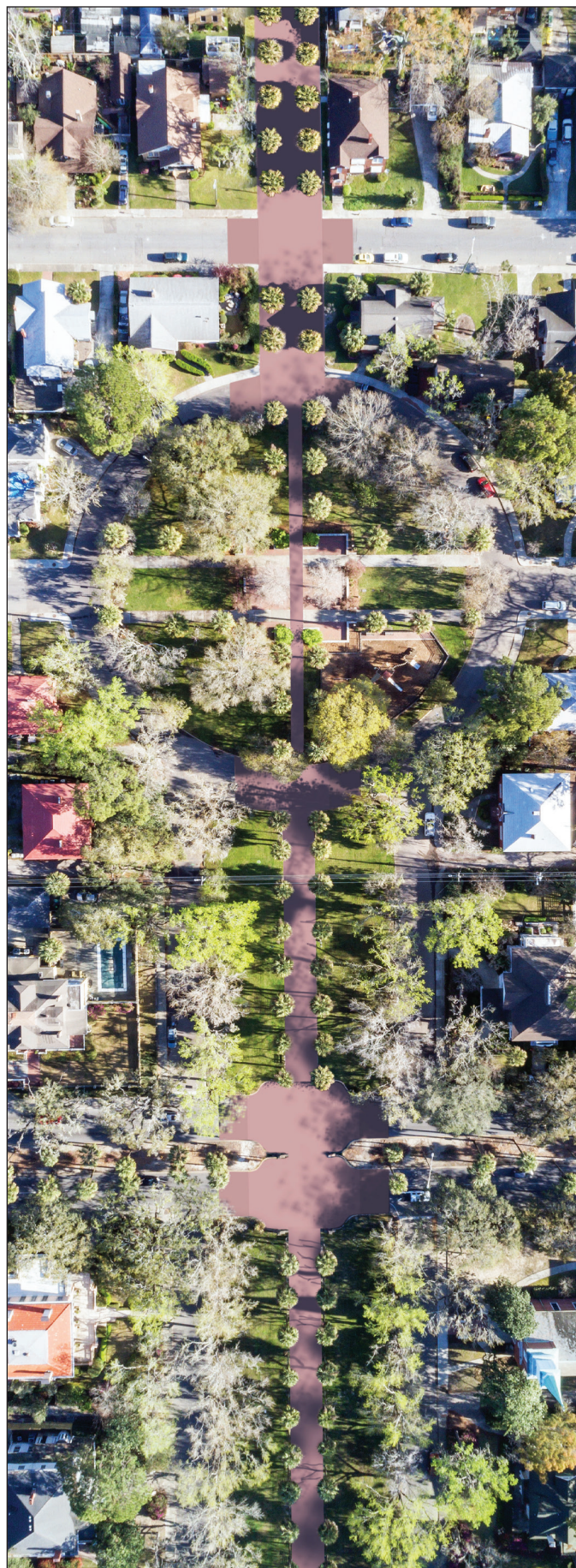
Aerial view of proposed elevated brick pedestrian table for Atlantic Avenue, lined with a double row of palm trees.

RECOMMENDATION 6

Preamble:
Parks, playgrounds, gardens, and contact with nature are essential to a healthy life and contributing to the quality of life of residents. Evidence indicates that open space conservation and the creation of city parks are investments that produce significant economic benefits.

The Trust for Public Land has identified, in *Measuring the Economic Value of a City Park System*, that cities derive economic benefit from their parks in seven ways: 1) Property value, 2) Tourism, 3) Direct use, 4) Health, 5) Community cohesion, 6) Clean water, and 7) Clean air.

Parks provide a place for citizens to gather for festivals, as well as public and private events. Parks may be used to host weddings, company picnics, family reunions, non-profit fund raisers, and a wide range of other special events.

Observation:
Analyzing the urban pattern of the study area, it is apparent that these neighborhood do not have the same ratio of public open space to private space. There are virtually no public parks which is a stark contrast to the historic core.

Recommendation:
Return the four blocks between Vine Street and Paulsen Street, south of Henry Street to a linear park to serve the adjacent neighborhoods. Add elevated pedestrian tables at the four corner intersections of the linear park, to control traffic speed an increase safety near the park.
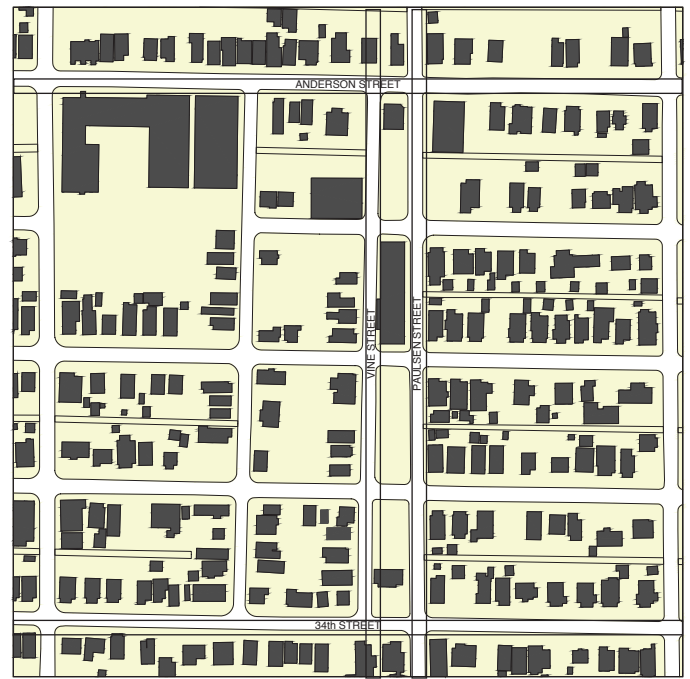
Plan view of vacant lots and abandoned buildings between north-south Vine and Paulsen Street, and east-west Anderson and 34th Streets.
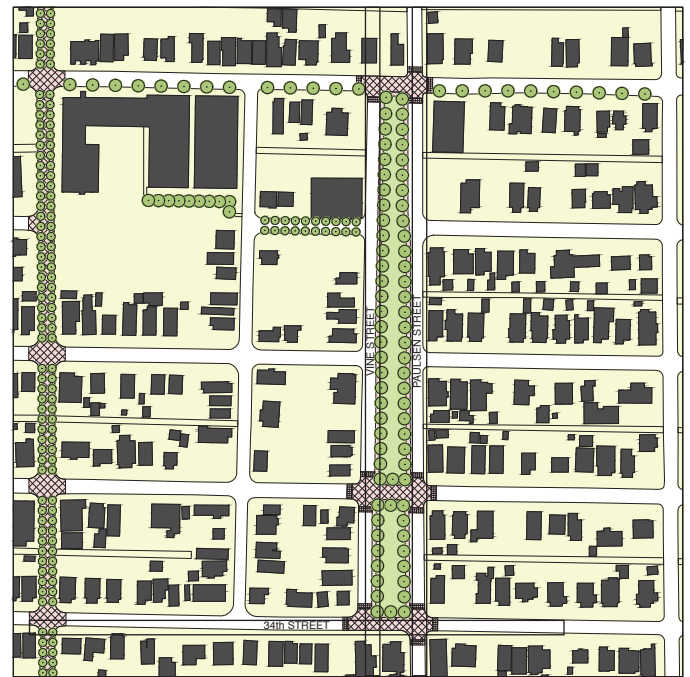
Plan view of proposed tree-lined linear park on four narrow underutilized blocks. Intersections around the park are reconfigured with pedestrian tables to give pedestrians priority while accessing the park.

Aerial view of four narrow underutilized blocks between Vine and Paulsen Streets.

Aerial view of proposed tree-lined public park. The green space would be one block from the Savannah Classical Academy.

RECOMMENDATION 7

Recommendation:
Develop the underutilized centrally-located City-owned commercial property into a public park with mixed-use, mixed-income residential and retail neighborhood center. This would be a catalytic development that responds to the demand for rental housing. Include on-street parking to support retail activity on the Water Avenue corridor.

The retail consultant's report indicated that the trade area could support a maximum additional 31,000 square feet of retail. The recommendation is to allocate 11,000 square feet of retail (neighborhood owned businesses) at street level, to serve the local population. The traffic counts indicate that there are 3,000 (east) and 6,800 (west) vehicles per day traveling on 37th Street at the Waters Avenue intersection. The mixed use building would be visible and accessible from 37th Street.

Plan view of City-owned block on the northwest corner of Waters Avenue and 37th Street, with single story retail building. A business, It's Amazing is occupying the existing building.

The present Retail Trade Area demographics diminish the potential attraction of many national retailers in the short term in most of the Eastside neighborhoods. This provides an opportunity for local entrepreneurs and initiatives to meet future retail demand.
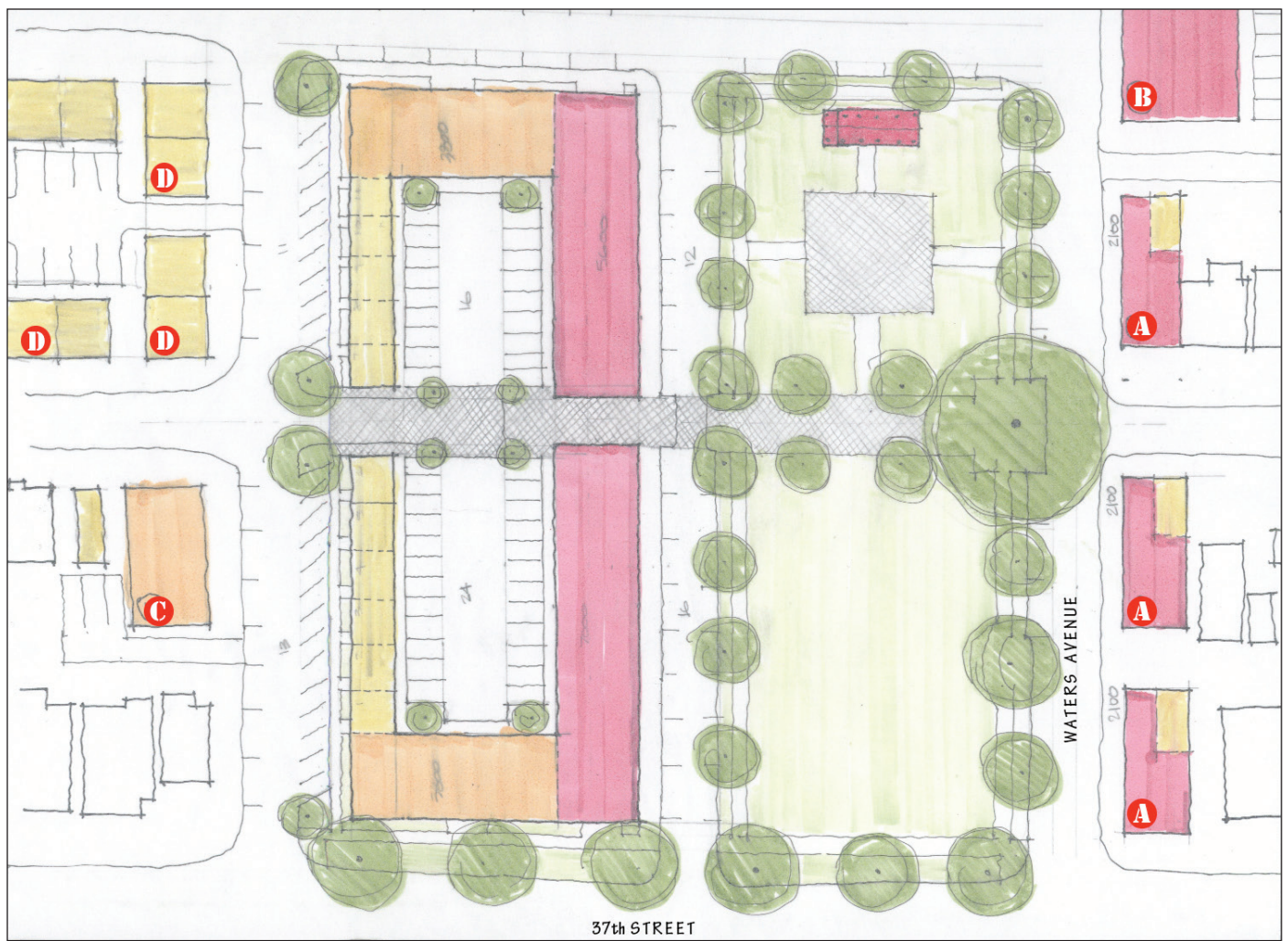

Plan view of proposed public park and mixed-use, mixed-income building and townhomes on underutilized block.

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

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

WATERS AVENUE

37th STREET

The under-utilized block at the northwest intersection of Waters Avenue and 37th Street is owned by the City. Recommendation #6 proposes development of the block. One half of the site is dedicated as a public park, and the other half developed as a mixed-use commercial and residential building. Under-utilized sites around this block are also recommended for development. All new development can self-park utilizing a combination of on-street and off-street parking.

MAIN BUILDING
Commercial: 12,500 sq ft
Residential: *above commercial*
   Apartments   8 one-bedroom   600 sq ft
  16 two-bedroom 800 sq ft
   Townhouses   11 two-story   1,600 sq ft
      two-bedroom

BUILDING A
Commercial: 1,400 sq ft
Residential: *above commercial*
   Apartments   1 studio   475 sq ft
               2 two-bedroom   900 sq ft

BUILDING B
Commercial: 5,000 sq ft

BUILDING C
Residential:
   Apartments   6 two-bedroom   900 sq ft

BUILDING D
Residential:
   Townhouse   2 two-bedroom 1,100 sq ft

Elevation study by architect Eric Brown for mixed-use, mixed-income building and townhomes on the Its Amazing site.

RECOMMENDATION 8

Recommendation:
In a multi-block area centered on the City-owned commercial property identify an overlay (LEAN) zone where current zoning and development standards are reduced, modified or eliminated to facilitate small scale re-development and new development. These would include parking, set-backs and lot coverage. This would be a test case that may be expanded to include the Eastside and/or the City, as current zoning codes encourage suburban style development.

Within the overlay (LEAN) zone, provide a range of building type plans, which are pre-approved and ready for construction. These units would range from small lane and carriage houses to small apartment buildings. This would encourage local property owners to build wealth generating properties and promote diverse entrepreneurial building. The program would partner with local banks to provide pre-approved construction loans.
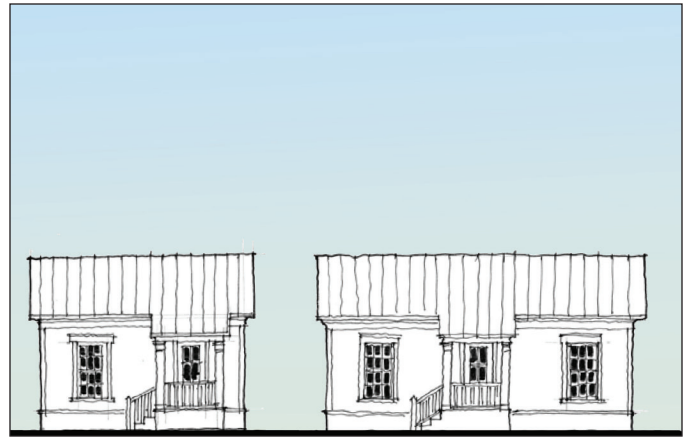
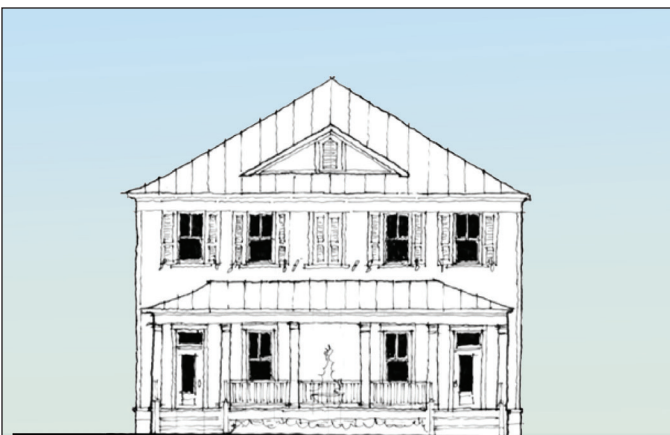*Lane House - sample of pre-approved building type.*

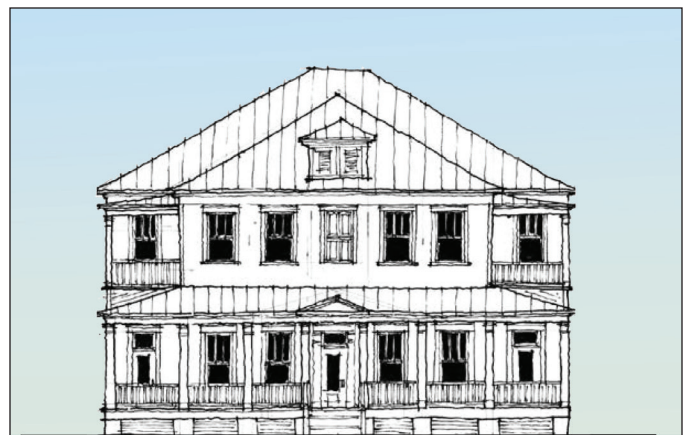*Carriage House - sample of two pre-approved building type.*

Duplex - sample of pre-approved building type.

4-Plex - sample of pre-approved building type.


Duplex - sample of pre-approved building type.

4-Plex - sample of pre-approved building type.

The recommendation is to create an overlay zone 1,500' wide x 1,900' high, approximately 65 acres in area, around the proposed mixed use building and public park on Waters Avenue. The Overlay Zone would permit non-conforming accessory dwelling units and four-plex residential buildings to be built. This Trojan Horse strategy would increase the neighborhood density, without changing the architectural character of the neighborhood. The overlay zone would be in effect for a five year period, at which time it would be reviewed and analyzed for impact on the neighborhood.

4-Plex Housing Unit

Single Family or Duplex Unit

Carriage House
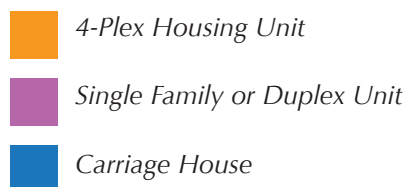
RECOMMENDATION 9

Observation:
There are three major streets within the study area, which are one-way. These right-of-ways will benefit from conversion to two-way traffic.

Henry Street is a one-way street moving traffic from Truman Parkway westward. There are two lanes of traffic plus parallel parking on one side of the street.
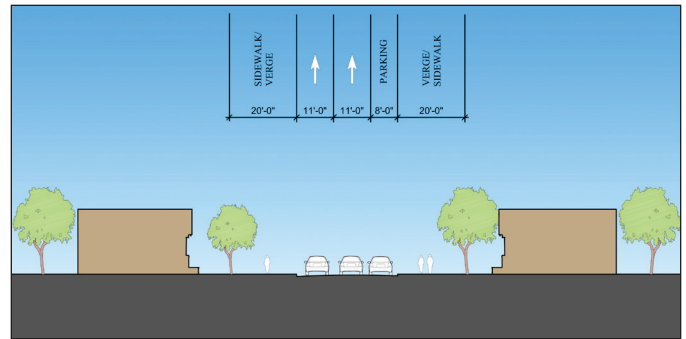
Recommendation:
Convert the following three thoroughfares to two-way traffic: Broad, Anderson, and Henry Streets. All streets would have two-way traffic and parallel parking on one side of the street.

The conversion of Henry Street to two-way traffic would provide parallel parking and a bus lay by on the northside of the street. The curb to curb dimension would remain the same, however the two travel lane widths would be reduced to 10′ to control traffic speeds. A tree is planted 45′ on center within the parallel car parking zone, to permit two cars to park between the trees.
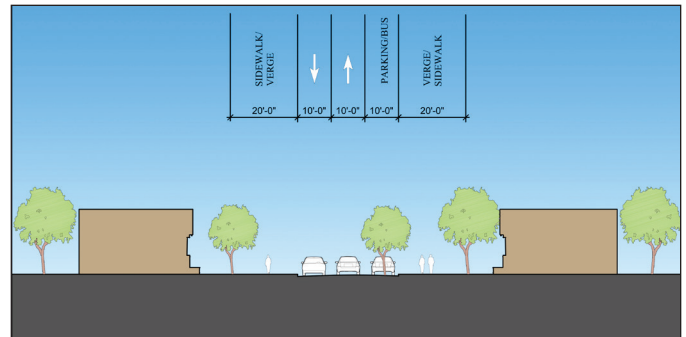
Walkability
In recent years, the terms walkability and pedestrian friendly have been overused, referring indiscriminately to any place a pedestrian can occupy. Although adding a sidewalk where there was none is a step in the right direction, it is just one part of the comprehensive design needed to create a pedestrian-friendly experience.
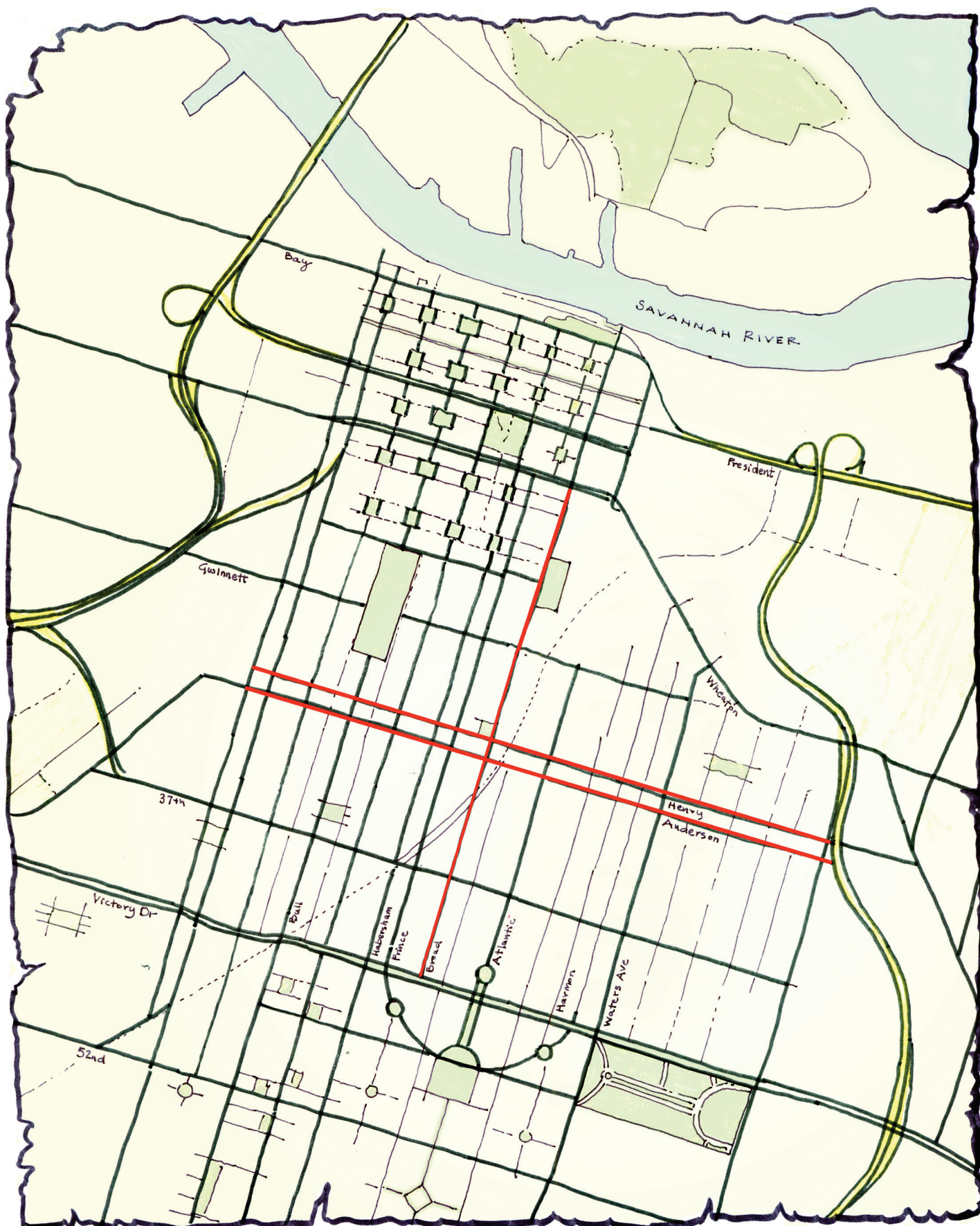
Walkability, like a garden, must be nurtured in order to thrive. High volumes of fast-moving traffic will destroy walkability, for the noise, pollution, and ever-present threat of bodily harm are not conducive to sociability and feelings of comfort and security. High-speed zones such as one-way couplets will never be satisfactory environments for pedestrians. Yet the great majority of urban growth is tailored and oriented to fast moving traffic, heavy volumes of traffic, and car storage. Walkability and the pedestrian experience must be focused on the qualitative experience and not a mere checklist. A place with walkable character is the product of a vision based on precedent and experience, not the chance result of thoughtless assemblage. The factors that need to be considered range from small details, such as the texture of paving stones or sunlight filtering through the leaves of a tree, to broader concerns, such as a mix of jobs, shops, and services that people can walk to, or the geometry of streets that allows vehicles to coexist comfortably with people on foot.

The three thoroughfares identified in red, are recommended for conversion from one-way two two-way traffic.

RECOMMENDATION 10

The public infrastructure in Savannah's Eastside is in much need of repair and maintenance. To this end the City of Savannah, has undertaken street improvements to Waters Avenue.

Unfortunately, the team observed that Phase One of the improvements include the removal of on-street parallel parking.

There are many benefits to on-street parking such as: controlling traffic speed, making a safer environment for pedestrians, and making new building development more affordable by reducing off-street parking requirements.

Understandably the existing right-of-way is narrow, however, as the digital rendering convey, the street right-of-way can have two-way traffic, parking on one side of the street, and 6' wide sidewalks on both sides of the street.

Street trees are planted within the parallel parking zone 45' on-center, permitting two cars to park between the trees.

The recommendation by the design team is that the City of Savannah reconsider the thoroughfare improvements for the remaining portion of Waters Avenue. The redesign should include on-street parking (as shown) for the remaining phases of construction.

Digital rendering of Waters Avenue with on-street parking on one-side of the street.

Digital rendering of Waters Avenue with street trees within the on-street parking zone, 45' on-center.

AN ANALYSIS OF
RESIDENTIAL MARKET POTENTIAL
Prepared by Zimmerman Volk Associates

SUMMARY

This study has determined that, from the market perspective, between 53 and 66 new mixed-income rental and for-sale dwelling units could be developed and absorbed within the Eastside Study Area each year over the next five years. The housing mix of 53 to 66 units would include 38 to 48 new rental units (multi-family for-rent), five to six new duplexes/triplexes/rowhouses/townhouses (single-family attached for-sale), and 10 to 12 new urban cottages (single-family detached for-sale).

The 38 to 48 new mixed-income rental units that could be absorbed each year include the following:
- Studio, one- and two-bedroom units ranging in size between 475 and 1,050 square feet, with proposed base rents ranging between $450 and $1,500 per month ($0.86 to $1.53 per square foot).
- Absorption has been forecast at an eight to 10 percent capture of the annual potential multi-family for-rent market.
- 43 percent of the new rental units would be affordable to households with incomes between 30 and 80 percent AMI (affordable/workforce), and 57 percent to households with incomes above 80 percent AMI (market-rate).

The six to nine new mixed-income for-sale single-family attached units that could be absorbed each year include the following:
- One-, two-, and three-bedroom rowhouses/townhouses ranging in size between 700 and 1,450 square feet, with proposed base prices ranging between $75,000 and $275,000 ($107 to $214 per square foot).
- Absorption has been forecast at a five to six percent capture of the annual potential single-family attached for-sale market.
- 34 percent of the new rowhouses/townhouses would be affordable to households with incomes between 30 and 80 percent AMI (affordable/workforce), and 66 percent to households with incomes above 80 percent AMI (market-rate).

The 10 to 12 new mixed-income for-sale single-family detached units that could be absorbed each year include the following:
- One-, two- and three-bedroom urban cottages ranging in size between 900 and 1,550 square feet, with proposed base prices ranging between $100,000 and $305,000 ($103 to $222 per square foot).
- Absorption has been forecast at a five to six percent capture of the annual potential single-family detached for-sale market.
- 32 percent of the new rowhouses/townhouses would be affordable to households with incomes between 30 and 80 percent AMI (affordable/workforce), and 68 percent to households with incomes above 80 percent AMI (market-rate).

CONCLUSION

When the Design Team presented their work on the last day of the Charrette, there was spirited interaction and constructive discussion with residents and stakeholders of the Eastside neighborhoods. Indeed, the Charrette stimulated an energetic combination of excitement, mistrust, skepticism, and raised aspirations.

The consultant teams defined five framework principles to guide the redevlopment of the Eastside neighborhoods: 1) Public Spaces, 2) Traffic Calming and Pedestrian Safety, 3) Stewardship of Land by Developing Underutilized Sites, 4) Housing Choices for Diverse Population, and 5) Extending the Character of Savannah eastward.

We would like to remind readers of this document that the work presented is a preliminary study of possibilities. All recommendations need further study and review before implementation.

We encourage Eastside neighborhood residents to organize and work with city officials to evaluate and refine the ideas proposed. Local architectural and planning firms should be retained to continue the work that was accomplished at the CNU Legacy Charrette.

We conclude that the Eastside neighborhoods are glasses that are half full, waiting to be filled with places that uplift the human spirit.

THADANI ARCHITECTS + URBANISTS

Thadani Architects + Urbanists is a multi-disciplinary, project-oriented urban design and architecture practice. Teams are assembled for each specific project, and workshops are held near or within the subject site. Each project is developed over a series of inclusive workshops, to ensure wide participation by a diverse range of stakeholders. Collaboration and teamwork are hallmarks of the firm's practice.

Dhiru A. Thadani, is an architect and urbanist who has been in practice since 1980, and has worked internationally. He has been principal designer of new towns and cities, urban regeneration, neighborhood revitalization, academic campuses, and infill densification.

Thadani was born in Bombay, India and moved to Washington, D.C. in 1972 to study architecture. During his forty-five years in Washington, D.C. he has taught, practiced, and strived to place architecture and urbanism in the public eye. Since its formation in 1993, Thadani has been a charter member of the Congress for the New Urbanism (CNU), and served as Task Force Chair and Board Member from 1997 to 2013.

In 2016 he was elected Vice President of Membership and Treasurer for the International Society of City and Regional Planners (ISOCARP). In 2015 he was appointed to the inaugural CNU College of Fellows, and received the International Society of City and Regional Planners' Lifetime Achievement Award. He is the recipient of the 2011 Seaside Prize, awarded for significant contributions to the quality and character of communities. In 2001 he was a Knight Foundation Community Builder Fellow.

Thadani is the author of The Language of Towns and Cities: A Visual Dictionary, published by Rizzoli in 2010, and co-editor of Leon Krier: The Architecture of Community published by Island Press in 2009.   Thadani's latest endeavor, Visions of Seaside: Foundation / Evolution / Imagination / Built & Unbuilt Architecture, was published by Rizzoli in 2013.

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