

RESTORING THE LAND USE
AND TRANSPORTATION
CONNECTION AFTER THE I-16
RAMP REMOVAL

GPA Spring Conference May 13, 2011

Project Details

Purpose/Scope

- Feasibility of Removing the I-16 Ramp into Downtown Savannah
 - ▣ Civic Master Plan, Urban Design
 - ▣ Transportation Analysis
 - ▣ Land Use Analysis
 - ▣ Economic and Real Estate Analysis

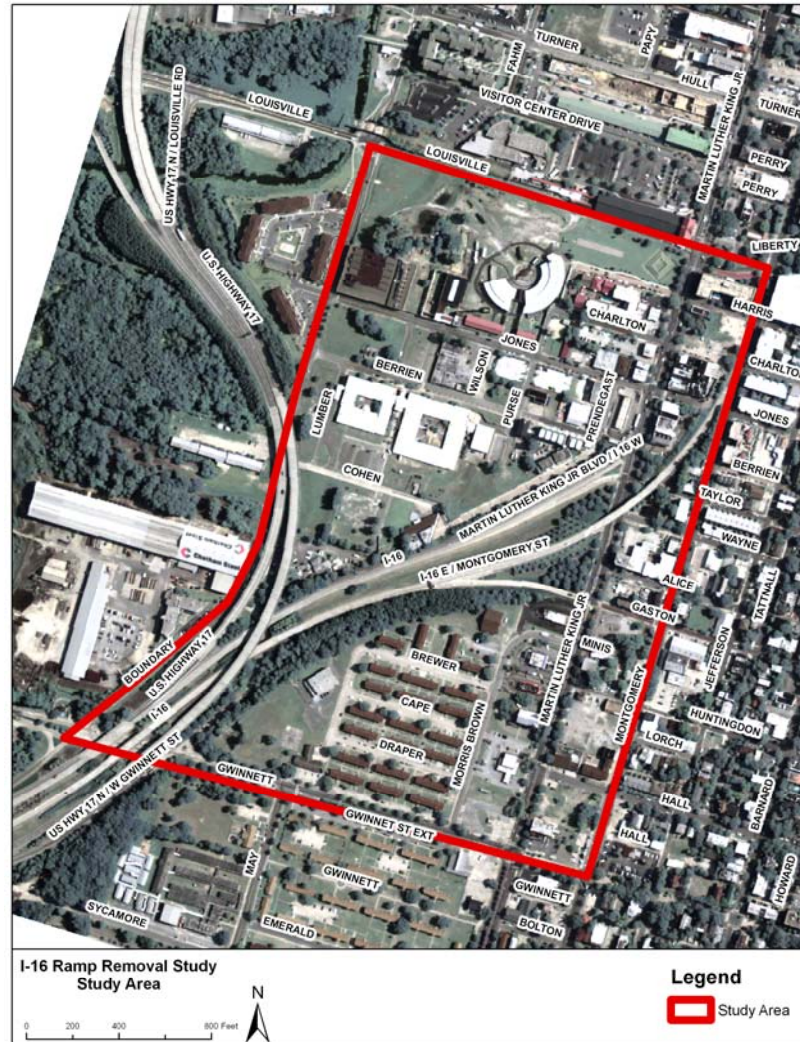


Team

- Wilbur Smith Associates
- Sottile & Sottile
- Urban Partners
- Gilbert & Lattimore
- Grice & Associates
- McMillan & Associates



Project Study Area



Related Studies



- 1998 MLK and Montgomery Corridor Revitalization Plan
- 2002 MLK and Montgomery Urban Redevelopment Plan
- 2004 Land Use Planning for MLK and Montgomery
- 2006-2008 Downtown Master Plan
- 2006 Visioning Charette
- 2007 Walkability Plan
- 2008 GDOT Feasibility Study

Before and After



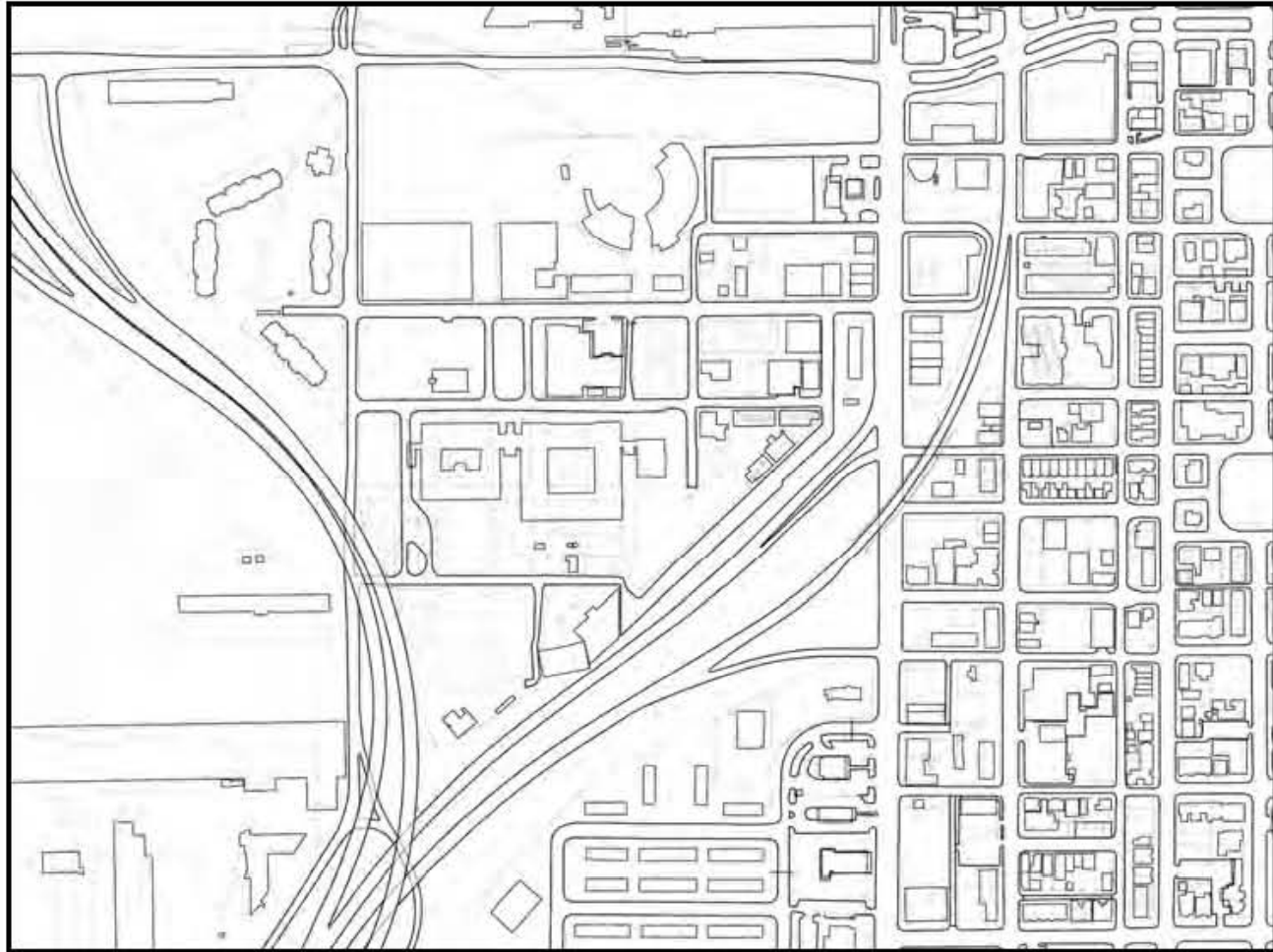
Before and After



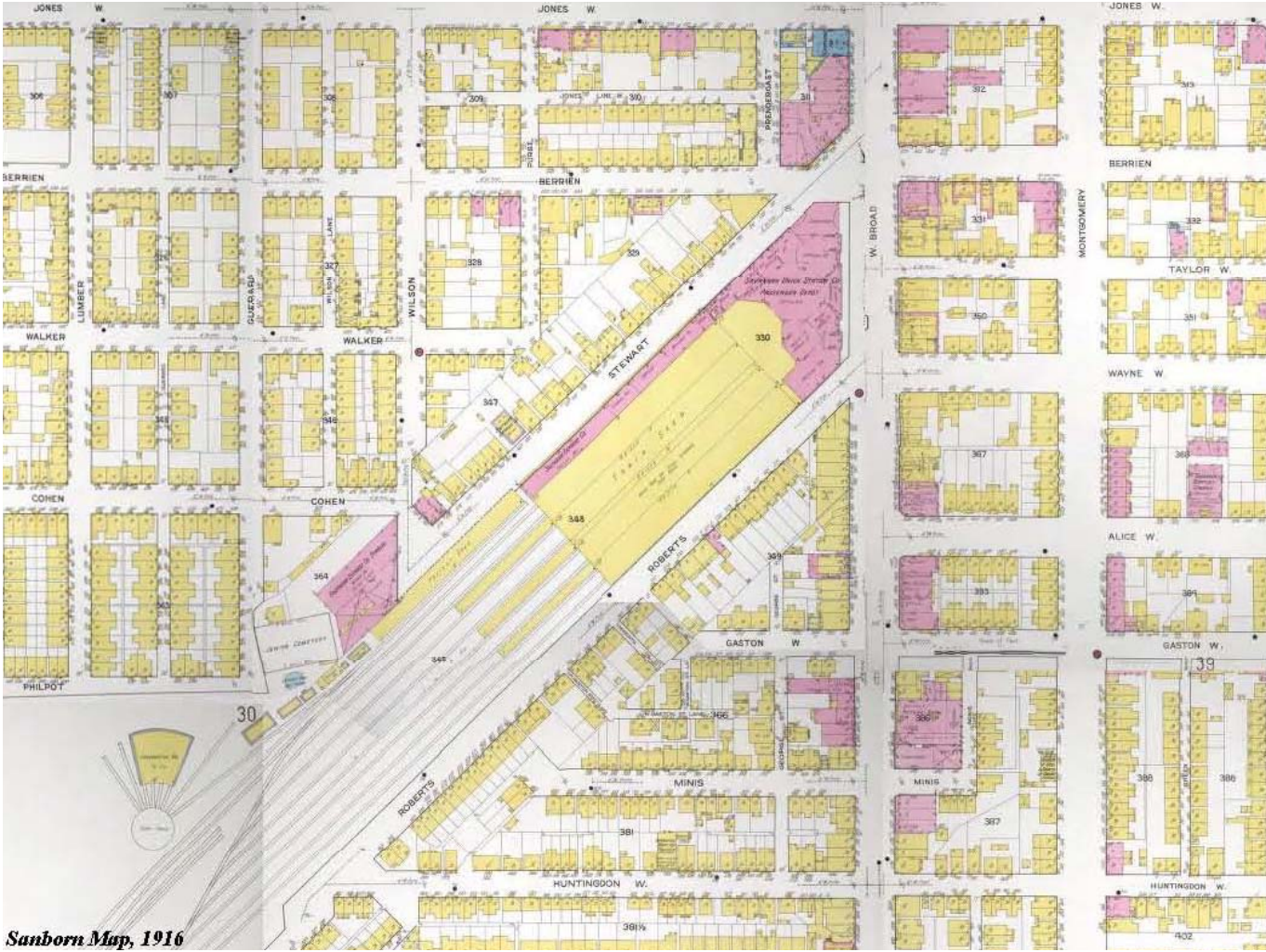
Before and After



Evolutionary History



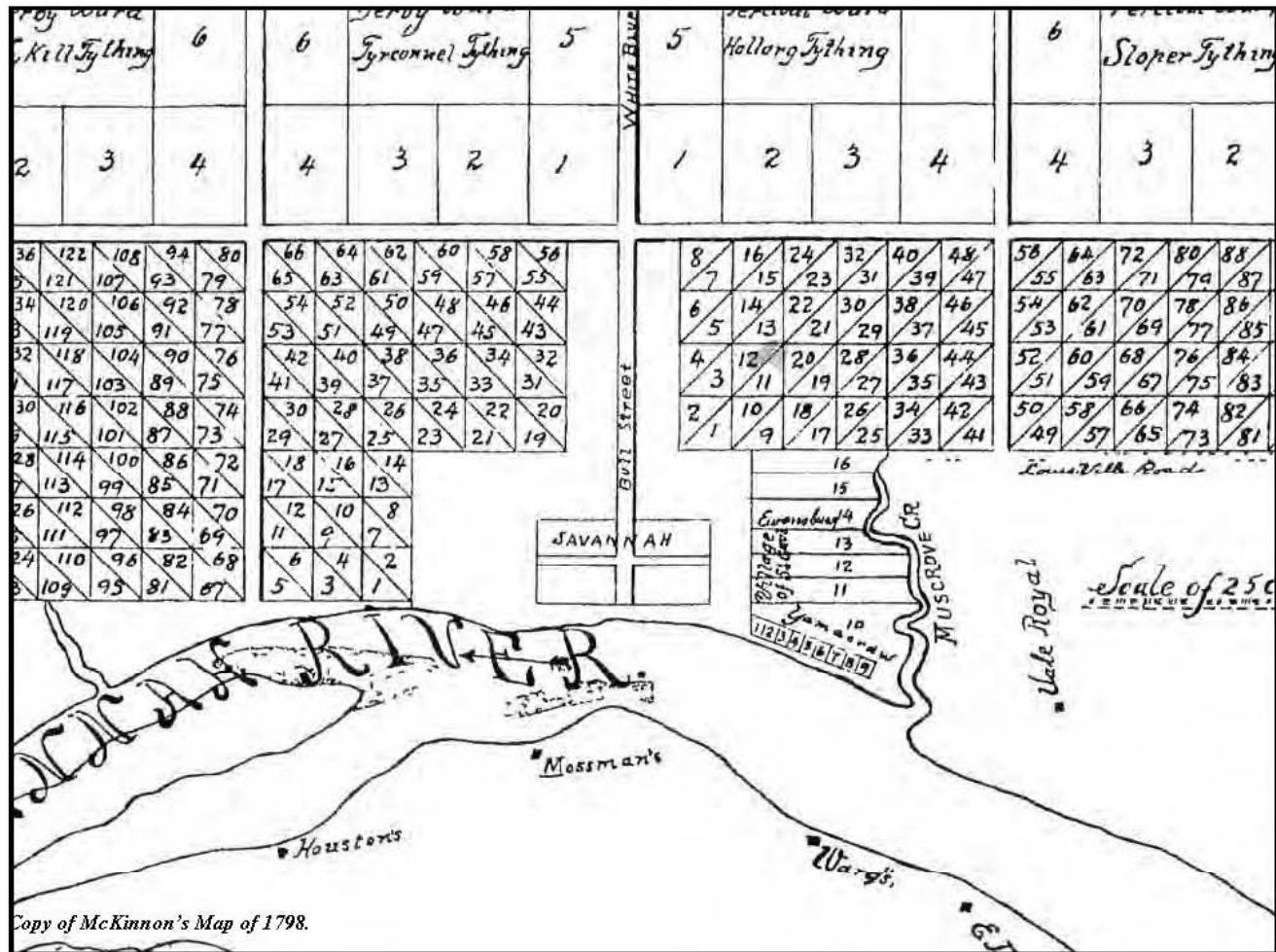
Evolutionary History



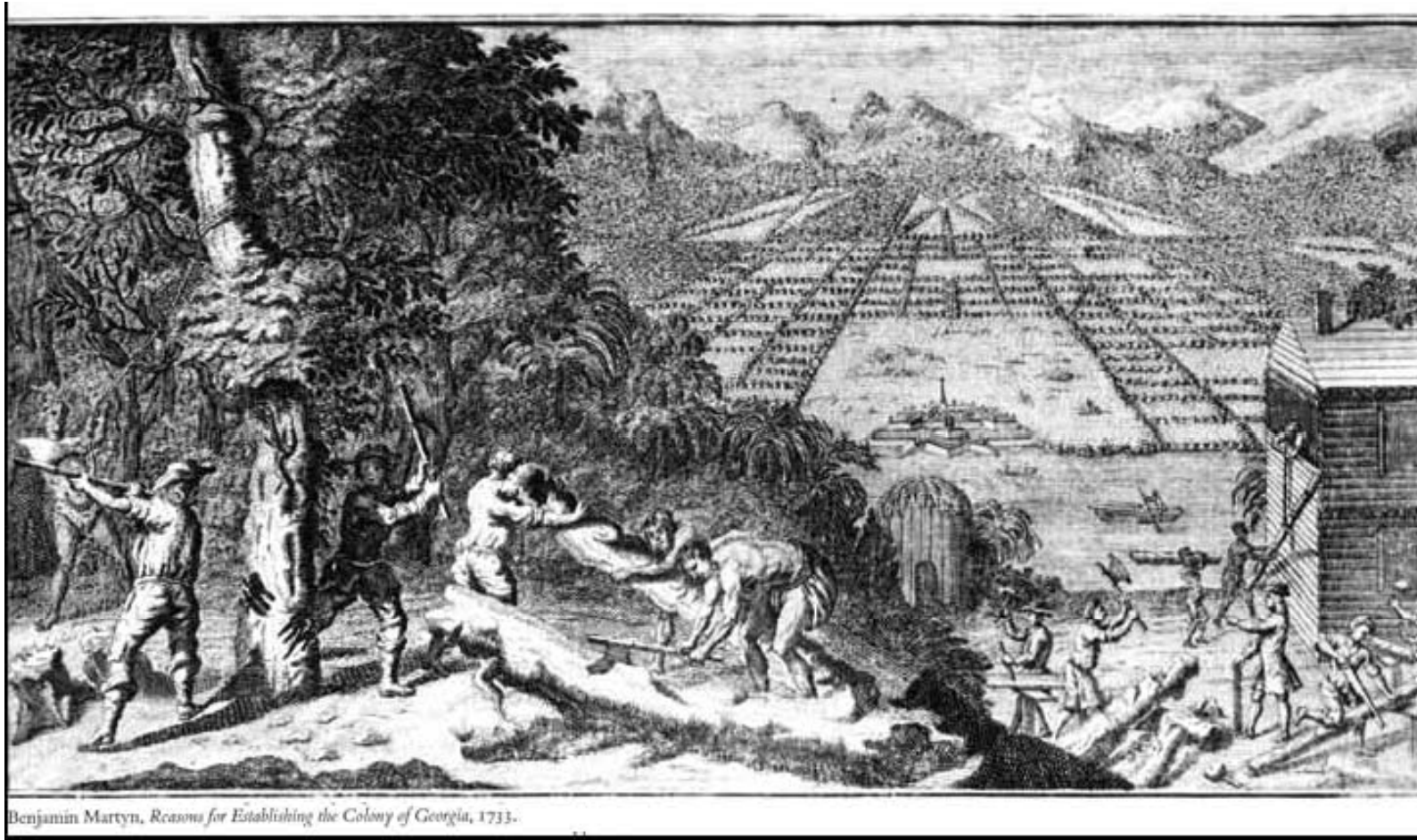
Evolutionary History



Evolutionary History



Evolutionary History



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

Evolutionary History 1750-1825



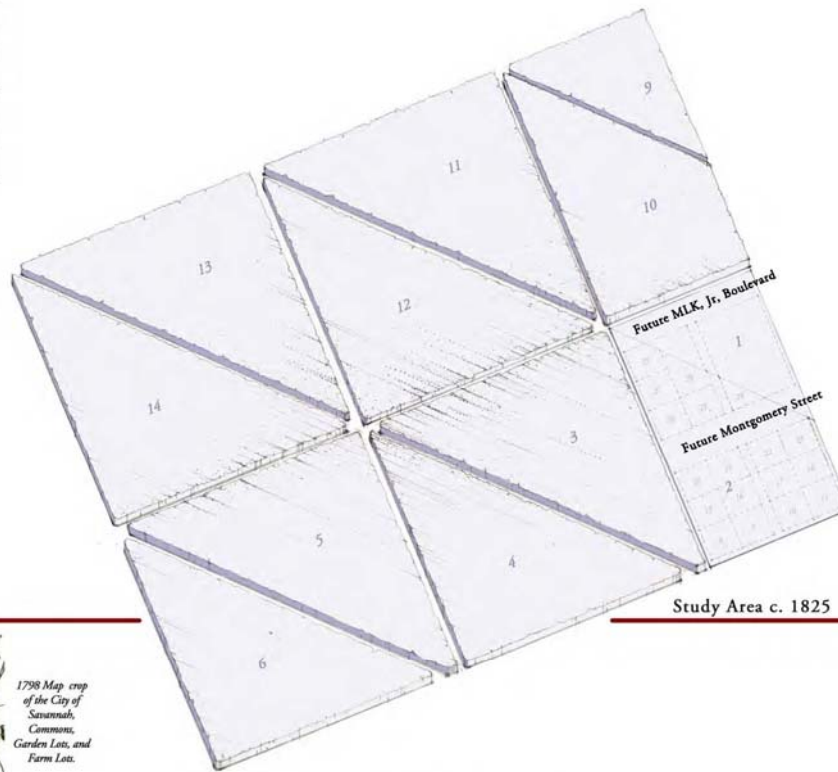
Diagram of the first street and block network emerging in the Study Area c. 1825.

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



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

Information presented herein has been compiled from various sources and may contain inaccuracies based on available data. Compliance with applicable codes and ordinances and approval by authoritative having jurisdiction is not guaranteed. This material is intended to serve as a preview and analysis of site conditions and provide a framework for future development. © Copyright 2010, Sottile & Sottile



Study Area c. 1825

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.

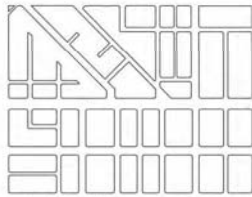
As Savannah expanded, land owners began to subdivide their Garden Lots for private development. Small blocks and connected streets that aligned with Savannah's plan were created in most cases. However, because of varying ownership, there were some instances of diagonal streets being laid out along the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

EARLY CITY 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

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

Evolutionary History 1825-1875



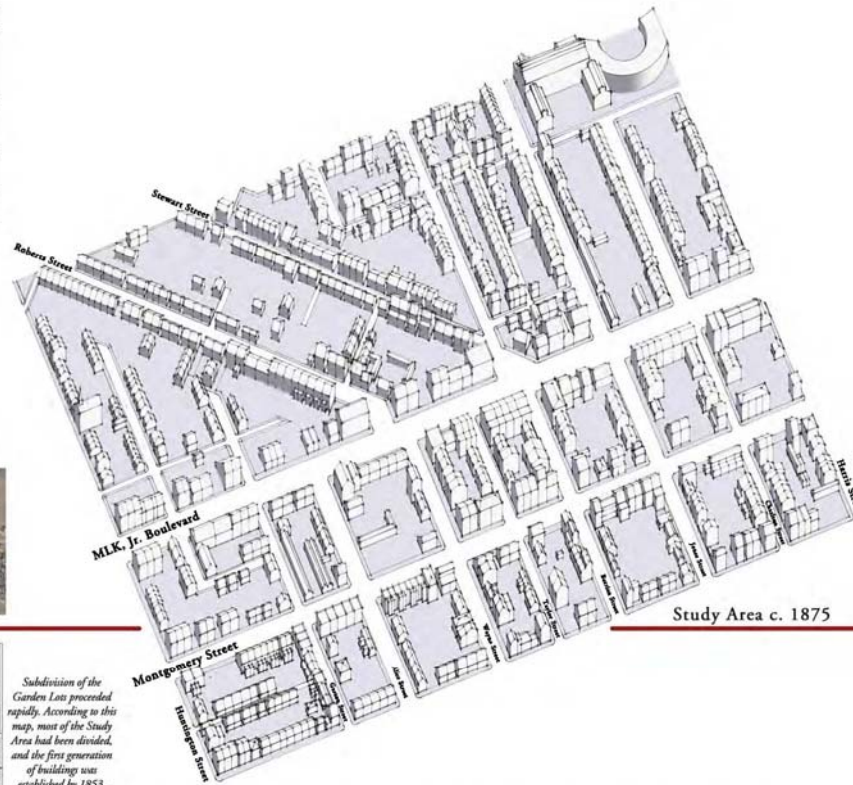
Study of the block pattern c. 1875 shows a dense network of small streets and lanes in the study area. Of particular interest is the first appearance of diagonally configured streets in the Savannah street network.

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 building was established by 1853.

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 authoritative having jurisdiction is not guaranteed. This material is intended to serve as a preview and analysis of site conditions and provide a framework for future development. © Copyright 2016, Sottile & Sottile



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.

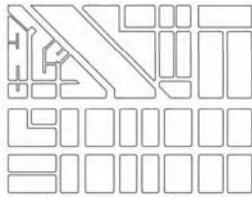
Subdivision of the original garden parcels continued the residential pattern, and it is apparent that Roberts Street and Stewart Street (now Selma Street) were aligned with the old Garden Lot parcel lines during this time, imbedding the diagonal character into this part of Savannah's street network.

NEIGHBORHOOD GROWTH & EVOLUTION

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

Evolutionary History 1875-1950



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

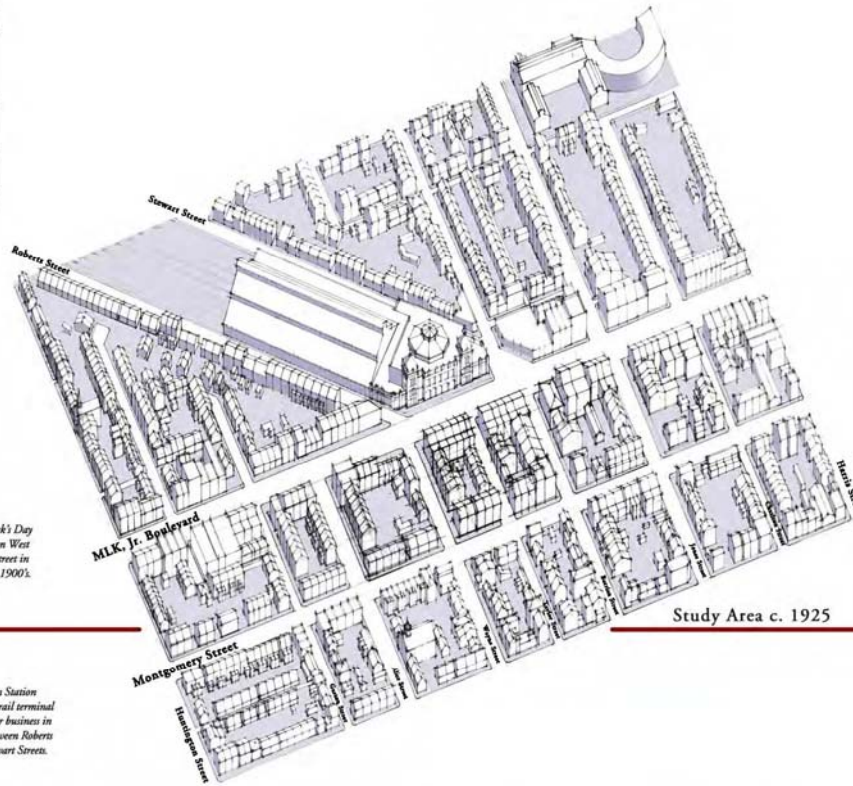


St. Patrick's Day parade on West Broad Street in the early 1900's.



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

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 serve as a preview and analysis of site conditions and provide a framework for future redevelopment. © Copyright 2010, Sottile & Sottile



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.

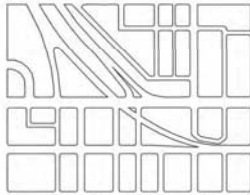
Building intensity reached its greatest level during this time, including a vibrant and diverse mix of single and multi-family homes, and larger commercial, retail, office, and institutional buildings along West Broad and Montgomery Streets.

UNION STATION & WEST BROAD VITALITY

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

Evolutionary History 1950-1975

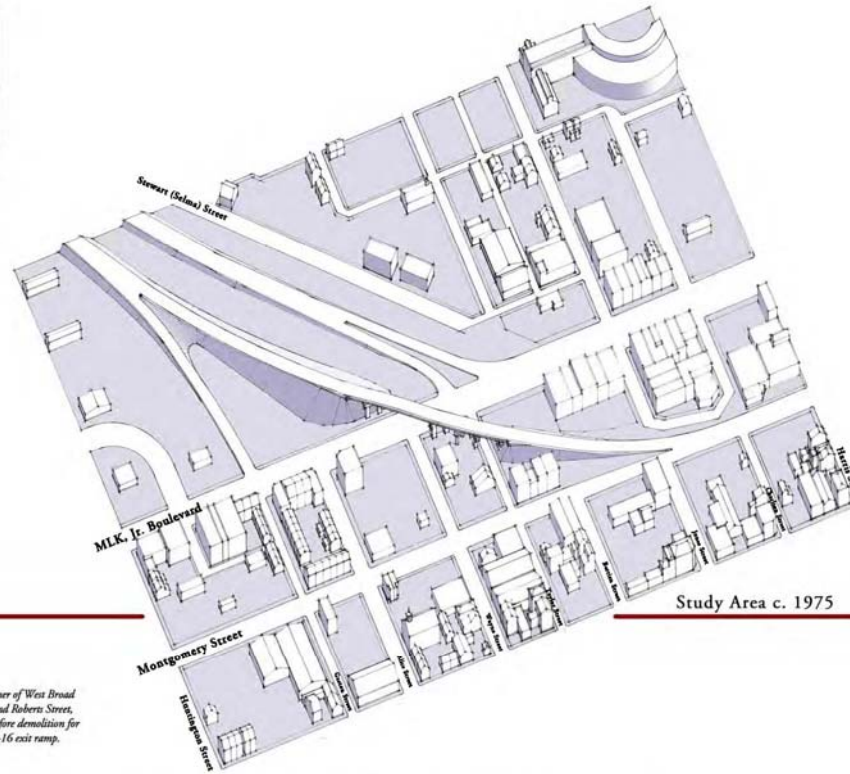


The street network after the 1960s became fragmented and disconnected. Several blocks were lost altogether.



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

Information presented 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 serve as a preview and analysis of site conditions and provide a framework for future redevelopment. © Copyright 2010, Sottile & Sottile



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.

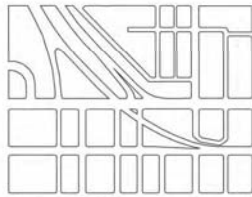
Much of the surrounding land was consolidated for construction of the highway and for adjacent development by the Housing Authority of Savannah. The project dissolved several city blocks completely, and cut off street connections between many others.

NEIGHBORHOOD DEMOLITION & CLEARANCE

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

Evolutionary History 1975-2010

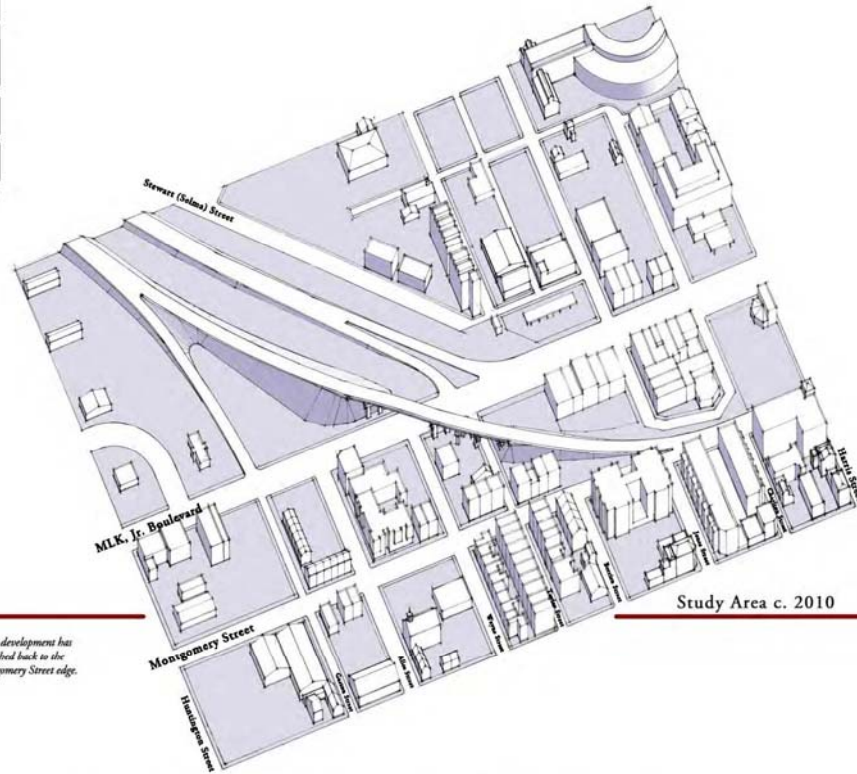


Street network and block patterns remain disconnected since the construction of the I-16 exit ramps.



New development has pushed back to the Montgomery Street edge.

Information presented 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 serve as a preview and analysis of site conditions and provide a framework for future redevelopment. © Copyright 2010, Sottile & Sottile



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.

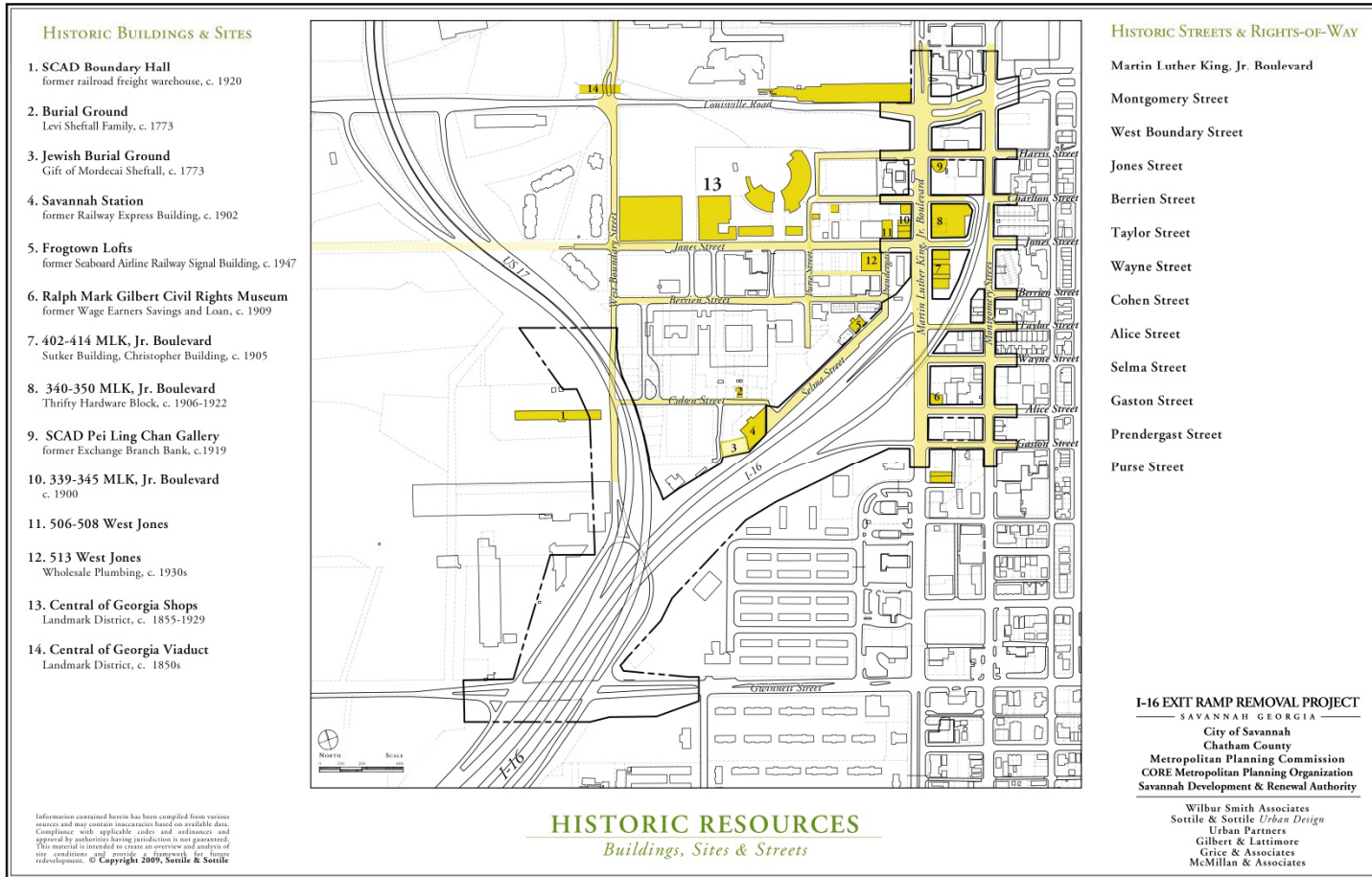
While there have also been several large projects built recently west of MLK, Jr. Blvd., there is still a large void in redevelopment on the MLK corridor, and consequently large tracts of frontage remain un-built or under-utilized.

NEW DEVELOPMENT & REVITALIZATION

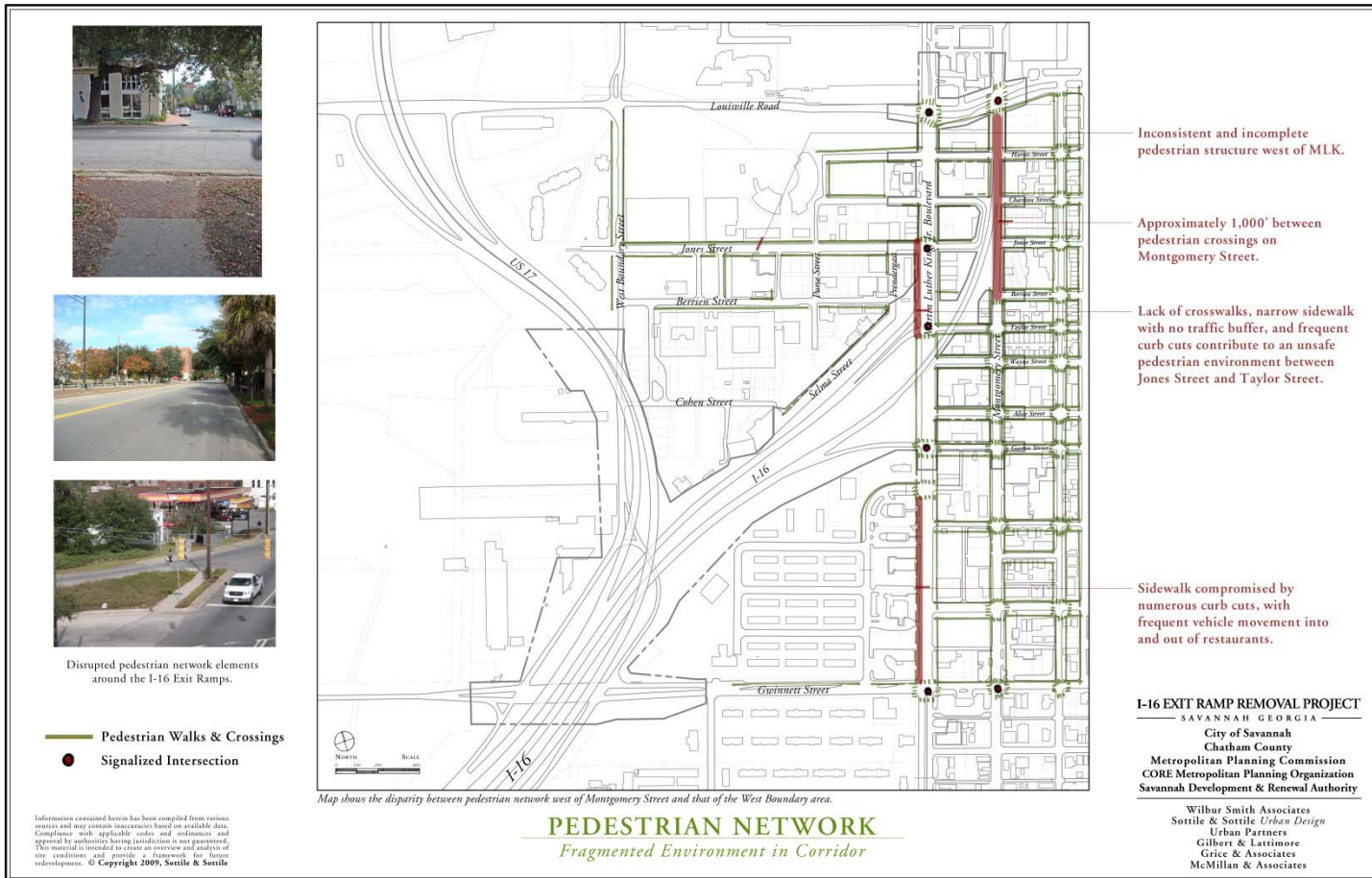
I-16 EXIT RAMP REMOVAL PROJECT
 SAVANNAH, GEORGIA
 City of Savannah
 Chatham County
 Metropolitan Planning Commission
 CORE Metropolitan Planning Organization
 Savannah Development & Renewal Authority

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

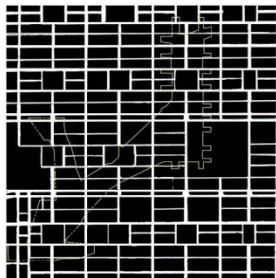
Existing Conditions: Historic Resources



Existing Conditions: Pedestrian Network



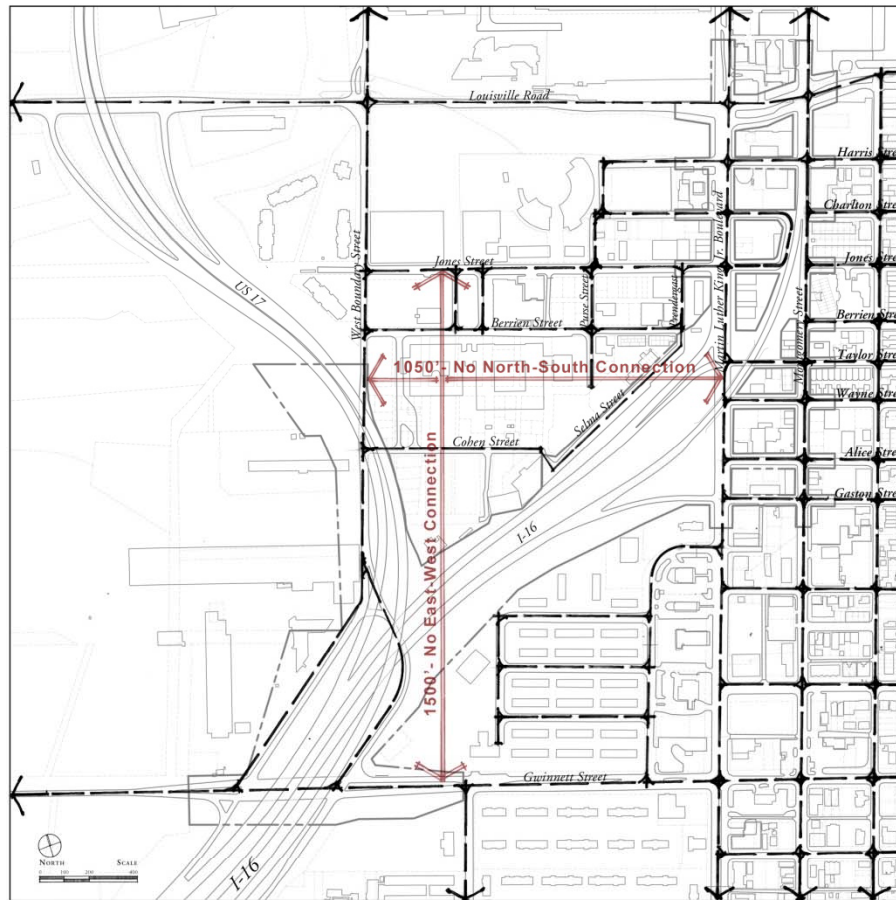
Existing Conditions: Connection Deficiencies



Traditional Savannah
240'-300' Connection Interval



West Boundary Study Area
1050'-1500' Connection Interval



Savannah West Boundary study area existing streets.

LOCAL STREET NETWORK

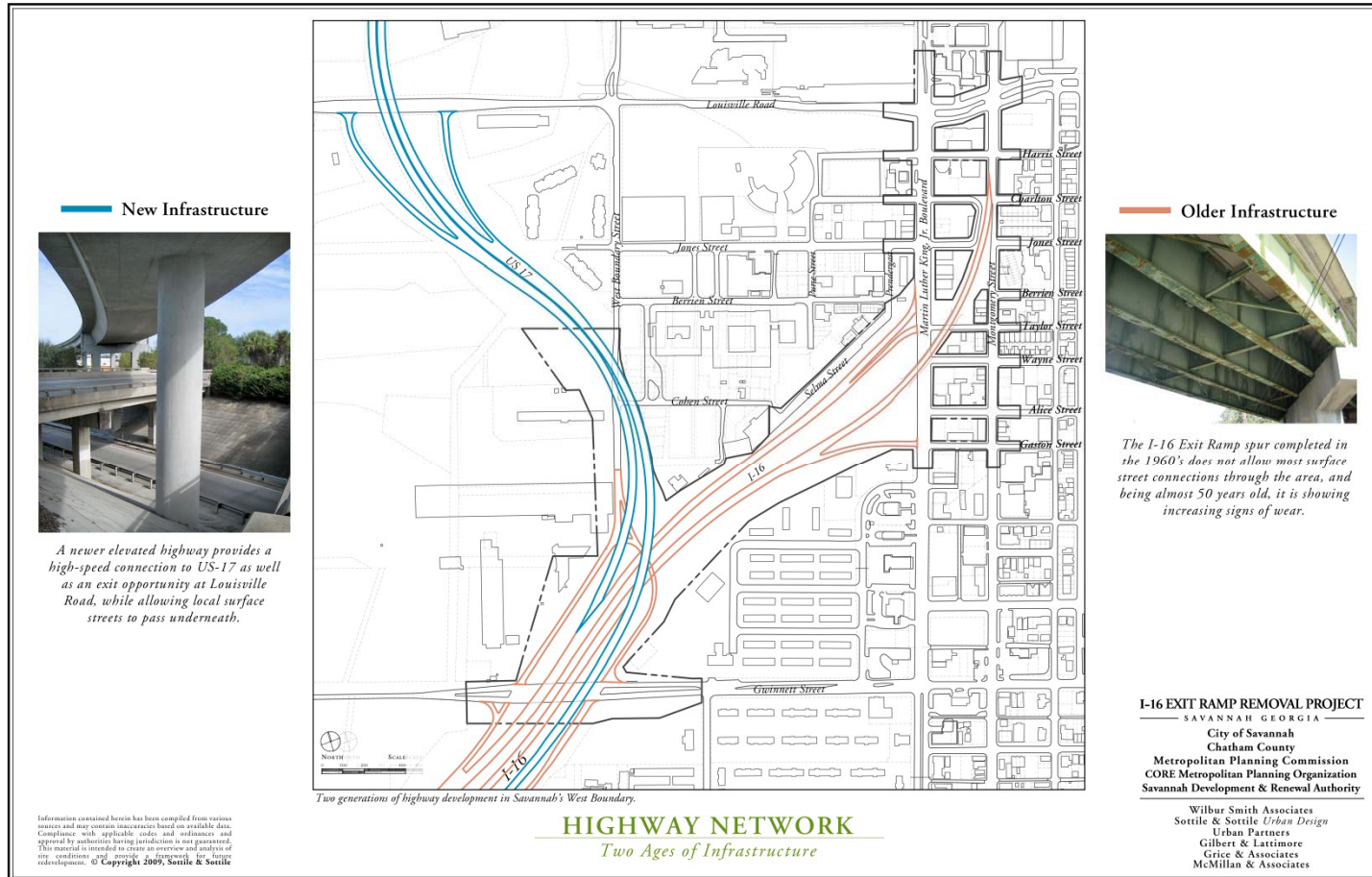
East-West & North-South Deficiency

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 2009, Sottile & Sottile

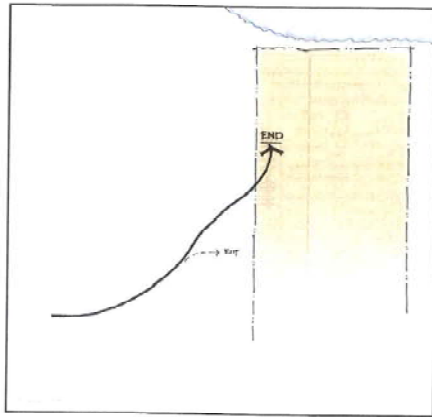
I-16 EXIT RAMP REMOVAL PROJECT
SAVANNAH GEORGIA
City of Savannah
Chatham County
Metropolitan Planning Commission
CORE Metropolitan Planning Organization
Savannah Development & Renewal Authority

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

Highway Evolution

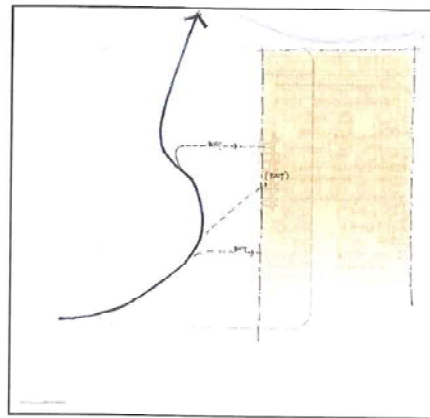


Highway Evolution



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.

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

CONTEXT DIAGRAMS

Charrette Sketches & Preliminary Concepts

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 2010, Sottile & Sottile

Legislative Background



- Could this be built today?
- Ramp Constructed in 1967
- National Preservation Act – 1966
 - ▣ Listed the National Landmark District
 - This section of downtown not in the district
 - ▣ Section 106 – Federal agencies to consider actions in the preservation of historic properties. “Protection of Historic Properties” codified in 1978.

Legislative Background



- US DOT Act 1966/Federal Highway Act 1968
 - Section 4(f)
- National Environmental Policy Act 1969
 - Federal agencies to document decisions and impacts to environmental resources
- Uniform Relocation and Assistance Act 1970
- Executive Order 12898 1994
 - Environmental Justice

Why Consider Ramp Removal?

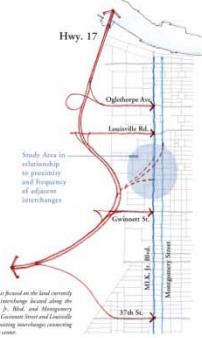


- Physical Barrier
- Social Barrier
- Economic Barrier
- Psychological Barrier

“The community vision for the Martin Luther King, Jr. Boulevard and Montgomery Street, from River Street to 52nd Street, is that of a historic and diverse community which welcomes all people to the area for its commercial activity, architectural and cultural heritage and boulevard appearance in a vibrant urban setting.”

Proposed Civic Master Plan

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.

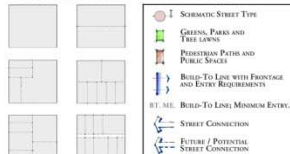


The Civic Master Plan is focused on the land currently occupied by the I-16 interchange located along the Martin Luther King, Jr. Blvd. and Montgomery Street inside former Gaston School and Eastville Road. It is one of five existing interchanges connecting I-16 to Savannah's city center.

Mixed Uses & Subdivision of Blocks

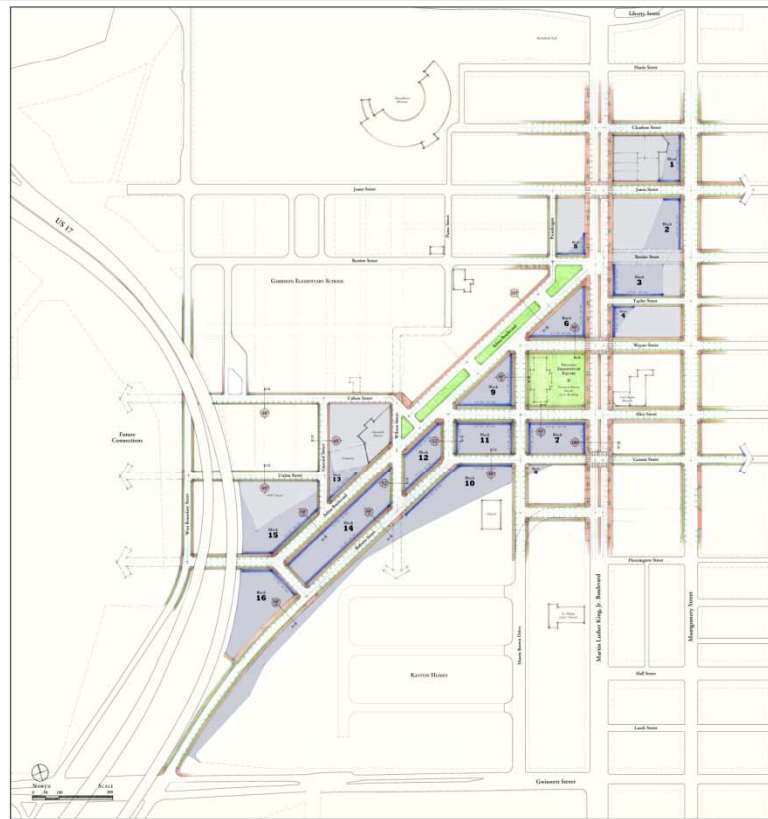
Blocks should be subdivided to allow for a diverse range of building types and lot sizes. Primary uses may be mixed within blocks and within buildings. Fe-simple lots may be subdivided within blocks in varied configurations. Subdivided blocks shall allow for each lot to have a minimum of 15 feet of frontage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

Examples of BLOCK SUBDIVISION



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 outline of site conditions and provide a framework for future development. © Copyright 2011, Sottile & Sottile



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 / Roberts 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 1905 Savannah Union Station was demolished in 1983 to make way for the I-16 entrance 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

CIVIC MASTER PLAN
West Boundary - Interstate 16 Flyover Area
SAVANNAH, GEORGIA

February 22, 2011

Savannah, GA

Martin Luther King Jr. Blvd



Savannah, GA

Martin Luther King Jr. Blvd



Savannah, GA

Martin Luther King Jr. Blvd



Savannah, GA

Martin Luther King Jr. Blvd



Savannah, GA

Martin Luther King Jr. Blvd



Savannah, GA

Martin Luther King Jr. Blvd



Savannah, GA

Martin Luther King Jr. Blvd



“If the street is named after a great leader like Martin Luther King, Jr., then we should be compelled to make the street live up to all of its potential.”—

*W.W. Law,
Savannah Morning News
May 1996*