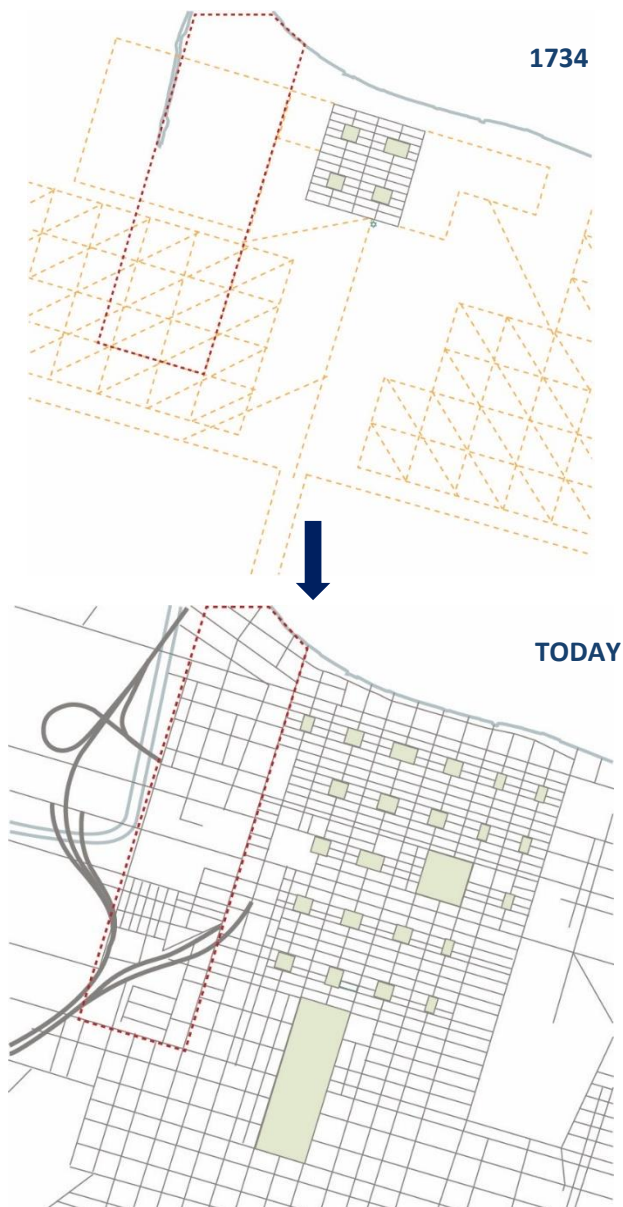


MAPPING THE MORPHOLOGICAL HISTORY OF WESTSIDE SAVANNAH

HISTORY, ANALYSIS, + FUTURE DEVELOPMENT CONSIDERATIONS



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ABSTRACT

The pleasant, walkability that one finds when walking the streets of Savannah is due to the methodical street and land planning structure that was set and established over two hundred and forty years ago. General James Oglethorpe is credited with designing and implementing the famous grid of Savannah (Figure 1). The Oglethorpe plan tells an interesting story that has shaped the history and development of the city beyond that of the ward system and its famous squares. Step outside the historic district into the bordering neighborhoods and you will find obscure street patterns and land uses that you cannot find anywhere within the limits of the downtown historic district. This is not just pure coincidence.

Thinking back on the rich history of Savannah, much of what has been preserved has been in large part due to the Oglethorpe Plan. The areas beyond the Ward system were a part of the Oglethorpe Plan but these areas had different, more convertible uses delegated to them and were defined by a less rigid system. Thus, these areas retain less of their historic background and plan as time moved forward. Throughout history these border neighborhoods have been defined by the land quality, economic tides of industry, race relations, and other historic movements more than any other area within historic Savannah. All these reasons and more have changed the way in which the area beyond the historic district boundaries have operated. While not all factors of change for these areas are negative, it is often times the negative factors that tend to make the largest, longest lasting impacts. In recent years Savannah has adopted several revitalization plans for these outer limits and by doing so has made significant strides in reversing the impact of these negative factors.

This paper will examine in particular the western edge of the historic district of Savannah. This study region will include the area between River Street to the north and Gwinnett Street to the south, and from Jefferson Street to the east to West Boundary Street to the west (Figure 2). The urban morphology and local history of the area will be reviewed in order to decode how the area has been

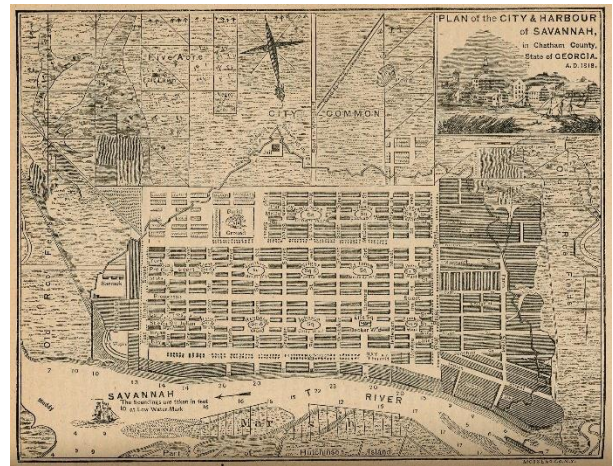


Figure 1: Evolved master plan of Savannah, circa 1818. ("1818 Map of Savannah," ; Earth, 2016)



Figure 2: Aerial view of Savannah with the boundary of the study area outlined in red. (Earth, 2016)

shaped over time. Tracing the urban morphology will be most useful in determining the historic street grid that should be retained and incorporated into future revitalization and master plans in order to maintain the historic integrity of this forgotten area of the Oglethorpe Plan.

PROBLEM STATEMENT

The western edge of historic downtown Savannah is at risk for losing valuable components of its vulnerable historic integrity. While it should be applauded that the city is making efforts to revitalize the blighted borders of its downtown, plans to redevelop and reconfigure the west side within the past decade or so have haphazardly applied new urbanism strategies that neglect or completely decimate key components of the historic fabric of the west side. In order to effectively incorporate this significant area of Savannah into downtown, plans moving forward need to be made aware of the urban components within the west side study region that retain historic character and that if not sensitive to could easily be lost. It is easy to recognize the historic monuments and buildings that have been reserved on the west side and claim that the history of the area has been preserved to the best of the city's ability, yet that would be the easy answer.

For example, had General Sherman not found Savannah beautiful, mostly due to General James Oglethorpe's plan, we would most likely only have historic monuments and buildings left to admire. Or maybe not. Hypothetically, the Oglethorpe plan could have still been retained if the city had been burned due to the fact that the urban fabric, and its resilient components such as streets and blocks, may have been traceable and rebuilt. Great examples of traceable cities exist all across Europe. One such example is the ancient city of Ostia Antica in Italy (Figures 3 and 4). This was originally the first naval port for the ancient Roman army. While much of the ancient ruins are gone, the path of streets and block outlines can still be easily seen and walked today. That is one of the incredible facts about the urban fabric. If not completely redeveloped and reconfigured, the general plan of a place can be retained over hundreds of years because of the permanent nature and with that, the resiliency of streets and blocks. The ancient Roman castrum's two primary streets, the *cardo* (the main north/south street) and *decumanus* (the main east/west street), can typically still be found when looking at aerial plans of cities such as Florence, Paris, London, and other



Figure 3: Aerial View of Ostia Antica, Italy.
<http://www.ostia-antica.org/earth.htm>



Figure 4: Ostia Antica's Decumanus viewing west towards the baths. (Allison Buker, 2014)

Roman established cities (Knight, 2014). As this analysis progresses, morphology of the urban fabric will be explained further.

In regards to Savannah we are very fortunate that on his famous march to the sea, General Sherman decided to not burn the city down. However, this does not mean that over time the city's urban fabric has not been vulnerable or pieces destroyed, especially within the west side study region. The original Oglethorpe plan did indeed include the western portion of Savannah yet it was not developed in the same ward grid as the historic district. The area was designated as primarily farm land and organized into triangular plots Garden plots that were roughly half of a ward size, roughly four and a half acres. The area was low lying and overall undesirable with the exception of a potential for the possibility of silk worm or cotton farming. The area changed hands and uses several time over the course of history. Due to the lack of set boundaries and streets, the area gradually changed over time, growing ever more permanent in its fabric and inevitably lacks many of the triangular historic boundary lines of the garden plots that were originally planned for that portion of the city.

In order to fully comprehend how and why the western side of Savannah was able to change and move away from its original grid more so than the historic district, it is important to understand that urban form is organized into a nested hierarchy of permanence. 1. The subdivision of land into public and private domains, 2. The public domain, and 3. The private domain. The subdivision of land involves the organization of territory into lots, blocks, and streets. The public domain includes streets, public landscapes, and public buildings, and the private domain includes private buildings and private landscapes (Dagenhart, 2013). Beyond that there is a separate order of evolution by which the hierarchy of the urban fabric is constructed and how it functions, thus resulting in how it can evolve over time. In regards to the urban fabric, this evolution is often defined as 'urban morphology.

METHODOLOGY

This research paper will examine the urban land pattern of Savannah in order to unearth the forgotten historic portions of the city that lie just outside the limits of the historic district along the western edge of the city. Due to its deemed devaluation from the beginning of the settling of Savannah, this land has changed hands many times and lost many of its historical boundaries. Key to the understanding the entire grid of Savannah and the full history of the city, it is imperative to learned more about the area and its contributing historic value in order to properly preserve this significant component of the Oglethorpe plan.

In order to understand the complexities of land planning, development, and how history and historic preservation are vital components of our urban fabric an overview of urban morphology as well as a synopsis of the history of the Oglethorpe plan and more specifically, the west side of Savannah will be shared.

In addition to this essential background information four key redevelopment plans for the west side of the city will be outlined in order to give the reader a greater understanding of the current trajectory the city wishes to embark on for the west side of Savannah. These plans include the 2002 Savannah Downtown Master Plan, the West Downtown Urban Redevelopment Plan, the West Boundary Canal District Civic Vision Plan, as well as the I-16 Exit Ramp Removal Study.

Having covered the historical background as well as the future plans for the area, the next step involves the tracing of land patterns over time, locating existing conditions, historic resources through the mapping and examination of the west side. Based on these maps, maps of the city proposed conditions will then be analyzed. Uncovering the pieces of the urban fabric that have persisted over time will be vital to future proposals.

After mapping a historic timeline of the west side, existing conditions, and mapping the existing city proposals, this study will create mapped recommendations for future development considerations. These proposals will be based on the findings of the historical persistence of the west side and consist of proposed evidence maps and written content on future land use and subdivision, connectivity, and future urban considerations.

DEFINING MORPHOLOGY OF PLACE

Over and over again, it is the built portions of the city that make the biggest impact on our perception of a place. The city has many built components such as buildings, streets, bridges, and landscape but not all of these components are ever-changing. As Brenda Scheer says in “The Evolution of Urban Form,” it is the “urban tissue- streets and lots- that is persistent” (Scheer, 2010). The term “urban tissue” is used to describe the arrangement of lots, blocks, and streets. It is frequently not understood that there is a correlation between common building types and the urban fabric of an area. The charm and quaintness of Savannah is in fact due to the relationship of the buildings to the street and the consistency of building types. These characteristics are in large part due to the underlying pattern of streets, lots, and blocks that may not necessarily dictate style, but will give a certain consistency to what is built. The combination of public and private domains organized within lots, blocks, and streets for the urban tissue that is then classified as being static, elastic, campus, or resilient.

Static tissues resist change as they are specifically designed to accommodate a specific type of structure, with subdivided lots that are small and share a similar size and shape. An example of this type of tissue would be the single family suburban neighborhood (Figure 5). Elastic tissues have the tendency to evolve more rapidly over time as they are not pre-planned, occur and depend on pre-existing paths and streets yet feature larger lots that vary in size and shape. Elastic tissues characteristically feature commercial and industrial uses such as strip malls, gas stations, fast food chains, big box retailers, and storage facilities (Figure 6). Campus tissues are large tracts of land owned typically by one or two entities and is developed with multiple buildings organized with internal private streets which do not necessarily form boundaries between lots. Campus tissues are institutional or office campuses, hospitals, and apartment complexes. Resilient tissues typically comprise the historic center of cities. Similar to static tissues, resilient tissues are highly organized, stable in form, and typically feature small blocks and lots (Figure 7). Unlike static tissues, resilient tissues are not planned for a single building type and are instead organized into a grid of lots, blocks, and streets. Resilient tissues are characteristically the most flexible of the four types of tissues for they allow the incremental changes to lots over time, without necessarily changing the underlying urban structure. It is these classifications of urban form that professor of urban form, Brenda Scheer, uses to describe the conditions that lend to the changes that occur to an area. The fabric of Savannah is a resilient tissue (Figure 8).



Figure 5: Static Tissue
(Scheer, 2010)

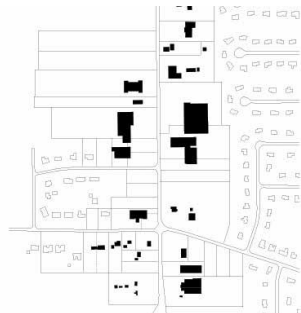


Figure 6: Elastic Tissue
(Scheer, 2010)

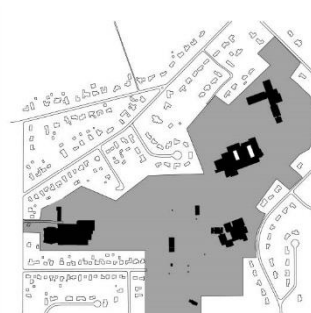


Figure 7: Campus Tissue
(Scheer, 2010)

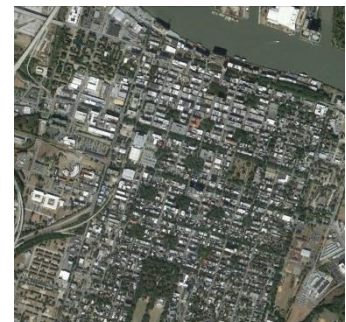


Figure 8: Aerial of Savannah (Earth, 2014)

BACKGROUND AND HISTORY

OVERALL LAND SUBDIVISION OF SAVANNAH

Savannah, Georgia was founded in 1733 by British General James Oglethorpe as the capital of the colony of Georgia. Georgia was primarily established as a colony for British debtors and as a strategic defense post between the English settled colony of Carolina to the North and the Spanish settled colony of Florida to the South. The city was situated on a forty-foot high bluff overlooking the Savannah River, eighteen miles from the Atlantic Ocean.

A GIFT FROM THE YAMACRAW

General Oglethorpe is credited with designing the famous plan of Savannah. Originally, the city was compact and made up of six squares with small trust and tything lots along each square. As a General, Oglethorpe devised the plan of Savannah defensively. Oglethorpe's plan began with six wards; at the center of each ward was a public square, flanked on the east and west by trust lots designated for public buildings, and 60' x 90' lots on the north and south sides (Figure 9). Recognizing the brilliance of this plan, city fathers implemented it in the southward expansion of the 1800's, ultimately creating twenty-four squares from the Savannah River to Gaston Street. The orderly parcels of land and squares led easily to the future expansion of a well-organized city. His orderly vision of streets and squares however did not extend beyond the bluff. The swamps to the east and west were obstacles to growth. With the adoption of slavery in Georgia in 1750, the value of the land changed when labor was available to turn seemingly useless swamps into profitable rice fields (Keber, 2008). Quickly the land bordering the Savannah River to the west was cleared and cultivated as rice plantations. At first, this area belonged to the Yamacraw Native American tribe. Although the chief of the Yamacraws, Tomochichi, deeded over the site of Savannah and the area east of the city to the British in 1733, the tribe kept control of the land between Musgrove and Pipemaker's Creeks to the west (Figure 10). After Tomochichi's death in 1739, the tribe drifted to other villages and in 1757 gave the land to the British Crown who promptly distributed the land to the colonists.

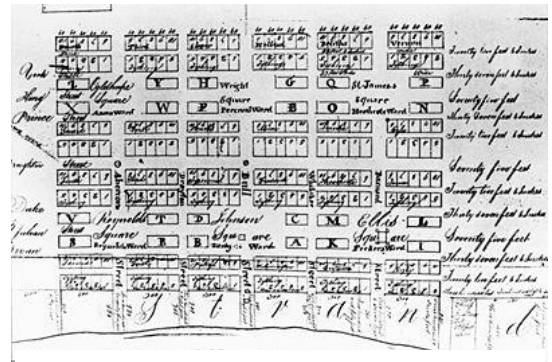


Figure 9: 1770 map of Savannah (Author, 2016a).

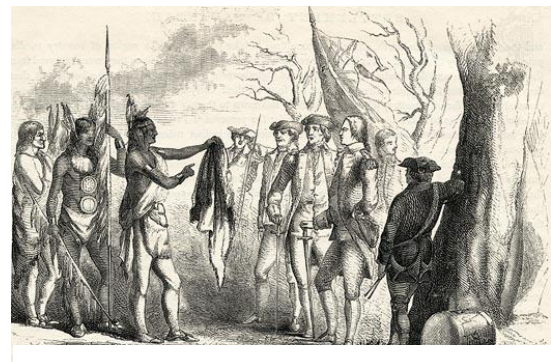


Figure 10: Depiction of Tomochichi gifting of land to General Oglethorpe (Author, 2016b)

BOOMING INDUSTRY AND ITS IMPACT ON LAND SUBDIVISION



Figure 11: Central of Georgia Terminal building on West Broad Street (Railway, 1976).

The study area that is being researched includes the formal neighborhoods of Hudson Hill, West Savannah, and Woodville. After the gifting of the land within this area from the Yamacraws, the land was sold and because of its low-lying topography, which was susceptible to flooding, was used primarily to grow cotton and rice. At the beginning of the colonization of Savannah, slavery was forbidden, however by January 1, 1751, the ban on slavery was lifted and spurred Savannah to become the leading grower and distributor of cotton (Wood, 2002). With the end of the Civil War and with it slavery in 1865, the appearance of Western Savannah changed very little. The area was still predominantly farm land, forested in some places, crisscrossed here and there by railroad tracks. Between

1835 and 1864 the two major rail road companies, Central of Georgia Rail Road and Southern Express Company, laid their tracks from Macon to Savannah's west side (Figure 11) . Rice and cotton production declined over time but vegetables were used as another crop option for farmers. As the nineteenth century slid into the twentieth, developers began to purchase land and lay out subdivisions. Even as the fringes of Hudson Hill and West Savannah were settled, large tracts of land remained agricultural.

The late 19th century brought slavery to an end but segregation was very much alive and at work well into the mid to late 20th century. Hard labor jobs were the primary promise of work for the majority of African Americans. The promise of work was the magnet that brought immigrant Irish and African American families to western Savannah. These families settled in the boarding west side of Savannah for its proximity to work as well as its cheap land values. The western land has been deemed insufficient for most agricultural production and too low lying and a flood risk to build sturdy construction on. For many decades, the port of Savannah, the Georgia Ports Authority as well as numerous manufacturing jobs at the Savannah Sugar Refinery (a refinery extension plant of the Imperial Sugar company), Mutual Fertilizer Company, Hilton Dodge Lumber Company, the American Can Company, as well as railroad work at the Central of Georgia and Savannah Railways were at the bedrock of the western Savannah economy. These jobs supported a customer base for the small businesses that expanded along Bay Street and West Broad Street (today named Martin Luther King Junior Boulevard). When the economy weakened in the 1970s and crumbled in the 1990s with layoffs and downsizing, the economic health of the community suffered. In 2000, 14.9 percent of the West Savannah neighborhood alone were registered as unemployed. With fewer jobs available, working-age residents, especially young adults, left the area (Keber, 2008). Their absence meant fewer customers for small businesses and fewer homeowners. The community needs jobs for these core workers to restore economic life to western Savannah.

THE DEADENING FORCE OF "URBAN RENEWAL"

Under the Eisenhower administration, the White House developed the Housing Act of 1949. The bill has five main elements. The bill set forth to provide federal financing for slum clearance programs associated with urban renewal projects in American cities, increase authorization for the Federal Housing Administration (FHA) mortgage insurance, extend federal money to build more than 800,000 public housing units, fund research into housing, and permit the FHA to provide financing for rural homeowners (King, 2008). Under the first title of the bill, one major objective was to connect all major United States cities by an interstate system. The high-speed roadway system would allow the increasingly popular automobile owner to quickly and efficiently bypass smaller, slower country roads and effectively drop them right into the middle of the city. One leg of this immense highway system, Interstate-16, is the stretch of highway that runs from Macon to Savannah, Georgia. In order to bring Savannah, gently sloping down and bringing cars into the city via Montgomery Street and Liberty Street and allowing cars to exit the city via Martin Luther King Junior Boulevard (previously known as West Broad Street) (Figure 12). The exit ramp makes traveling into the city seamless for drivers. Drivers essentially bypass the west side and hover above the city until they are situated into the heart of



downtown. The exit ramp essentially destroyed the busy commercial corridor that was once West Broad Street (now Martin Luther King Junior Boulevard) taking out the passenger depot of the Central of Georgia Railroad, Savannah Union Station, and amputating the southern portion of the corridor. Surface streets that once resembled the Broughton Street of today have been completely severed. Today, few traces of a past lively commercial corridor remain.

Figure 12: Savannah Union Station
(Congress, 1902).

A BRIEF HISTORY OF A CITY'S REVITALIZATION

Savannah has experienced a resurgence in economic growth and prosperity over the past six decades unlike any small town in America. The city's ideal geographic location for a strong and bustling port, its historic heritage, and the focus and growth on the creative class coupled with the strategic growth of a wealthy, private arts school, Savannah has seen a preservation and revitalization movement throughout its streets that has ceased to ebb. The two most prominent movements that have spurred the vitality of historic downtown Savannah are the Historic Savannah Foundation and the Savannah College of Art and Design. These very different institutions have used very different means to cultivate the people, funds, and attitude necessary to bring Savannah back to her true glory.

THE HISTORIC SAVANNAH FOUNDATION

More than a million people visit Savannah today. Visitors stroll the squares and enjoy the generous tree canopies draped with Spanish moss and soak up the architectural ambiance of hundreds of beautifully restored historic buildings. However, Savannah has not always been the polished jewel that visitors see today. Hugh Golson, a local Savannah historian recalls, "In the 1950s, Savannah was fascinating but it was seedy" (Golston, 2012).



Figure 13: Savannah City Market (O'Neil).



Figure 14: Anna Colquitt Hunter ("Anna Colquitt Hunter," 2000).

Savannah's core historic district had come under pressure in the years immediately following World War II. It had become very profitable for developers to bulldoze antiquated buildings, build parking lots, and reuse the historic bricks to be used in new suburban homes. To make matters worse at the time, city leaders saw no value in historic buildings and sought to make Savannah look like other new south cities with new bank buildings rising from the rubble of the past. By trading in Savannah's uniqueness and historic fabric it was going to be losing its sense of place and was in grave danger of becoming just another Anywhere, USA. The building that started the

preservation and revitalization movement in Savannah was City Market which stood in Ellis Square since the late 1800s (Figure 13). City council allowed the building to be torn down in order to build a parking garage. Preservation minded Savannahians vowed that nothing like this would happen again if they could help stop it. The inevitable turning point happened the next year when a downtown funeral parlor planned to purchase the adjacent 1820 Isiah Davenport House on Columbia Square with the presumed assumption to demolish the building to create a parking lot. Local newspaper writer and artist, Anna Colquitt Hunter heard of this news, gathered six friends, and formed the Historic Savannah Foundation to make sure this architectural treasure was not lost (Figure 14, 15). Hunter and her co- patriots were able to raise the necessary funds and save the iconic building. Today the building is a historic house museum and attracts over 40,000 visitors a year and helps to continue



Figure 15: The Davenport House (H. S. Foundation, 2015).

reinforcing the message of the Historic Savannah Foundation. Saving the Davenport House was only the tip of the iceberg for Historic Savannah Foundation. While it was a significant success, they wanted to create a mechanism to save as many historic buildings as possible. The tool they created was a revolving fund in order for the foundation to have cash available to purchase threatened buildings, restore them, and place them back on the market. The idea was to take the proceeds from the investment and place it back into the fund in order to continue to move forward and buy threatened buildings.

More than 350 buildings in downtown Savannah have been saved because of the Historic Savannah Foundation’s revolving fund which started in the 1960s (T. H. S. Foundation, 2016).

THE SAVANNAH COLLEGE OF ART AND DESIGN

Aside from the gusto of Anna Colquitt Hunter and the Historic Savannah Foundation, there has also been one other entity that has significantly shaped Savannah. This entity is the private art college, Savannah College of Art and Design. Rather than focusing growth around a central hub SCAD made its mark by buying a scattering of aging or abandoned buildings and rescuing several historic sites that were vacant or in disrepair. School founder, Paula Wallace, saw Savannah in the late 1970s as the ideal muse for artistic types and capitalized on the city’s revitalization movement that was set forth by Savannah’s seven ladies and the Historic Savannah Foundation. “In the spring of 1979, SCAD purchased and renovated the Savannah Volunteer Guard Armory to serve as the first classroom and administration building. The historic significance of the 1892 structure was recognized by its nomination for inclusion in the National Register of Historic Places (Figure 16). Named Poetter Hall in honor of two of the founders, the building remains in active use by SCAD today” (Design, 2016).



Figure 16: The flagship building of SCAD, Poetter Hall (Design, 2008).

THE SAVANNAH-CHATHAM METROPOLITAN PLANNING COMMISSION

The Chatham County-Savannah Metropolitan Planning Commission was created in 1955 by the agreement of the City of Savannah and Chatham County, however it was not until the 1970s that this local chapter of Savannah government adopted an executive team dedicated solely to historic preservation and urban design. Today, the Historic Savannah Foundation and the Savannah-Chatham MPC partner in many shared endeavors focused on the protection and improvement of Savannah’s historic resources.

SAVANNAH: A NATIONAL HISTORIC LANDMARK DISTRICT

Today the boundaries of the historic district enjoy the protection that comes with the city being designated as a National Landmark Historic District. The Savannah Historic District, was deemed significant for its distinctive grid plan as well as its variety of 18th and 19th century architectural styles. The boundaries of the Savannah Historic District are the Savannah River, E. Broad Street, Gwinnett Street, and Martin Luther King, Jr. Boulevard (Interior).



Figure 17: The boundary of the Savannah Landmark Historic District, highlighting the Savannah River, East Broad Street, Gwinnet Street and Martin Luther King Jr. Boulevard.

(City of Savannah, 2012)

We owe a great deal to the progressives who lead the first revitalization efforts in Savannah. They have truly set the stage for future revitalization efforts and impacted the city of Savannah that goes far beyond aesthetics. The vitality and economic prosperity that Savannah has seen in the past six decades is a direct result of the time, energy, and efforts of the handful of invested citizens of Savannah. Without invested community members, Savannah would not be what she is today and none of the following plans would ever have been accomplished or envisioned to the high degree at which they are.

SYNOPSIS OF EXISTING REDEVELOPMENT PLANS FOR WEST SIDE SAVANNAH

PLANS FOR WEST SIDE SAVANNAH

The following pages will briefly describe four of the most recent, most important documents in the past fifteen years proposing revitalization and redevelopment of the west side of Savannah. For the purposes of this study, these plans, if not already solely focused on the West Side, will be summarized for how they pertain to the study area of this paper. The documents to be summarized include: The Savannah Downtown Master Plan (2010), the West Downtown Urban Redevelopment Plan, the West Boundary Canal District Vision Plan, as well as the I-16 Exit Removal Study.

A. THE SAVANNAH DOWNTOWN MASTER PLAN (2010)

Unlike the most recently updated plan for Savannah, The Savannah Tricentennial Civic Master Plan, the Savannah Downtown Master Plan from 2010 hones in on the core downtown of Savannah. This plan thoroughly examines the goals of the plan, plan process, existing conditions, history, strategies, and an implementation plan. This plan has a study area which includes all of the historic Oglethorpe plan from the Savannah River to the north, Gwinnett Street to the south, the Truman Parkway to the east and Boundary Street to the west (Figure 18). The plan clearly states, “Due to its redevelopment potential and its critical position as the western gateway into the downtown area and National Landmark Historic District, the Martin Luther King Jr. Boulevard and Montgomery Street Corridor, from the Savannah River to 52nd Street, is also included in the study area” (Savannah, 2010b). Key areas within the study area of this paper are highlighted for their potential future development within (Figure 19, next page). The plan points to the fact that a critical site within downtown lies on the west side.

The five guiding principles of the plan are to diversify economic opportunity, create vibrant neighborhoods with appealing and affordable housing, ensure a strong quality of life, maximize mobility, and retain the fundamental elements of the Oglethorpe Plan.

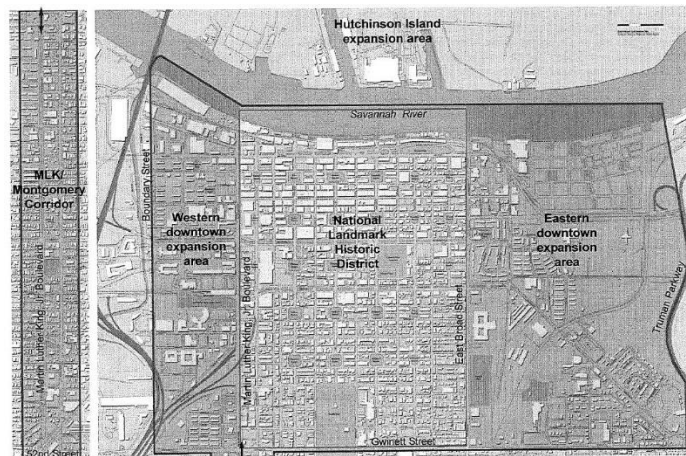


Figure 18: The Savannah Downtown Master Plan Study Area (red) and related geographic areas referenced throughout the plan. The National Landmark Historic District is shown outlined in green.

Figure 18: The Savannah Downtown Master Plan Study Areas Map, which includes the study area of this paper entitled, “West downtown expansion area.”

(Savannah, 2010b)

Diversify Economic Opportunity

In order to diversify economic opportunity the plan plans to achieve this principle through public policy. The city would have to reinforce and grow downtown's position as the economic hub of the region, build on existing business base enhance local entrepreneurship opportunities, provide sufficient resources for mixed-income development, utilize Savannah's rich arts and cultural amenities to build new business opportunities and retain creative talent from local educational institutions, and respond to the changing economic realities in way that respects the fundamentals of the Oglethorpe Plan.

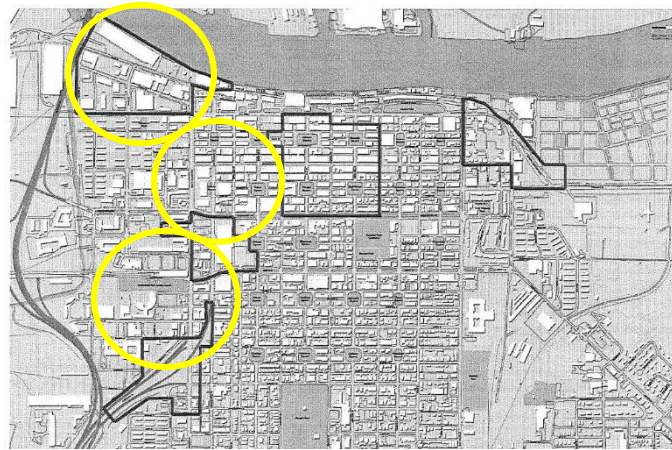


Figure 19: The Savannah Downtown Master Plan Redevelopment Growth Areas Map, which includes the study area of this paper. These areas have been highlighted (Savannah, 2010b).

The plan narrows in on the area between East Broad Street and MLK Jr Boulevard as a site prime for affordable homeownership, as it has not shared in the recent prosperity of the downtown area. While this area is on the opposite side of the Landmark Historic District, it shares similar proximity to the District and River Street as well as shares similar blight conditions. Potential redevelopment similar to the Savannah River Landing could and should be considered for the western study area.

The economic market calls for additional rental housing in the eastern area as the student housing needs for SCAD students will only further increase in the coming decades. This west side area is a prime location for affordability and proximity to many of SCAD's main residence and academic halls. Aside from residential economic aspects, the plan also outlines retail market opportunities. The plan states that 560,000 square feet of additional retail is needed in the areas of: supermarkets, community serving goods (pharmacies, hardware stores), expanded casual and limited service dining, expanded apparel offerings (especially for family clothing and shoe stores), as well as new specialty goods and home furnishing stores. Savannah determined this number using an algorithm for the current needs of the main populations of students, tourists, and local residents. The city sees opportunities to fill available existing but underutilized store front spaces along the Broughton Street, Martin Luther King Junior Boulevard, as well as Broughton Street. "The 250,000 square feet of retail space proposed for Savannah River Landing will capture more than half of the 560,000 proposed retail square foot needs, accommodating those needs of tourists and other Savannah area residents. Class A Office space is another market area which is proposed for the Savannah River Landing development. These proposed new office developments will provide competitive product to discourage current downtown tenants from leaving for more remote locations. Lastly, the hotel market has seen a recent growth in demand. Occupancy for hotels has increased over 70% over the past 10 years and will continue to increase. The average room night demand increase of 42,000 yearly from 2005-2015. The plan once again points to the Savannah River Landing as an ideal location for hotel development.

The overall recommendations for the economic prosperity of Savannah that this plan outlines encourage the development of the river front further along the eastern side of the city with the Savannah River Landings, incorporate Class A office, mixed use retail and residential, utilize the market trends for tourism and student housing needs, and also encourage economic opportunities along Martin Luther King Junior Boulevard.

Create Vibrant Neighborhoods with Appealing and Affordable Housing

Downtown Savannah plans to support a range of housing that is affordable to local working families and residents to ensure a healthy economy and sustainable, vibrant community. The plan states that to achieve this, public policy must ensure the development of mixed income, missed use neighborhoods, provide for a range of homeownership and rental housing options to serve all income groups, and lastly facilitate the production, rehabilitation, and preservation of residential, mixed-use and mixed-income housing in the development of housing in the downtown area.

This plan outlines the entire study area of this report as in need of affordable housing. The plan calls attention to the area by naming two subareas, the West Subarea between MLK Jr Boulevard and West Boundary Street (including Yamacraw Village) and the Martin Luther King Jr Corridor Subarea. The plan calls to specifically preserve and/or replace affordable homeownership opportunities, reinvest in public housing developments, establish an affordable housing fund, as well as providing more resource enhancements for greater downtown affordable housing.

Ensure a Strong Quality of Life

The master plan believes a strong community depends on a safe and vital city for all of its citizens with safe and walkable streets, secure housing, and a culture that thrives on arts and human services. To achieve this, public policy would need to reduce concentrations of poverty through mixed-income development, provide economic opportunity for all residents, integrate downtowns cultural and arts resources into the social fabric to bring about opportunities for all, ensure open public process for planning and development, and balance the mix of land uses to minimize conflicts.

The plan outlines several action steps for key areas of improvement for overall increased quality of life. These include tasks oriented in crime prevention, overhaul the cities approach to poverty through Vibrant Neighborhoods and Affordable Housing initiatives, increase public space improvements (specifically implement the MLK Jr. Boulevard Streetscape Improvement Plan, which includes the installation of new street furniture, new sidewalks, underground powerlines, on-street parking, safety strips, and new street lights), employ strategies to deal with vacant storefronts and buildings, increase connectivity to River Street, and continue local neighborhood improvements with more affordable housing and mixed use options as well as community advocacy, economic development initiatives, and arts involvement programs.

Maximize Mobility

Savannah wishes to create a highly intelligent transportation network that will reinforce downtown Savannah as a destination as well as reflect the unique identity, character, and pedestrian scale of the downtown area. The transportation system will aspire to accommodate residents, visitors, workers, and students by providing efficient resources and strong connections to adjacent development

in and around downtown. To achieve this goal, public policy would have to provide a physical plan that supports an accessible environment shared by all modes of mobility- including bicyclists and pedestrians, as well as respect and expand traditional downtown street patterns with a high level of connectivity and eliminating barriers to movement, commerce and sightlines whenever possible.

The master plan hopes to increase mobility through several initiatives. These include: Improve existing parking supply, add to the parking supply while being sensitive to and protecting the urban fabric, continue to increase connectivity (specifically to our study area, recognize the removal of the I-16 Flyover and redistribution of its traffic and develop a Civic Master Plan for the area that would be redeveloped once the flyover is removed), extend shuttle and streetcar transportation into new areas that are being further developed, continue to plan bicycle routes, and explore connecting downtown to other important regional hubs such as the airport through fixed guideway transportation such as rapid busways, heavy rail, light rail or street cars.

Retain the Fundamental Elements of the Oglethorpe Plan

The Plan recognizes that downtown would be strengthened further if more mixed-use development within the retained patterns and grid system elements. To achieve this principle, the city would have to maintain the rhythm and scale of existing historic development within the downtown, recognizing opportunities for larger scale development in expansion areas, respect the Oglethorpe Plan so as to provide access to public spaces and the water front, provide a network of continuous and accessible sidewalks on all streets to support pedestrian-oriented development, increase and enhance green space to connect the public realm and accommodate a variety of recreational needs, and enhance connections to the riverfront.

The plan confronts that fact that the challenge facing downtown today comes in the form of large-scale urban renewal and development that has found its way downtown in the past few decades and threatens the historic street grid. The master plan goes on to state that a conscientious effort on the part of the City and its citizens to reclaim the lost squares as public space has been seen with the removal of the City Marking Parking deck and reclaim of Ellis Square. It continues to state that “a number of key opportunities exist for reclaiming the lost grid pattern. The Civic Center site is a significant opportunity for repairing the grid... as well as the removal of the I-16 Flyover as it crosses MLK Jr Boulevard, as well as other key sites found in the east and west downtown expansion areas, including several large public housing sites within these areas”

The plan wishes to address these issues by establishing set design principles for large scale development but also re-defining what large-scale development is according to Historic District Ordinance and perhaps strengthen the requirements for new large-scale development. For the purposes of this study, the streets and block requirements for redevelopment areas were most noteworthy. The design principles would address streets and lanes. “Streets and lanes within the Oglethorpe plan area should be maintained, reclaimed, or reconstructed for public use whenever historically present. Similar connected street patterns should be added to areas of new development” (Savannah, 2010a). The plan specifically states the development should preserve and reconstruct the original ward pattern of the streets and lanes, historic rights-of-ways should remain open or be re-opened, and development adjacent to the plan area should preserve or reconstruct the original grid pattern of streets and lanes as well. Building footprint and block frontages should also be addressed by new development.

Diving deeper into the study area, the next three documents are proposals for specific regions within the defined study area. The next piece of literature to examine takes a closer look into the northern region of the study area. According to the Savannah Downtown Master Plan, this is a crucial site for its proximity to the tourist heartland of Bay Street and River Street as well as offering another ideal location for established businesses to grow within the downtown area without being burdened by downtown pricing. Lastly, the existing population is considered well below the poverty line and the existing housing stock is in desperate need of examination and the possibilities for future affordable housing within this area will be crucial.

B. THE 2015 WEST DOWNTOWN URBAN REDEVELOPMENT PLAN

The 2015 West Downtown Urban Redevelopment Plan focuses on redeveloping and revitalizing blighted commercial and industrial areas within the northwestern portion of the west side study area. The goal of this redevelopment plan is to open this portion of the riverfront to locals and tourists alike. Many visitors believe downtown ends at Bay Street and Martin Luther King Junior Boulevard. This document encourages the city to take action in what they believe is an area of Savannah with a great deal of potential. A high vacancy rate, economic obsolescence and under development are just a few of the things the west downtown urban redevelopment plan hopes to address and end over the next several years. A Savannah city spokesperson, Bret Bell spoke with the local news station and stated "For some time now, we've had a lot of under development on the western edge of downtown. We see that is a critical area, particularly moving forward, to really bridge between the historic district and our new Canal District that we're planning, where the arena is going to sit. So we want to encourage growth out there"(Bell, 2015). Bell says that there are major private developers jumping on board with this initiative and are looking to invest over \$330 million in private funding. Bell addresses the issue of gentrification in the area stating that "one thing in particular that the plan addresses, is that it will be creating a job training program for those who reside in this particular census tract (the area encompasses Yamacraw Village and has some of the highest poverty levels in Savannah; 90% impoverished).

This is one area within the City of Savannah that meets the State of Georgia criteria for targeted urban redevelopment, as defined by the Urban Redevelopment Act 36-61 (Affairs, 2005). These areas present conditions generally associated with blight and urban distress, such as a predominance of dilapidated buildings and neglected properties, inadequate infrastructure, and higher levels of poverty, unemployment, and often times crime as well. These conditions constitute an economic and social liability contrary to the interests of the community's public health, safety, and welfare. Furthermore, when these economically-distressed and underdeveloped areas are mainly commercial, they not only compromise the sound growth of the city and drain from its resources but also fail to provide employment opportunities as more productive commercial areas.

Chatham County and the City of Savannah addresses 22 "Less Developed Census Tracts" (LDCT), a classification by the Georgia Department of Community Affairs to target distressed areas and pockets of poverty. Qualifying a Census tract for this notoriety follows a formula of poverty and unemployment rates. All three census tracts/block groups within this study area are considered an LDCT (USA.com, 2016). While any or all of these 22 LDCTs may be the subject of future Urban Redevelopment Plans, this document focuses on the West Downtown Urban Redevelopment Area which is the northern most census tract, tract 11600/block group 100-1, that is considered within this document's study area.

The redevelopment area consists of two segments (for presentation purposes only

because of the distinction of uses). The North Segment extends from the area north of Bay Street to the Savannah River and between Jefferson Street on the east and the Springfield/S&O Canal on the west. It includes part of Census Tract 1/Block Group 1 and Census Tract 3/Block Group 1. (While this area is significant, it is not within this documents scope of study area and will not be further studied in future reports, analysis, or concluding remarks.) The South Segment extends south of Bay Street to Oglethorpe Avenue and between Martin Luther King, Jr. Boulevard on the east and the Springfield/S&O Canal on the west. It includes part of Census Tract 1/Block Group 1 (Figure 20).

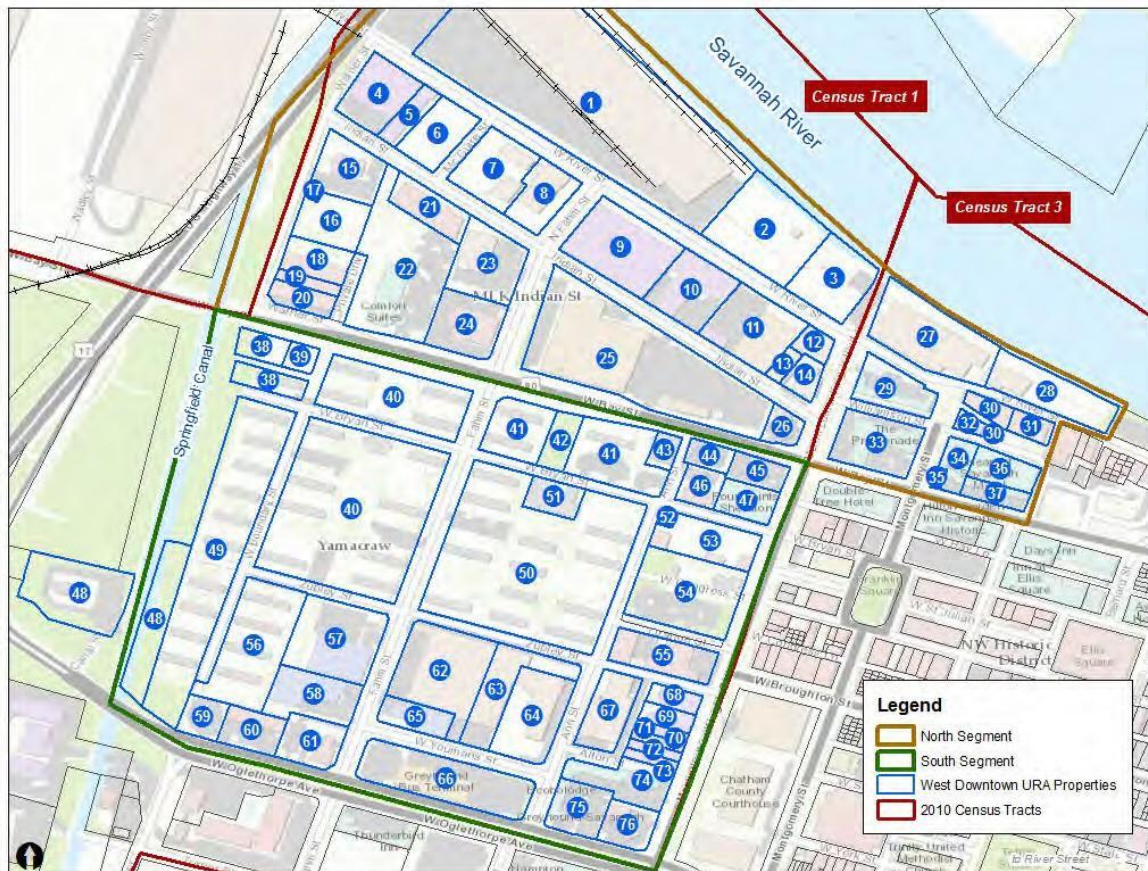


Figure 20. The West Downtown Urban Redevelopment Area includes parts of Census Tract 1, 3 (City of Savannah, 2012).

Why this area? While small in size compared to most redevelopment areas, the West Downtown Urban Redevelopment Area presents two compelling factors. First, the redevelopment area is comprised of parts of Census Tract 1—with a poverty rate of 91.9%, among the highest rates in Georgia (USA.com, 2016). The startling demographic profile of the South Segment, attributed largely to clustered public housing (Yamacraw Village), identifies an opportunistic workforce in need of jobs, which complements the employment needs for promising commercial redevelopment across the street in the North Segment. Second, the West Downtown Urban Redevelopment Area offers an opportunity to help transform the North Segment—dotted with abandoned industrial properties, some underdeveloped and obsolete commercial properties into an upscale commercial destination for visitors and residents and

transform the area into a vibrant neighborhood on par with other comparable locations just blocks away in downtown Savannah. While some plans for hospitality and other commercial development continue to emerge in the North Segment, future development to realize full potential throughout the redevelopment area remains a patchwork of developed and underdeveloped properties.

History + Existing Conditions

North Segment

Around Riverside Station, the North Segment developed as industrial and businesses supporting industrial uses such as large warehouses, because of the dominance of an electrical-generating power plant and shipping terminal. Notwithstanding historic structures dating back to the 18th century, 15 of 32 buildings date back more than 40 years. When the power plant ceased operations, the area began to transform to uses which could take advantage of larger tracts of land. This included the re-use of commercial buildings. Within the Northern Segment of the West Downtown Urban Redevelopment Area, new construction accounts for only three new buildings during the past 20 years. Re-use and renovations of existing buildings have been largely attributed to the influence of SCAD. SCAD purchased and renovated two older buildings (1850, 1910) for its educational halls, holds one vacant building for future use and leases two other buildings. SCAD's investment in the area has spurred the need for additional private student housing. The Hue, a privately developed 149 unit apartment building that can house 440 students was recently opened in the area. Another major renovation converting the former Coastal Warehouse into a microbrewery, took advantage of another one of the areas large buildings.

Despite the potential of the West Downtown Urban Redevelopment Area to become a seamless part of downtown Savannah, two large non-commercial properties will probably remain unchanged in their use. The Georgia Ports Authority owns the largest tract within the redevelopment area. Its shipping terminal of nine acres anchors the northwest corner of the redevelopment area along the Savannah River and West River Street. Its light-industrial use will continue. In 2015, the United States Postal Service converted its long-time lease into ownership of the 4.5-acre site at 502 West Bay Street. Use of the property as a distribution center will continue, but the size and location of the parcel make it a linchpin to the full development of the North Segment.

South Segment

The pattern of growth in the South Segment followed two distinct corridors in the 20th century, the Martin Luther King Jr. Boulevard corridor and the Oglethorpe Avenue corridor. The MLK Jr Boulevard corridor grew as a largely African American owned and operated commercial strip to accommodate the areas predominately African American population and the Oglethorpe corridor because of its gateway into Savannah. Of the 38 buildings within this segment, 11 date back 40 or more years. Similar to the North Segment's lack of investment, the South Segment experienced construction of only four new buildings within the past 40 years, 2 hotels a convenient store and a retail store. Such as with the North Segment, SCAD has invested greatly in this segment as well. After the purchase and renovation of The Atrium building (1910) by SCAD, other nearby historic buildings began transforming into commercial-retail spaces. Despite the young consumers who live in nearby SCAD-supported student and private housing, as well as the areas proximity to the Courthouse, Landmark Historic District, and the Chatham Area Transit Greyhound station renovation, almost all of the remaining commercial properties just one street west of MLK Jr Boulevard remains unchanged, predominately vacant spaces.

The predominance of public housing within the heart of the South Segment also affects redevelopment potential because of the massing of clustered residential uses on the parcels of land with one owner. Yamacraw Village, developed in the 1940s with a multi-million-dollar upgrade in the 1990s and recently \$1.5 million in mechanical improvements, provides 310 units of public housing. Its approximate 25 acres of land represent the single largest land use (18%) and owner in the South Segment. According to the Housing Authority of Savannah's *PHA Plans: 5 Year Plan for Fiscal Years 2015-2019*, Yamacraw Village does not assume as high a priority as other public housing redevelopment. Nonetheless, with its stated goals, the Housing Authority plans to continue an emphasis to "Implement measures to deconcentrate poverty by bringing higher income public housing households into lower income developments: increase the number of working families from 36% to 65% by 03/31/2019" and "Increase the number and percentage of employed persons in assisted families: increase the percentage of families with employed family members from 36% to 65% by 03/31/2019." Both goals are consistent with the economic goals of the *West Downtown Urban Redevelopment Plan*.

In summary, throughout the North and South segments, the historic pattern of growth continues to determine uses today. As an area or district, only a few properties are developed to highest and best use. Many of the properties meet the criteria under the Georgia Code for classification as blight due to underdevelopment, obsolescence, inadequate pedestrian access ways and structures or buildings of relatively low value as compared to the value of structures or buildings in the vicinity.

Together the good and bad represent a development opportunity to create a new destination and promote vitality in this mixed-use neighborhood in Savannah. The *West Downtown Urban Redevelopment Plan* focuses on parcels in need of attention, but the best of the properties should not be affected by the implementation of strategies and would benefit by the improvement of adjacent parcels and job creation.

The West Downtown Urban Redevelopment area's north segment encompasses the "Edge District" as noted by Christopher Chadbourne (1997 *Manual for Development in the Savannah Historic District*). Chadbourne noted the importance of rehabilitating *Riverside Station* several years before the plant's decommissioning. He contended redeveloping the area from its industrial roots was dependent on the conversion of the power plant to a tourist-related use. He suggested that this scenario would open up redevelopment of adjacent sites for commercial purposes—a vision shared by this redevelopment plan.

The *West Downtown Urban Redevelopment Plan* also remains consistent with the City of Savannah's Martin Luther King, Jr. Boulevard & Montgomery Street Revitalization Report (1998) and the adopted MLK, Jr. Boulevard and Montgomery Street Corridor Urban Redevelopment Plan (2002). While the 1998 report also touched on the strategic importance of the "Downtown Crossroads" (i.e., approximately same area as West Downtown Urban Redevelopment Area), the 2002 Urban Redevelopment Plan placed the geographical focus along MLK and Montgomery Street from Jones Street to North 52nd Street. It should be noted that the 2002 urban redevelopment area and approved urban redevelopment plan are situated about one-half mile away from south boundary of the *West Downtown Urban Redevelopment Plan* (T. S.-C. M. P. Commission, 2015).

In summary, the *West Downtown Urban Redevelopment Plan* matches an area in need of new jobs with an adjoining area just blocks away which could become a job generator through private investment—in part because of public investment in infrastructure as an economic catalyst. While

relatively small in geographic size in comparison to other urban redevelopment areas in Georgia, the significance of this area and its potential contribution to the Savannah Downtown Master Plans goals are significant. Many of the properties meet the Georgia Code classification as blighted considering the following data.

Blight Conditions:

- Poverty: Census Tract 1 ranks among the five worst Census Tracts in Georgia.
- Vacancy: Of the 72 parcels in the area, 11 remain vacant. Of those 11, 10 date from two to eight years on the market.
- Underutilization and obsolescence: Of the 72 parcels, 30 suffer from obsolescence and underutilization. Notwithstanding 8 historic structures, 26 of the buildings date back more than 40 years since they were first constructed. The underutilization of properties contributes to lack of density and type of development that not only contribute to the area unemployment but also loss of taxable value.
- Disconnection from River Street and the Landmark Historic District through inadequate pedestrian access ways.
-

The West Downtown Urban Redevelopment Plan highlights the following goals for the area. These goals, as will be studied examined and compared later, are in similar alignment with the goals of the Savannah Downtown Master Plan.

Goals:

- Transform abandoned industrial plants, some underdeveloped and obsolete commercial properties and clustered public housing areas, into a vibrant commercial and residential neighborhood as an extension of downtown Savannah on par with other comparable nearby locations, and continue the goals espoused in the Martin Luther King, Jr., Boulevard & Montgomery Street Revitalization Report (1998).
- Utilize public and private partnerships to redevelop the subject redevelopment area and create new employment opportunities, especially for residents of Census Tract 1, to help reduce the 91.9% poverty rate.
- Fund through incremental new public revenues improved infrastructure, including pedestrian access ways, streetscape, lighting, utility improvements and other public amenities, to complement the private investment and show public confidence that this partnership will create better mixed-use neighborhoods. The public infrastructure improvements will also provide connectivity to the National Landmark Historic District and especially to River Street, a main draw for tourism.
- Meet all requirements to enable the City of Savannah to apply to the Georgia Department of Community Affairs for designation of an Opportunity Zone. The Georgia Department of Community Affairs considers designation of an Opportunity Zone within or adjacent to a Census Block Group with 15% or greater poverty where an Urban Redevelopment Plan exists. Within the West Downtown Urban Redevelopment Area, Census Block 1/Block Group 1's poverty rate totals 91.9% and adjoins Census Block 3/Block Group 1 with a 20.8% poverty rate.
- Besides incentives authorized under the Georgia Urban Redevelopment Act, provide other local incentives to encourage private investment for parcels suffering from blight, underutilization, obsolescence and underdevelopment; and bring consistency to the patchwork of development opportunity to create a new area of commercial

development that would also benefit investment opportunity in clustered public housing tracts nearby.

Implementation Strategy

The following list outlines potential approaches to implementation. These strategies vary by their technique and incentives. As the plan outlines the Mayor and Aldermen of the City of Savannah will serve as the redevelopment agency for the purposes of this plan and will retain all powers and responsibilities outlined in The Georgia Urban Redevelopment Act, O.C.G.A. 36-44-5.

- Private Property Issues
 - Purchase of Private Property: The plan envisions that the City will invest in infrastructure and offer local incentives, coupled with possible federal and state incentives for private investment and development. As redevelopment activities increase, and by evaluation of achieving goals, this section may be amended as needed.
 - Demolition of Structures: The plan does not contemplate demolition of any structures by the City of Savannah. The City of Savannah maintains an aggressive program of nuisance abatement and code enforcement, including the power to declare that certain dwellings, buildings, or structures as unfit for human habitation or for its current commercial, industrial, or business use if the structure is found not to be in compliance with applicable codes, is vacant, dilapidated, and being used in connection with the commission of drug crimes, and/or constitutes an endangerment of the public health or safety as a result of unsanitary or unsafe conditions. As with any properties in the City of Savannah, properties within the West Downtown Urban Redevelopment Area which do not comply will be subject to the process of demolition.
 - Relocation of Residents: Neither the City of Savannah nor any private developer would need to consider any relocations since no residents would be displaced in the development of other parcels.
- Legislative and Statutory Tools
 - Enterprise Zone: These zones are designed to revitalize economically-depressed areas which suffer from disinvestment, underdevelopment, and economic decline. To qualify, the Enterprise Zone must meet at least three of the following five criteria:
 - Pervasive poverty as confirmed by the most current United States decennial census as published by the U.S. Bureau of the Census.
 - Unemployment rate (average for the preceding year) at least 10% higher than the state's average or demonstrated significant job dislocation.
 - Underdeveloped evidence by lack of building permits, licenses, land disturbance permits, etc. lower than the same type of activity in other areas within the municipality or jurisdiction
 - General distress and adverse conditions such as population decline, health and safety issues, etc.
 - General blight as evidenced by the inclusion of any portion of the nominated area in an urban redevelopment area.

Enterprise Zones have varying incentives which can include property tax exemptions, abatement or reduction in occupation taxes, regulatory fees, construction permit fees, and other fees which would be imposed on qualifying businesses. Only certain types of businesses can qualify for these incentives as opposed to opportunity zones which will provide tax credit to any qualified business (assuming other conditions are met.)

- Opportunity Zones: Georgia's Opportunity Zone program provides job tax credits for businesses which create at least two new jobs. The law authorizes the Georgia Department of Community Affairs to designate a "less developed area" as an area within or adjacent to a Census block group with 15% greater poverty rate where an enterprise zone or urban redevelopment plan exists. Opportunity Zones are intended to encourage development, redevelopment and revitalization in areas with higher levels of poverty and underdevelopment or suffer from blight. Opportunity Zone Tax Credits include but are not limited to: a job tax credit of \$3,500 per job created for two or more jobs as long as the jobs meet the threshold of annual salary, use of tax credit against state income tax, expanded definition of "business enterprise" to include all businesses of any nature.
 - Tax Allocation District: A Tax Allocation District (TAD) uses tax increment financing to fund public improvements for specific public development serving a specific area.
 - Community Improvement District: A Community Improvement District (CID) serves development within a defined area by self-imposing or self-taxing for public improvements which serve the area. The property owners within the district create a non-profit organization with membership from property owners and by public appointment.
 - Land Bank Authority: The Chatham-Savannah Land Bank Authority became the second created under Georgia Law. Georgia law and enabling resolution by the City of Savannah and Chatham County authorize the LBA to acquire tax delinquent properties and return them to tax-generating status. The LBA can extinguish all delinquent city and county taxes, including those of the School Board with approval by resolution.
 - Historic Rehabilitation Tax Incentives: More than two dozen buildings within the West Downtown Urban Redevelopment Area are designed as historic some of which (those located east of Martin Luther King Jr. Boulevard) qualify for federal and state tax incentives for renovating historic structures. Historic renovations must meet the guidelines set by the U.S. Department of the Interior and administered in Georgia by the State Historic Preservation Office. The state income tax credit totals up to \$5 million for renovation of buildings which will be used for commercial purposes; or \$10 million for projects which will create more than 200 new jobs.
- Development Incentives
 - Development Agreements: The City of Savannah will work with developers to fund infrastructure/public improvements (i.e. pedestrian access ways, street scape, parks, water and sewer extensions) through the use of development agreements. Under a development agreement, private investment initially funds the public improvement, and the City of Savannah agrees to purchase the

public improvement upon completion to City requirements with incremental new tax revenues.

- Economic Development Tax Credit: For businesses located in an Enterprise Zone or designated targeted corridor, the City of Savannah offers a reduction in the cost to renew a Business Tax Certificate. The business must create and employ at least two full time equivalent employees (non-spouse or dependents).
- Workforce Development Program: The Coastal Workforce Services administers job search, training, and placement services. On-the-Job-Training (OJT) is the primary workforce development contractual opportunity offered by Coastal Workforce Services to local businesses and employers to connect jobseeker and employers through training opportunities and permanent job placements. OJT provides reimbursements to employers to help compensate for the costs associated with skills upgrade training and loss of production for newly hired employees.

- Redevelopment Strategies

Six focus areas have been identified by the West Downtown Redevelopment plan area: land use, historic preservation, business and economic development, workforce development, public safety, and infrastructure and public improvements. Each focus area is presented below with related goals, objectives and strategies.

- Land Use: The area should promote compatible and appropriate land uses. Existing land uses and zoning districts should be examined and determine any changes that may be needed to promote revitalization. Planned redevelopment activities should also be consistent with the Downtown Expansion Area identified on the Future Land Use Map in the City's Comprehensive Plan.
- Historic Preservation: The area should preserve the historical and architectural character of historic buildings within the redevelopment area. The area should ensure compliance with City of Savannah Historic District Ordinance (Section 8-3030). An update to the Historic Buildings Map of Savannah should be done in order to include all historic properties within the redevelopment area to ensure that these properties historic and architectural integrity are not compromised.
- Business and Economic Development: Economic development activities that spur business and job growth should be facilitated. Incentives for business development that create 800 to 1,000 new jobs in the redevelopment area should be employed.
- Workforce Development and Employment: The area should ensure that the development of a qualified local work force that is ready and able to fill job openings and meet the needs of employers in the redevelopment area, with particular emphasis on connecting public housing and other low income residents to employment. Partnerships with developers, businesses, non-profits and the public housing authority would need to be created. This should result in written agreements to provide job readiness, training and other supportive services for low income residents with the goal of removing households from poverty.
- Public Safety: The redevelopment area should provide an environment where residents and visitors feel safe and secure. Actions should be taken to reduce the crime rate within the redevelopment area.

- Infrastructure and Public Space Improvements: An upgrade to infrastructure and public amenities in the West Downtown Urban Redevelopment Area should be done so in a way which reflect those existing in the Landmark Historic District. Redevelopment should be supported and encouraged to implement investment in infrastructure and public improvements by both public and private investors.
(T. S.-C. M. P. Commission, 2015)

C. THE WEST BOUNDARY CANAL DISTRICT CIVIC VISION PLAN

Within the west side study area that this report has defined, a plan has been envisioned for a large portion of the area. This “plan” is still very much in the visioning phase. The area set out by this vision plan is being called the “West Boundary Canal District.” According to the city and their vision program, they envision historic West Boundary Street, the area north of Gwinnett Street and west of MLK Jr. Boulevard, becoming an area of urban expansion (Figure 21). The area would redevelop overtime as a “vibrant link between Savannah’s past and future, integrally connected with a multi-modal transportation network serving pedestrians, cyclists, automobiles and rail transit” (Session, 2013).

The Ogeechee-Springfield canal, one of the main natural resources incorporated into this plan has been a city eyesore for many years. Instead of serving as a tributary fill of trash, the city envisions the canal transporting visitors past a future amphitheater. Surrounding the canal, new businesses would thrive and serve visitors, locals, and the adjacent SCAD student community.

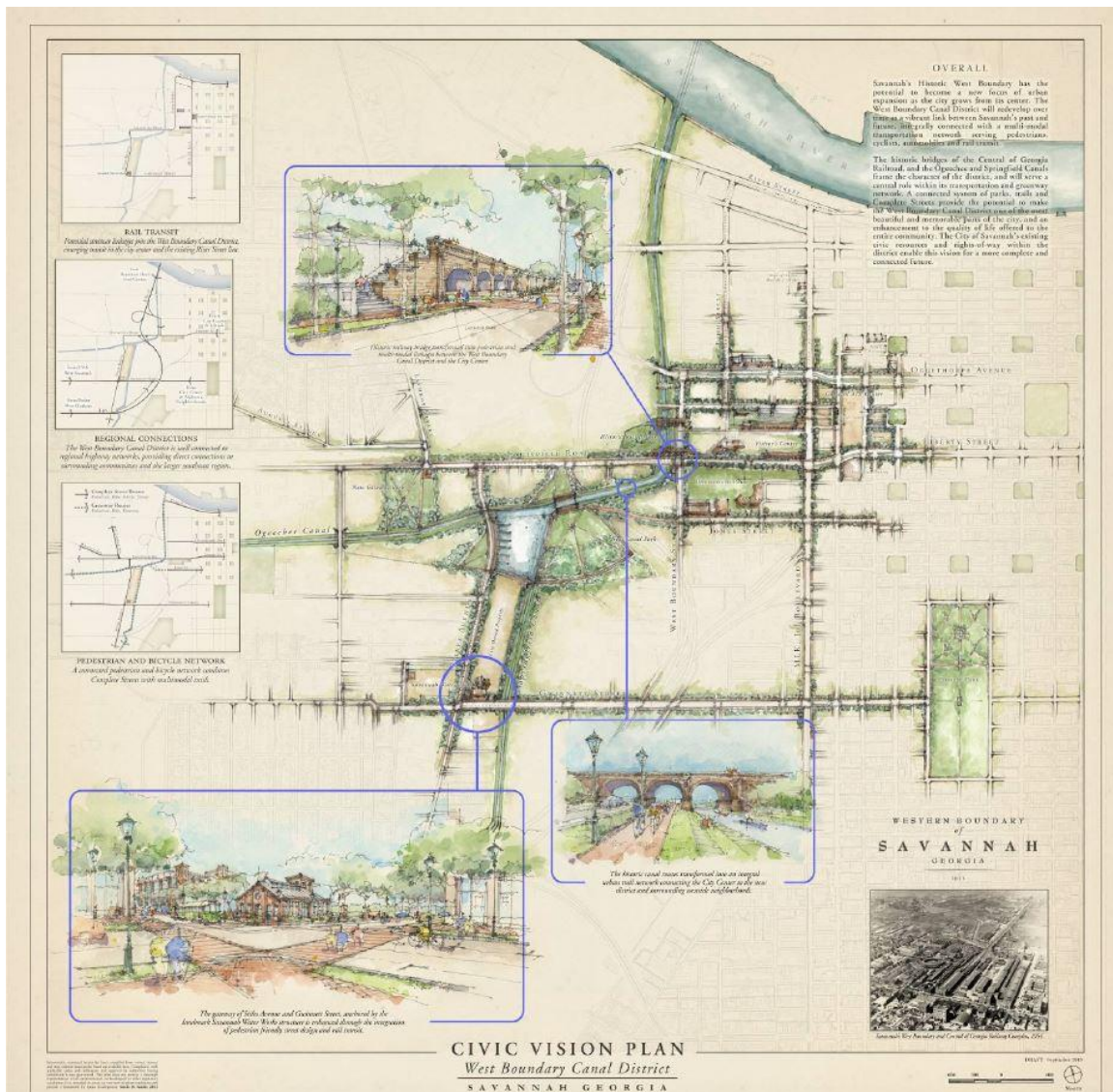


Figure 21. Map with renderings of the vision for the West Boundary Canal District. (Session, 2013)

Years in the making

This vision for this area of Savannah is not new. The Savannah city Architect from 2000-2007, Thomas Perdue, developed a similar concept during his term. The concept picked up traction in 2014 when the City Council decided to locate a planned amphitheater for Gwinnett Street and Stiles Avenue. It can be speculated that the plans for removing the I-16 Exit Ramp which were first envisioned in the early 2000s but only recently on the city's agenda (that plan will be explored next) may have inspired utilizing this neighborhood for such a space. In October of 2013, City Manager Stephanie Cutter partnered with local urban designer Christian Sottile and unveiled a revised version of the Canal District

to the city mayor and alderman. The vision is very attractive to the city for the city manager pointed out that it can be completed using 35 acres that the city already owns.

Existing City Resources

Utilizing the existing city owned property and the public right-of-way, the city intends to build a series of parks and complete streets with bicycling and walking amenities to link downtown with the west side. The mid-19th century Central of Georgia Railway viaduct over West Boundary Street, which aligns with the adjacent Savannah Visitors Center which occupies the Central of Georgia Railway station on Martin Luther King Junior Boulevard, is being seen as a potential walkway to the district. Next, the vision calls for the renovation of the city's 124-year-old water works pump house located on the city owned lot. Potential uses for the structure include community meetings and business incubator space. Existing city maintenance departments that exist on the city would be relocated to property that the city owns further west on Gwinnet Street, where the city's recycling complex is also located. Additional city-owned properties, existing rights-of-ways and existing public uses can help accomplish the vision. Examples of such city assets include: The Savannah Visitors Center, Children's Museum, Cultural Arts Center, Chatham Area Transit, etc.

Contributing to the Future Success of a Neighborhood

With several revitalization plans already proposed and city council meetings focused on the future redevelopment of the Martin Luther King Jr Blvd corridor, feedback from weary local community members has been strong. Chester Ellis, president of the Carver Village neighborhood association has been a strong spokesperson for the local neighborhoods. To get answers to the community's questions Mr. Ellis sat down with City Manager, Stephanie Cutter. Ellis' main concern was for how the city would be changed. City officials see the plan as positive for the community and the city residents overall. "In addition to the arena and baseball stadium, athletic fields are being considered for the district so the neighborhoods don't have to hold their youth league athletic programs outside of their community. In addition to bringing in new business, existing businesses would remain and likely see a rise in customer base" (Curl, 2014). Bert Bell, a city spokesman said that free space in the renovated water works building would be considered for community group meetings.

Potential Redevelopment

"Complete Street" Connections

The historic bridges of the Central of Georgia Railroad, and the Ogeechee and Springfield Canals frame the character of the district and would serve a central role within the transportation and greenway network. "A connected system of parks, trails, and complete streets provide the potential to make the West Boundary Canal District one of the most beautiful and memorable parts of the city, and an enhancement to the quality of life offered to the entire community" (Session, 2013).



Figure 22. Rendering of a complete street at Louisville Road and West Boundary Street. (Session, 2013)

“Complete Street” connections would provide safe, comfortable and convenient movement for pedestrians, bikes, vehicles, and alternative modes of transportation (Figure 18). The street would be constructed of timeless materials, pedestrian scaled lighting and furniture, street trees and provide a high quality public environment to be enjoyed by all.

The following streets are proposed to be made complete (Figure 23).

East-West Streets envisioned in this plan include:

- Oglethorpe Avenue
- Liberty Street
- Louisville Road
- Jones Street
- Augusta Avenue
- Gwinnett Street

North-South Streets envisioned in this plan include:

- MLK Jr. Boulevard
- West Boundary Street
- Stiles Avenue

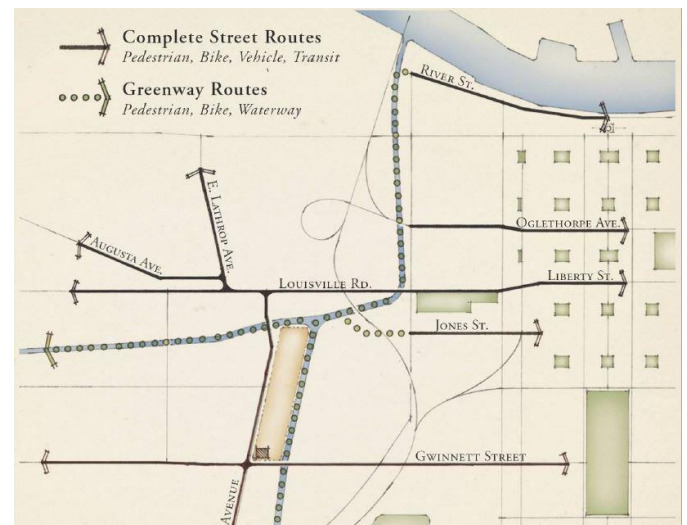


Figure 23. Map of proposed complete streets.
(Session, 2013)

Outdoor Amphitheater

The amphitheater is envisioned for the area southwest of the West Boundary and Louisville Road intersection. City council has drawn a map of the area but will soon be seeking requests for proposals for the area which will give more detail and life to the vision. The existing map of the area is below (Figure 24).

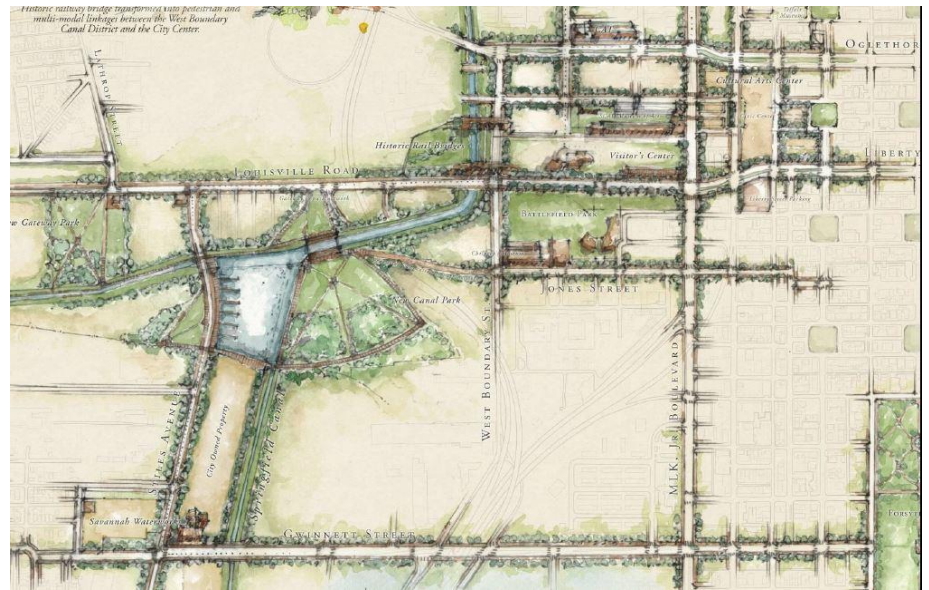


Figure 24. Map of proposed amphitheater site. (Session, 2013)

Stiles Avenue and Gwinnett Street Revitalization

The gateway of Stiles Avenue and Gwinnett Streets from I-16 are envisioned to be anchored by a renovated Savannah Water Works structure and enhanced through the integration of complete streets redesigned and oriented for multi-modal transportation (Figure 25).

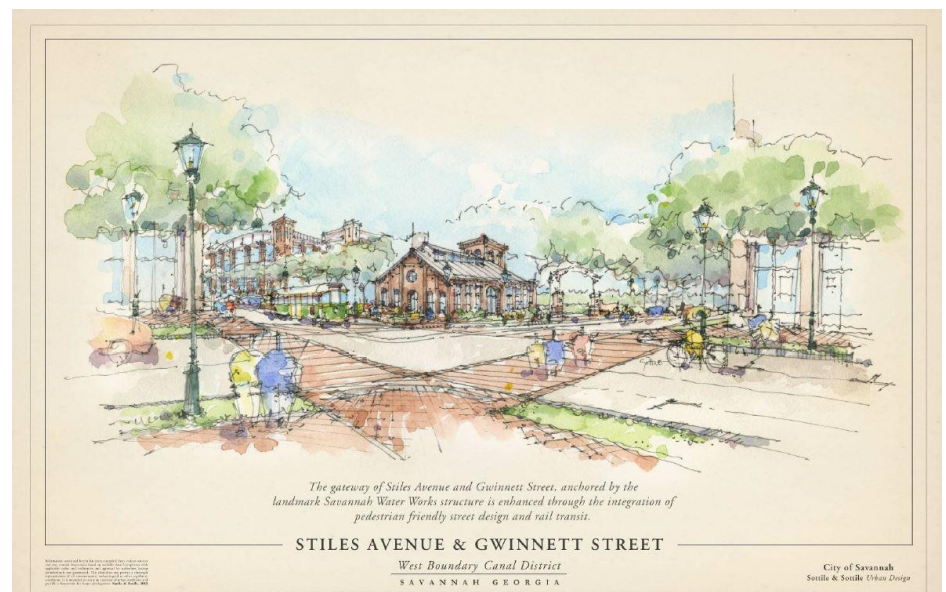


Figure 25. Rendering of the proposed renovated Savannah Water Works. (Session, 2013)

Greenway and Multi-Modal Transportation

The vision of the West Boundary Canal District as a green and multi-modal transportation network (Figure 26). The vision proposes to incorporate a continuous greenway of active use, accommodate all methods of transportation as well as create a 3 mile recreational loop that would welcome bicyclists, runners, and pedestrians, create cruise zone for canoes, kayaks and small tour barges by cleaning and connecting the Ogeechee Canal from West Boundary to the Savannah River Front with an urban harbor being constructed at the canal intersection (Figure 27, 28).

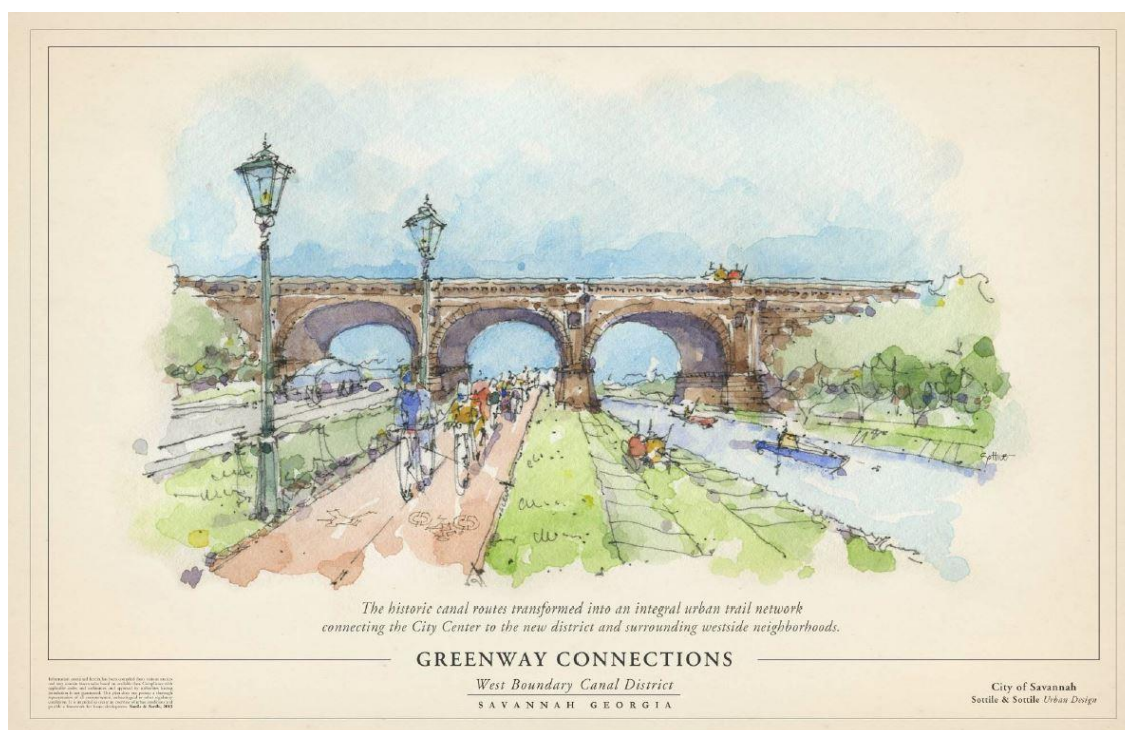


Figure 26. Rendering of the proposed Greenway. (Session, 2013)



Figure 27. Map of public transportation connectivity of West Boundary District to Savannah City Center. (Session, 2013)

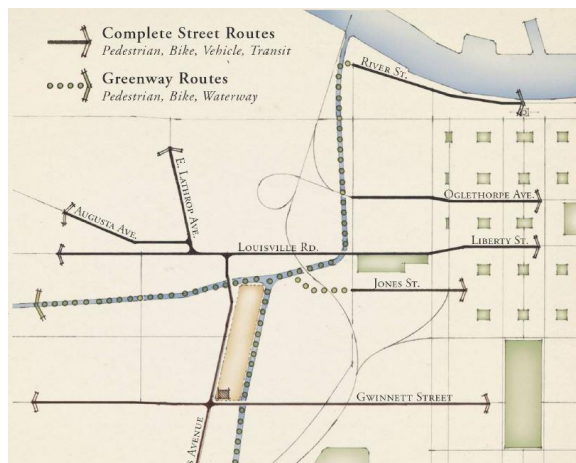


Figure 27. Map of multi-level, multi-modal neighborhood connections. (Session, 2013)

Moving Forward

The city is still in the planning phase of the Canal District. Some challenges that lay ahead for the design of the vision include a railroad track that crosses the canal along Stiles Avenue which would require a short bridge to be built to bypass it. City officials are exploring cost estimates and funding opportunities for the project. An estimates “\$120 million is expected to be raised for the amphitheater from the voter-approved sales tax that began in October of 2014, in addition to about \$22 million already raised for the project. If enough funds are available, the city may be able to relocate the city departments site and begin renovation work to the water works building” (Curl, 2014). The next phase of the project would have the city issue a request for proposals for a study that would look at what type of programming, seating, and amenities the arena would have. The city is still looking into funding opportunities for the district’s remaining features, most notably the baseball stadium. The city plans right now to take advantage of phasing for same elements of the plan. For example, walking and biking paths could be laid out with less expensive stabilized gravel trails before eventually being upgraded to brick pavers. The city staffer continues to meet every two to three weeks to work on the plan.

D. THE I-16 EXIT RAMP REMOVAL STUDY

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 and community development, pedestrian activity, and neighborhood revitalization. While the area north of the flyover has seen significant improvements in recent years, the area south has not seen nearly the same rate of revitalization. The I-16 flyover has essentially amputated this commercial corridor at Taylor Street.

The most recent study, this one that is being summarized, was built upon previous studies conducted by the SDRA in 1998, 2002, 2004, and 2009; and a 2008 GDOT study. The function of this most recent study is to be used as an updated basis for additional study and analysis to accompany engineering, interchange modification reports, and other documentation that will be necessary before construction can begin on the project to remove the exit ramp and redevelop the area (City of Savannah, 2012).

This study was managed by the Savannah-Chatham Metropolitan Planning Commission in partnership with SDRA, GDOT, and the Federal Highway Administration. The primary consultant for the project was Wilbur Smith Associates, and sub consultants such as Sottile & Sottile Urban Partners, Grice and Associates, McMillan and Associates, and Gilbert and Lattimore. Local business owners, neighborhood groups, as well as other stakeholders and interested parties have also contributed as key participants in the study.

History + Evolution

As has been stated previously in this reports "Background and History Section," the Martin Luther King Jr. Blvd corridor (formerly known as West Broad Street), developed in direct relation to the rise of the Georgia rail system. In 1833 the Central of Georgia Railroad Company was formed and in 1901 Union Station on West Broad Street was constructed and served as the transportation hub for the city (Figure 29). This was the location that Savannahians and good would go to be taken within the city to destinations throughout the United State, or to international locations via the Savannah River. This placed West Broad Street at the center of transit oriented commercial and population destinations.



Figure 29. Union Station occupied the area at West Broad Street and Taylor Street prior to 1963. (Congress, 1902)

Unfortunately, local and national politics has an impact on West Broad Street. Partially due to prevailing segregation policies during the first half of the twentieth century, West Broad thrived as a commercial and entertainment district for the African American population in Savannah until the 1950s. In 1955 the West Broad Street corridor was targeted by the Federal Housing Administration and Urban Renewal Administration for the purposes of improving substandard housing in the area and to also increase traffic flow in and out of the city. While over 150 business owners signed a petition protesting

the proposed I-16 Exit Ramp Implementation project, in 1960 the project was unanimously approved. Subsequently, Union Station was demolished by 1963 in order to literally pave the way for the I-16 ramp (City of Savannah, 2012). Unfortunately, this project did more harm than good and created a physical, social, and psychological barrier on West Broad Street which persists to today.

Urban Analysis

This study analyzes many different 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 auto traffic, a hostile pedestrian and bicyclist streetscape, and an overall lack of connectivity in both north-south and east-west directions. The study also shows a fair number of historic resources in the immediate area of the exit ramp which speaks to the rich history of the removal site.

Civic Master Plan

The Civic Master Plan identifies a series of streets and blocks currently occupied by the existing flyover and on-ramps and is developing a plan to restore larger connections between the city center, the downtown expansion area to the west, and the surrounding neighborhoods. More specifically, the plan removes exit ramps all the way to Gwinnet Street which is envisioned as becoming a primary entry into the city, as can be noted from the West Boundary Canal District study. The Civic Master plan also wishes to create a new public square on MLK Jr. Boulevard across from the Civil Rights Museum with the potential for the placement of a new civic building adjacent to the square. Selma Street would be expanded according to this plan and portions of Roberts Street would be restored. This would create a neighborhood of small scale blocks and interconnected street pattern. The removal of the exit ramp would contribute over 8 acres of land back to the city for redevelopment. The Plan also restores four blocks between MLK Jr. Boulevard and Montgomery Street, restores multiple active street frontages to MLK Jr. Boulevard, reconnects multiple streets across the MLK Jr. Boulevard and Montgomery Street Corridor, and provides multiple new north-south connections (Figure 30).

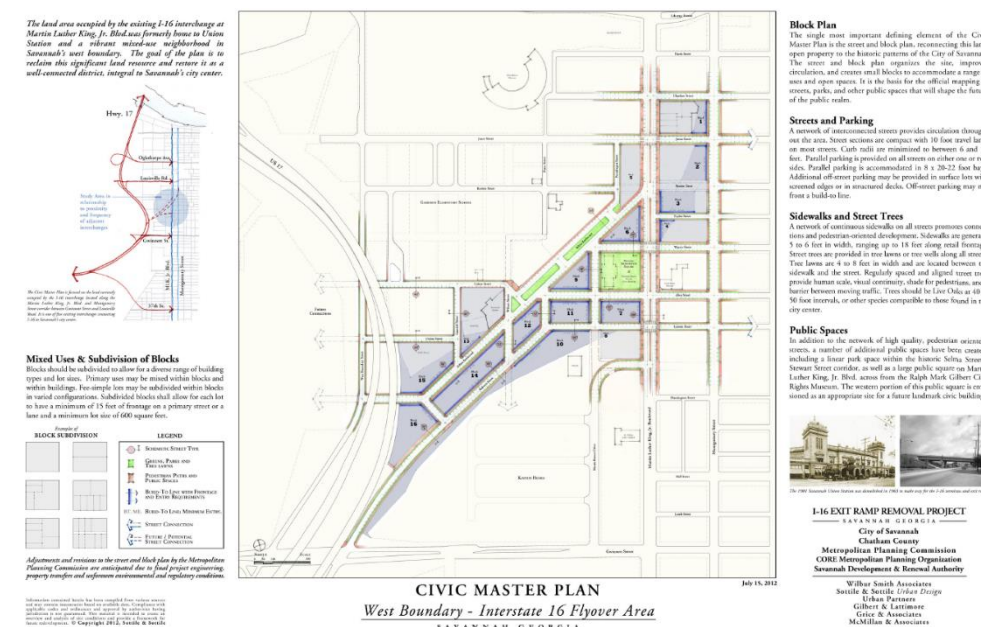


Figure 30. 2016 Civic Master Plan Vision for I-16 Removal Study Area. (S.-C. M. P. Commission, 2012)

Economic Analysis

The economic analysis of this study assessed the potential for redevelopment of properties that could be made available through the demolition of the existing I-16 ramp. Based on stakeholders and City Council's input, the new parcels will be developed to ensure mixed-use development would infill the area and would include mixed-income housing. Commercial uses would be accommodated along MLK Jr. Boulevard and Montgomery Street as well as around a new public square, while more residential development would occur within the interior of the area further west of MLK Jr. Boulevard.

This study also examines alternative development scenarios as determined by stakeholder meetings and charrette which also detailed potential phasing approaches to the development of these sites with economic feasibility analyses of each major alternative for the study area.

Transportation Analysis

The transportation analysis of this study included 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. In short, the studies executed by the engineers showed that there are opportunities with each for more efficient traffic flow than what currently exists.

Implementation Strategy

The implementation strategy of this study outlines funding opportunities and eligibility in the categories of infrastructure, development, special consideration, and maintenance and operations. Based on these categories, the potential funding mechanisms that have various degrees of application and opportunity include: 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 acts (TIA or also known as TSPLOTS). Multiple funding sources will need to be employed to fund all elements of the project.

The study outlines an implementation strategy which includes the following phases: planning phase, required documentation and approval phase, infrastructure phase, development phase.

- The planning phase: The planning phase is currently underway and will continue into development. The planning phase has explored feasibility and design concepts. The phase also has included extensive public involvement and the garnering of stakeholder and political support. This phase also has spearheaded the search for funding sources, developing economic strategies and goals, and writing the scope of work for the next phase.
- Required Documentation and Approval Phase: The next phase of the project would need to include elements of the project required by law including more detailed traffic studies, reports and engineering documents for GDOT and FHWA.
- Infrastructure Phase: The infrastructure phase involved the engineering and 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. The City of

Savannah would be the project manager for this phase. The city sees this phase being completed by the end of 2018, subject to available funding.

- 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 would also include identifying and recruiting partners to implement the specific housing goals.

Concepts

Of the three concepts shown below, the third one will be used for the purposes of this study to envision a city proposal which indicates the complete removal and redevelopment of the area around the exit and on ramps for Interstate 16.

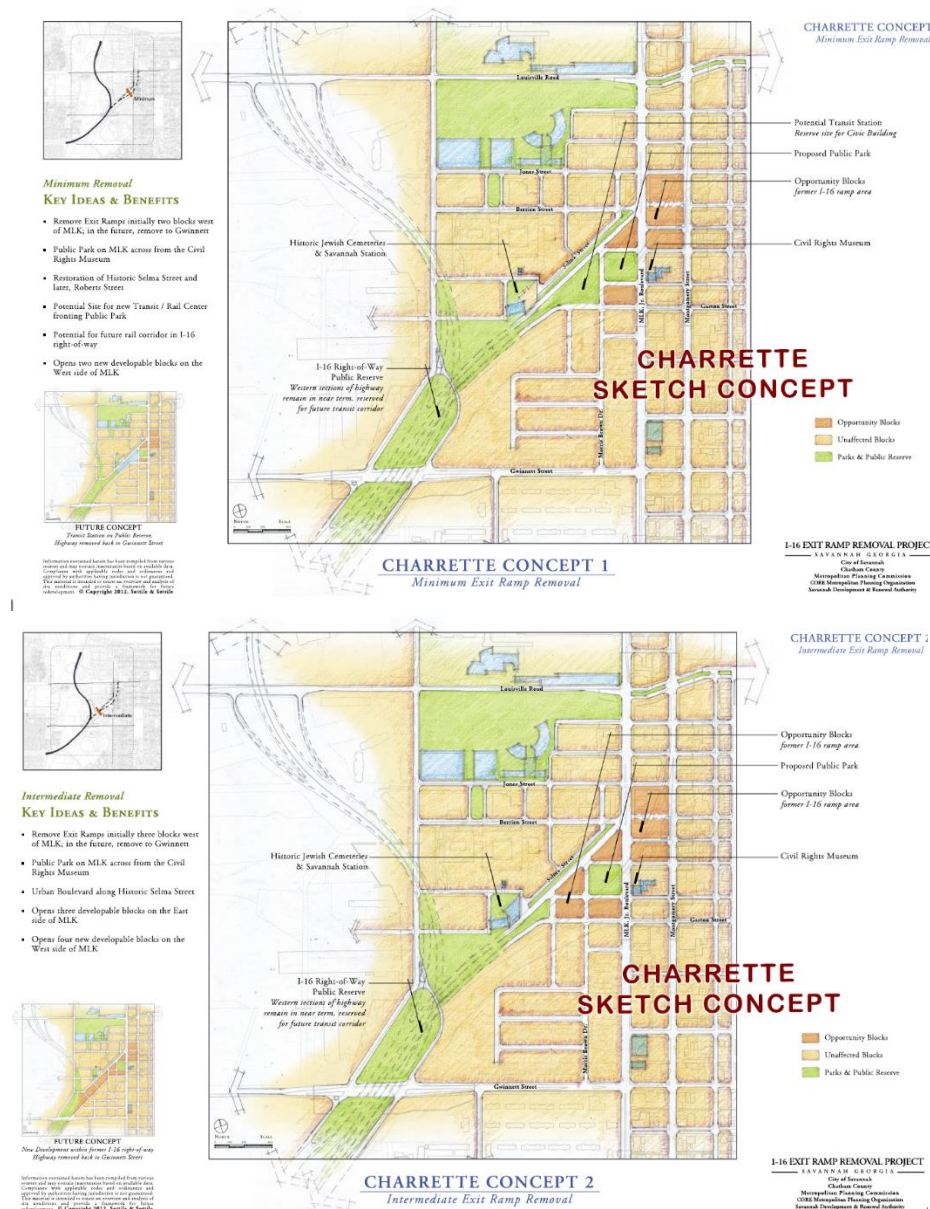


Figure 31.

Charrette Concept 1.
(Partners, 2012a)

Figure 32.

Charrette Concept 2.
(Partners, 2012b)

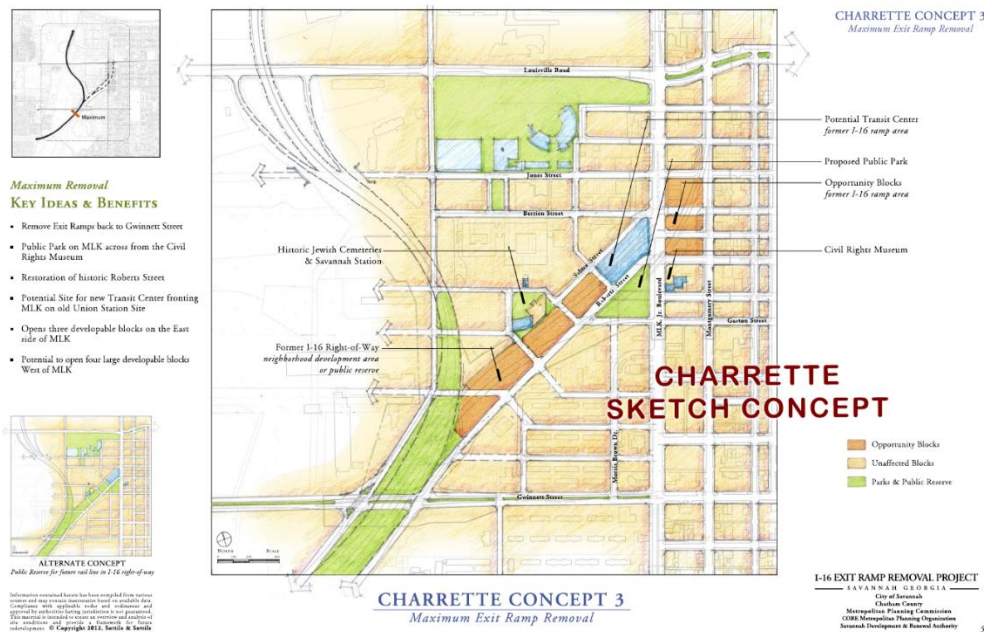
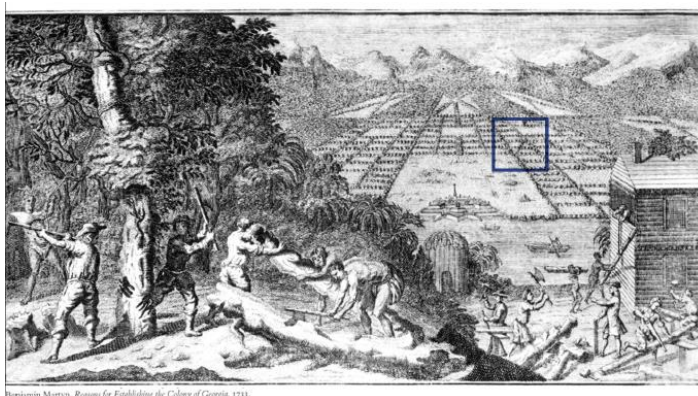
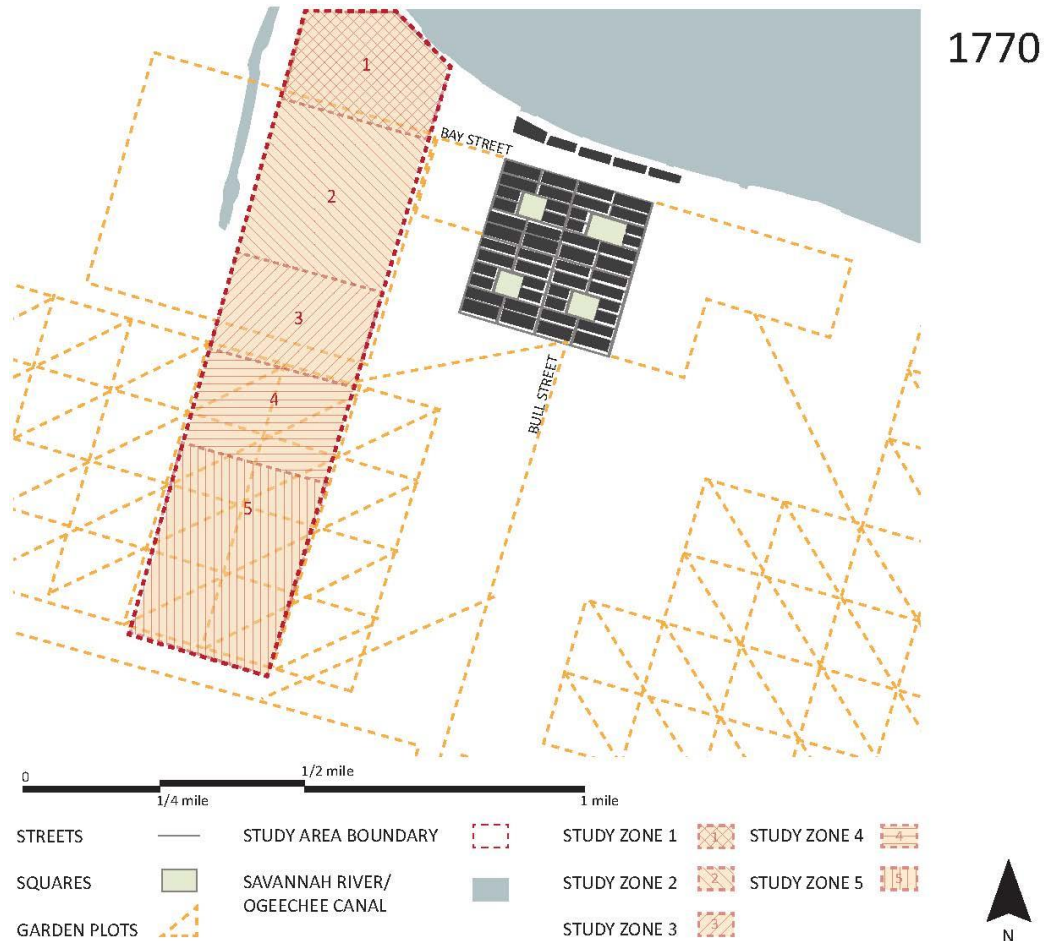


Figure 33.
Charrette Concept 3.
(Partners, 2012c)

According to this study, 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. Boulevard and 350 feet fronting Montgomery Street; reclaiming MLK Jr. Blvd (former West Broad Street) as a major economic mixed-use corridor, reinventing it as a gateway to the city rather than being known 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; 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 a new streetcar system” (City of Savannah, 2012).

EVOLUTIONAL HISTORY OF THE WEST SIDE STUDY AREA

a.1733-1770



This map of Savannah shows the first formation of Ward districts and squares as well as a developing river commerce area. A series of triangle garden plots are outlined in yellow and extend beyond the ward system (Figures 34, 35).

Figure 34. 1773 depiction of Savannah.

(Martin, 1773)

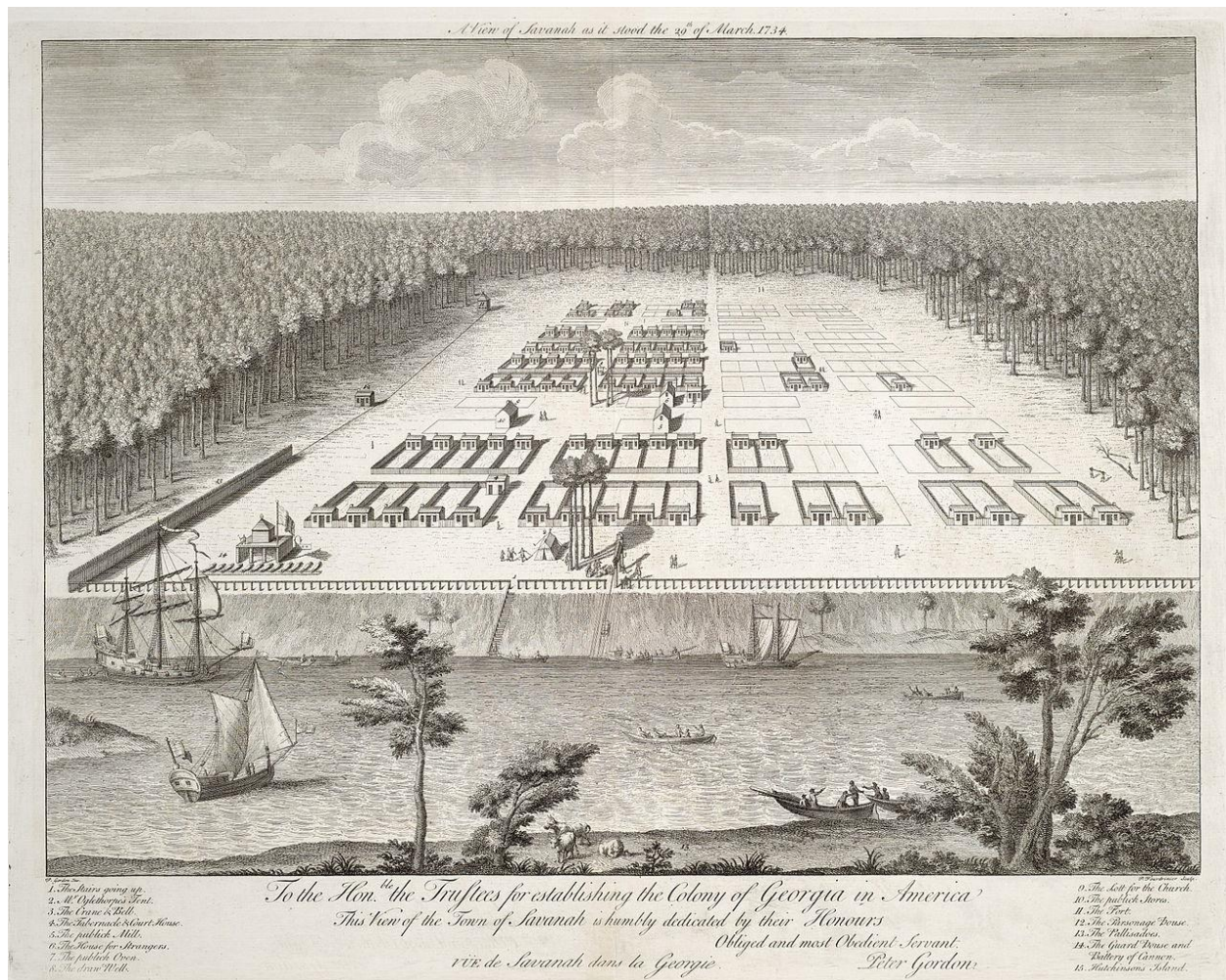
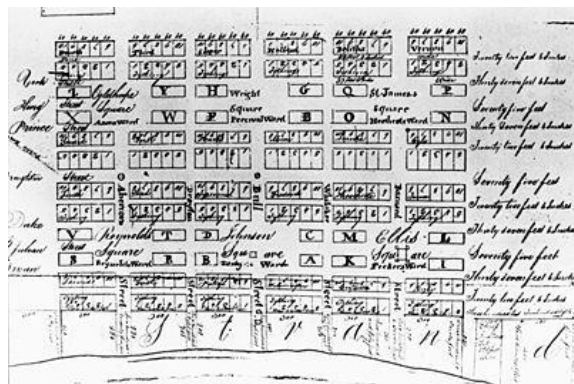
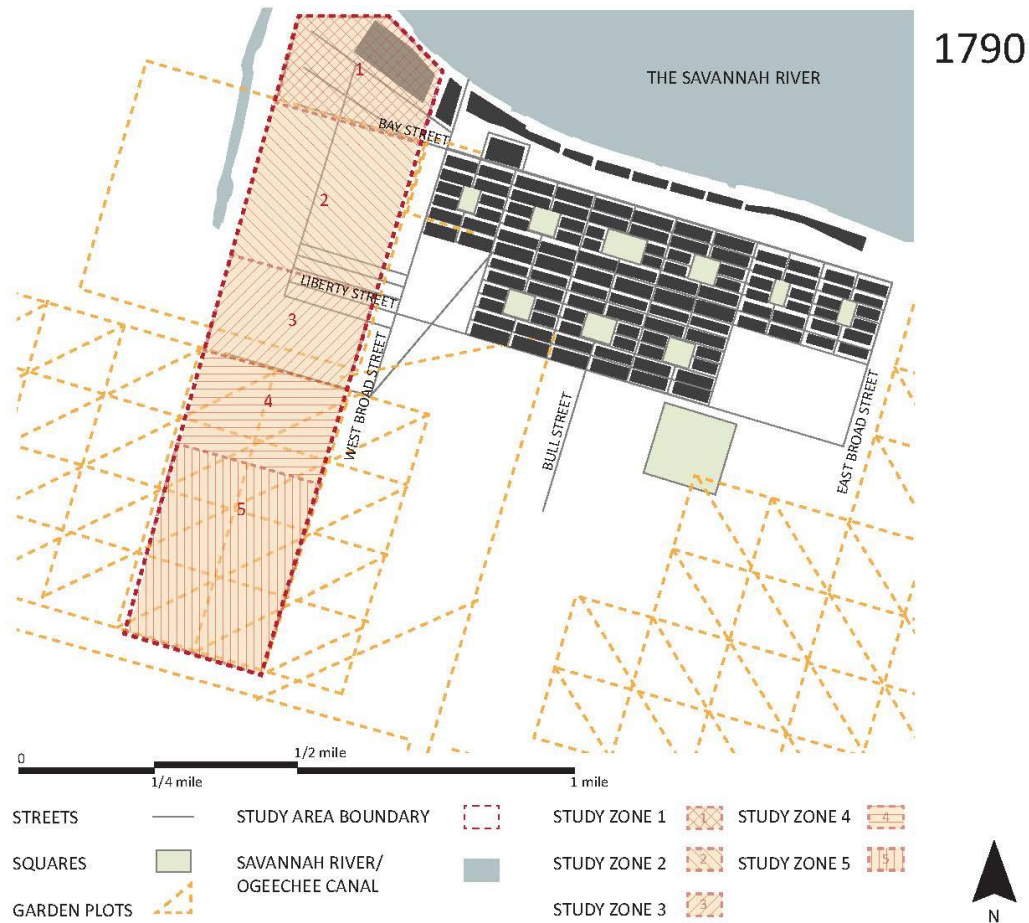


Figure 35. 1734 depiction of Savannah.

(Oglethorpe, 1734)

b.1770-1790

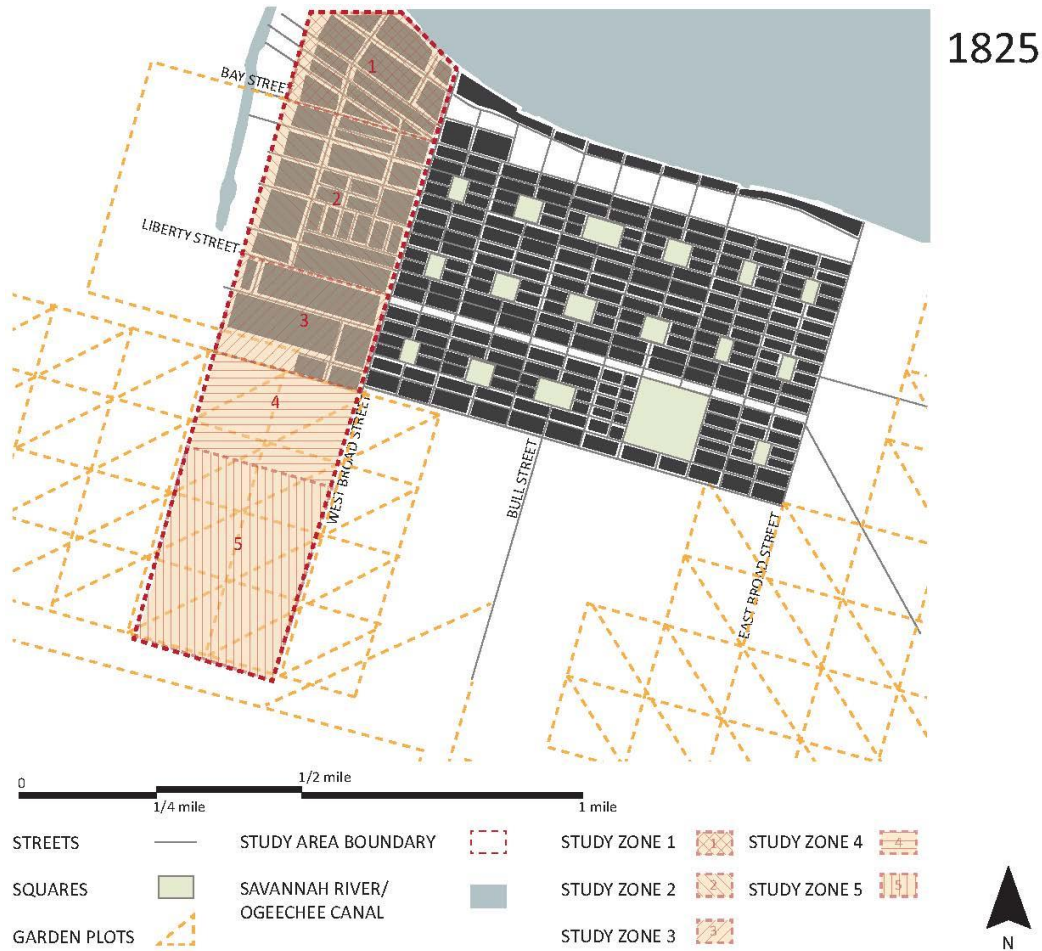


By 1790 Savannah's population was booming as can be noted by the addition of Colonial Park Cemetery. The Yamacraw tribe has since deeded over the western study area region over to the Colony of Georgia and Oglethorpe's plan has expanded with the addition of five additional wards (Figure 36).

Figure 36. 1770 map of Savannah.

(Author, 2016a)

c.1790-1825



This map shows that West Broad Street now exists and is extending past Liberty Street. Southwest of this, the pattern of five-acre garden lots, ten-acre squares each divided diagonally is visible. These garden lots would help form the underlying structure of future lot sub-division in the area (Figures 37 and 38).

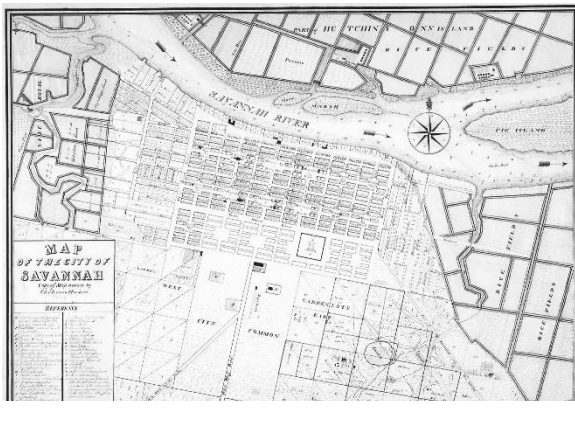


Figure 36. 1812 map of Savannah.(Unknown)

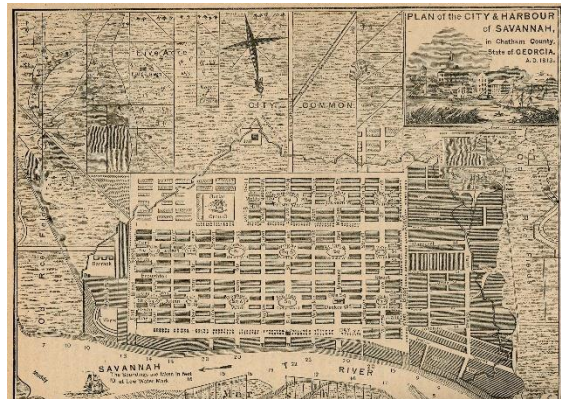


Figure 38. 1818 map of Savannah.(Unknown)

d. 1825-1875



1875

This map is showing new development in the west boundary area is taking 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 (Figure 39).

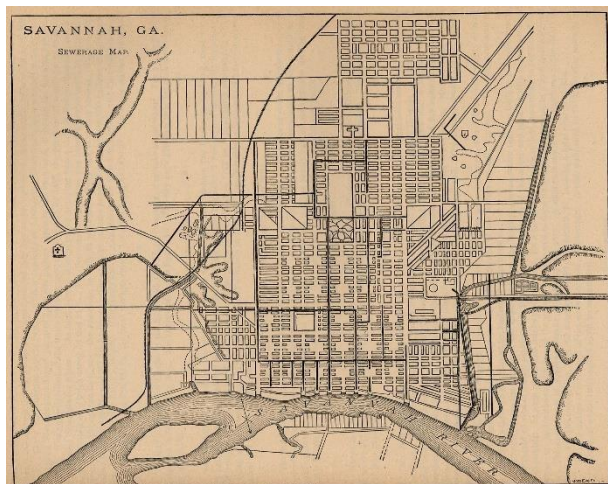
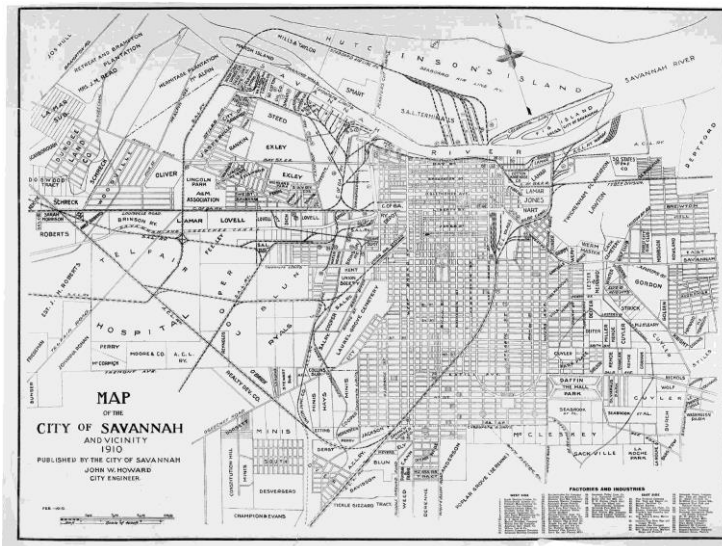
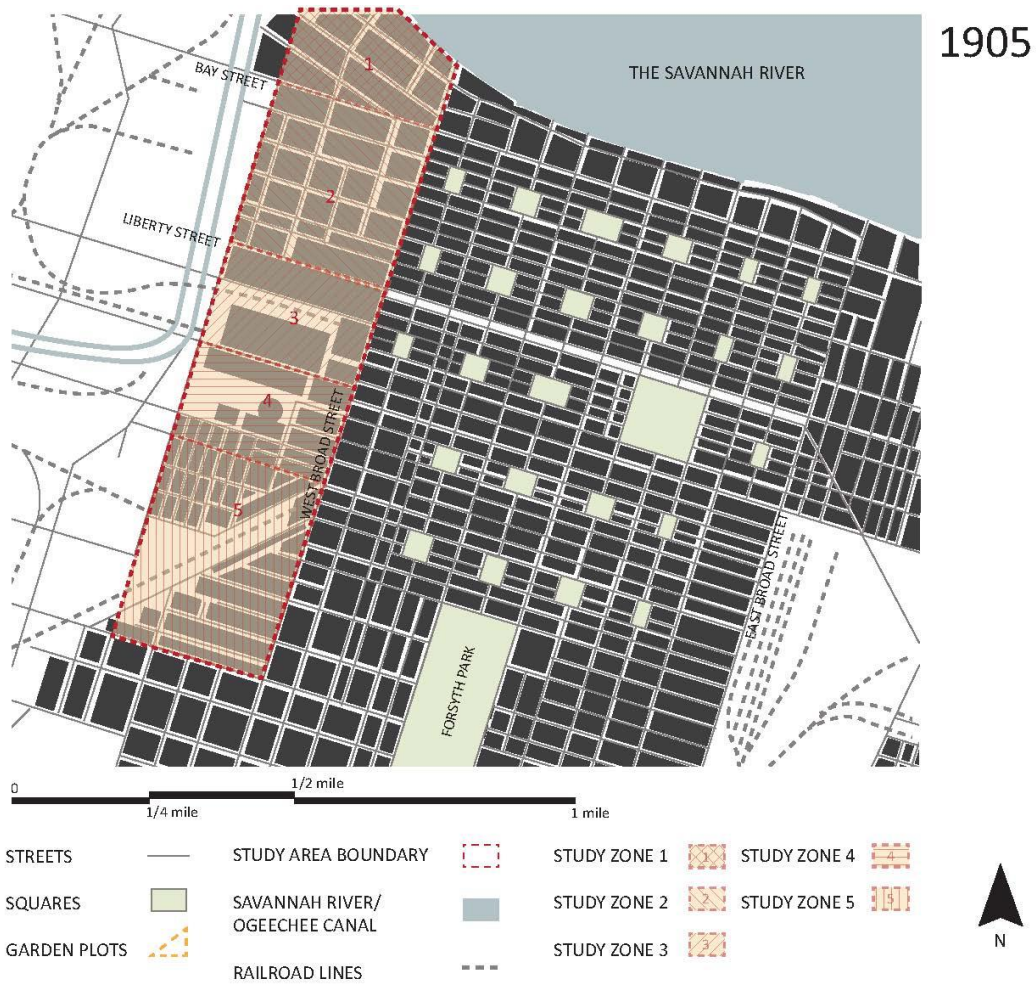


Figure 39. 1880 map of Savannah.(Unknown)

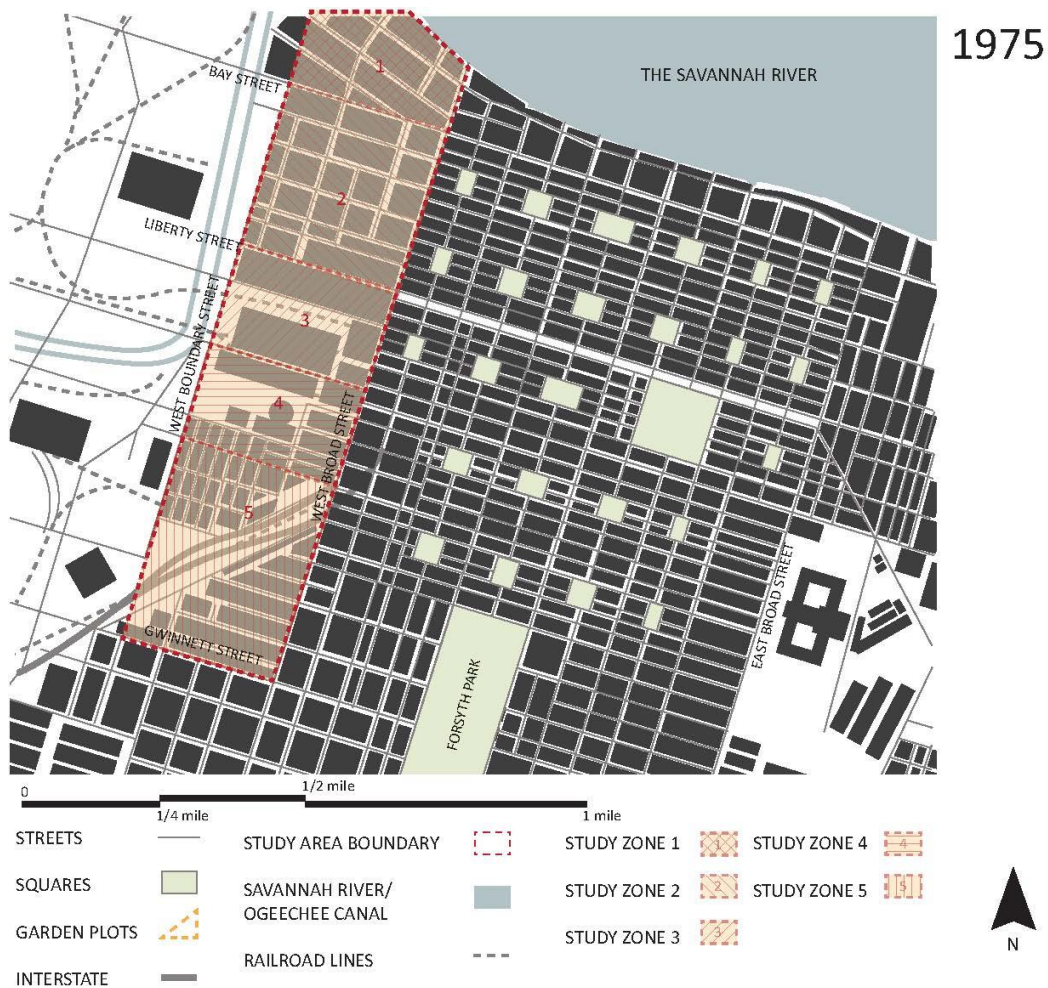
e. 1875-1905



Union Station, built in 1903, drew in worker housing into the area surrounding the railroad stations. A dense pattern of housing can be seen surrounding the site or Union Station and Central of Georgia Railroad (Figure 40). 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 accommodate the new railroad lines.

Figure 40. 1910 map of Savannah. (Howard, 1910)

f. 1905-1975



By 1975 the I-16 infrastructure has been built and is connecting Downtown Savannah at West Broad and Montgomery Street. The urban network west of West Broad is still visible but most buildings have been demolished (Figures 41, 42).

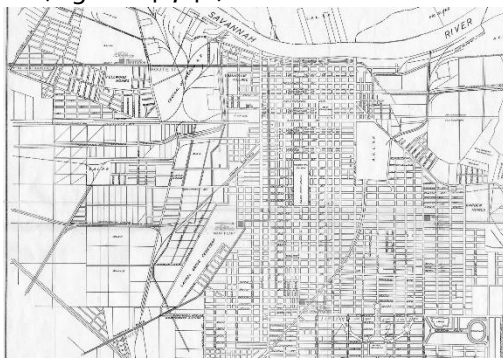
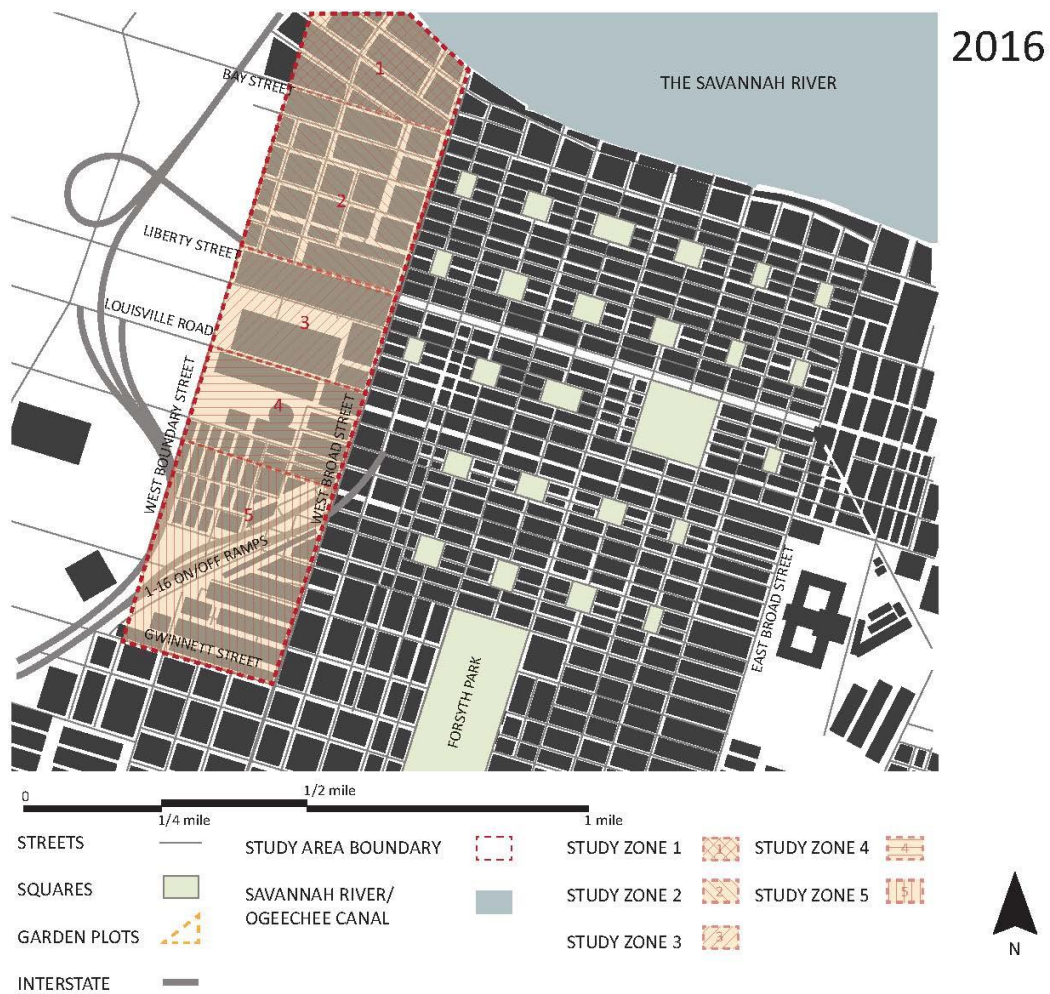


Figure 41. 1940 map of Savannah.
(Department, 1940)



Figure 42. Aerial of I-16 Ramps.
(Savannah, 1975)

g. 1975-2016



While not much of the building pattern has changed since 1975, the pattern of neighborhood streets has been badly damaged. Much of the land west of MLK Jr. Boulevard is occupied by highway infrastructure, lot sizes are large and ownership patterns have been consolidated. A smaller scale of development is evident east of MLK Jr. Boulevard (Figures 43-45).



Figure 43. 1994 map of Savannah. (Survey, 1994)

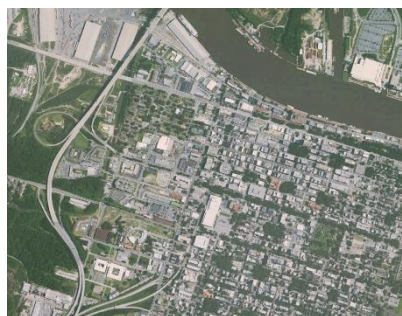


Figure 44. 2005 map of Savannah. (Earth, 2005)



Figure 45. 2014 map of Savannah. (Earth, 2014)

STUDY AREA ANALYSIS

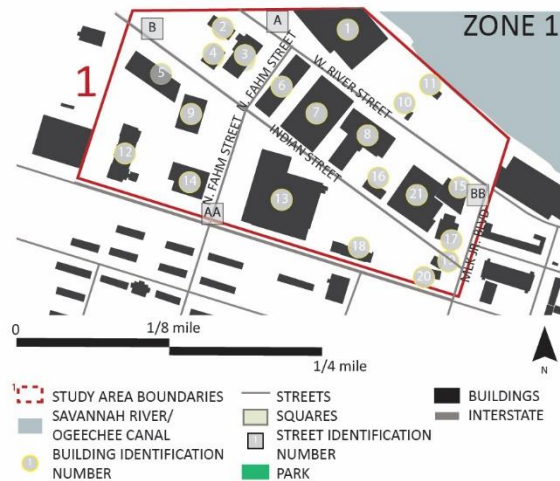
This next section will focus on examining the study area in terms of its existing conditions, the potential effects of the previously studied city proposals, as well as recommendations provided by this study based on the previous analysis on existing conditions and proposals. The study area will be broken down into five study area zones in order to get a closer look and better understanding of the study area as a whole. Existing conditions that will be examined include an inventory of buildings and rights-of-ways, historic resources, as well as existing building and land uses. The proposed conditions will map the explicit and implied recommendations for building and rights-of way restoration, building demolition, preservation efforts, new roadway recommendations, roadway demolition, as well as proposed infill development. These same categories will then be applied to a recommendation strategy. After each zone has been thoroughly analyzed, the entire study area will be looked at as a whole through the same analytical lens as the individual zones and a final recommendation will be given for the entire west side study area.

a. ZONE ONE

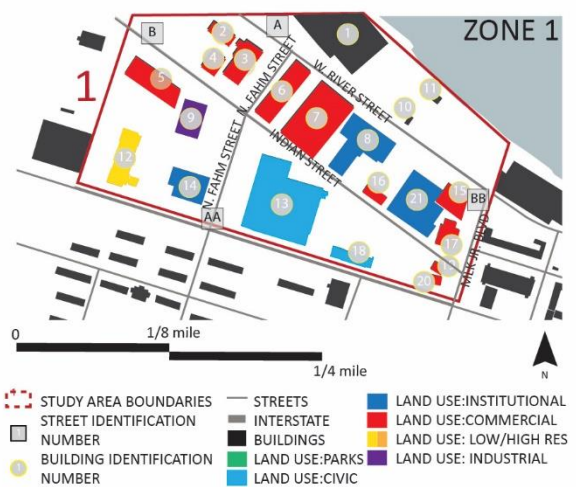


Zone one is the most northern zone in the study area. The zone is bound by River Street to the north, West Bay Street to the south, Martin Luther King Jr Blvd to the east, and West Boundary Street to the west. Examining the existing conditions maps says a lot about the area but does not quite define the feeling of it like a stroll through the zone may. Right now, the area feels largely disconnected in terms of its varying building uses and large building footprints. Every use, except for public park space, can be found here. There is a large quantity of vacant and underutilized buildings here with direct contact to the river front. The most predominate building types, other than vacant and underutilized buildings are SCAD academic halls, a hotel, and a post office. Given zone one's prominent location next to River Street, MLK Jr Blvd, and what is known as the "downtown" area of the historic district, make these maps and numeric analysis quite surprising for the area's generally poor and underutilized condition (numeric analysis on page 39 and in the appendix). Yet these facts also make this area ideal for revitalization and future development.

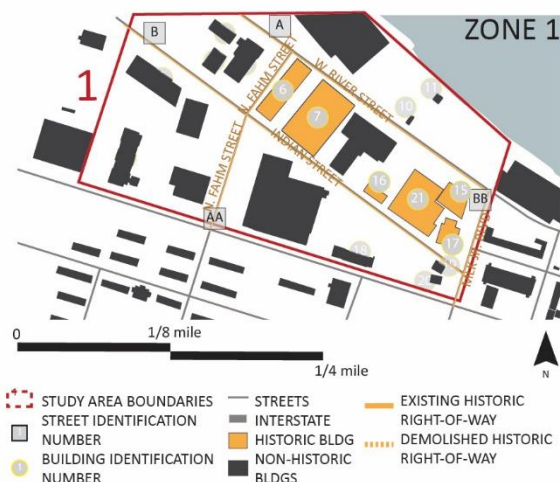
2016 EXISTING CONDITIONS BUILDINGS, PARKS, + RIGHTS-OF-WAYS



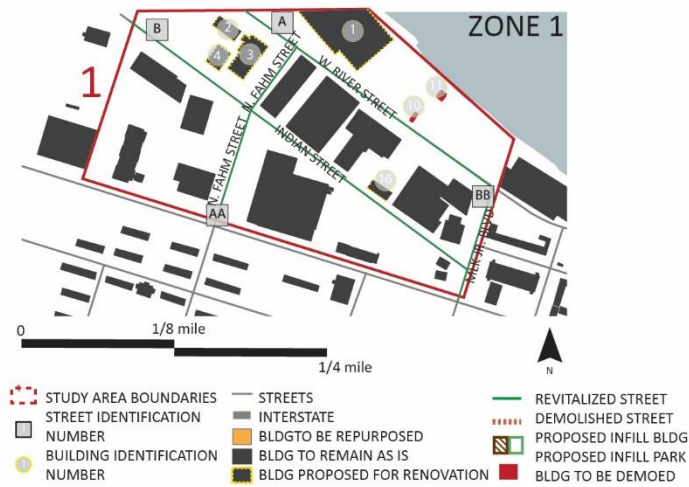
2016 EXISTING CONDITIONS LAND + BUILDING USES



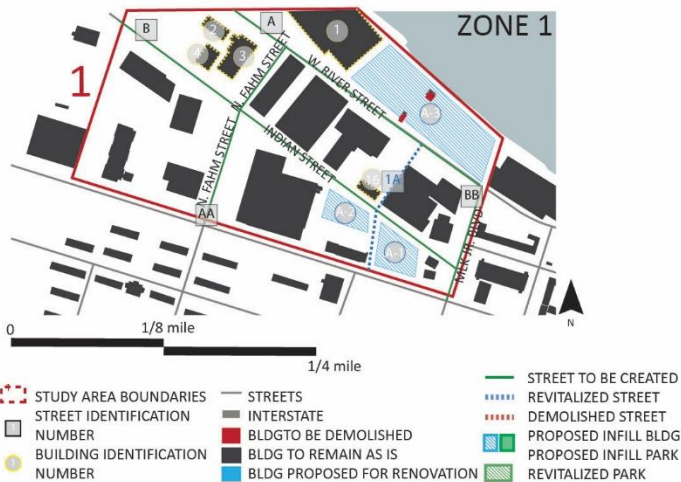
2016 HISTORIC RESOURCES BUILDINGS + RIGHTS-OF-WAYS



2016 CITY PROPOSED PLANS FUTURE DEVELOPMENT



2016 RECOMMENDATIONS FUTURE DEVELOPMENT



The primary city narrative that is recommending strategies for zone one is the West Downtown Redevelopment Plan. While the plan makes written recommendations and strategies, it does not explicitly call out what changes need to be made and where. The overall plan is rather generic in terms of its recommendations. While this study agrees in large part to the generalized statements of revitalizing and making “complete, connected streets” down to the river front; infill development and revitalization recommendations by this existing plan have been largely ignored. An inventory of existing building stock tells of which buildings are in complete disrepair and have little to no re-sale value. Those buildings have been taken as recommended for demolition.

This study sees this zone as being the most important zone in the entire study area due largely to its retention of historic buildings and rights-of-ways and its proximity to River Street and the heavily tourist attracted downtown area. This study agrees with the West Downtown Development’s Plan and also calls for revitalized complete streets but also recommends that the city incentivize the restoration and reuse of the historic buildings within this zone- perhaps even recommending to HSF that these properties be purchased by the revolving fund. In addition to rehabilitation efforts through preservation, this zone has large parcels of land, some of them parking lots, that should be leveraged for their potential economic value and infilled with appropriate new construction oriented towards the students and local Savannahians which frequent the area but also for the ever profitable tourist market.

(Full sized data sheets for zone one can be found in the Appendix.)

West Side Study Area																	
City Proposals Assessment																	
Buildings, Infill, Rights-of-Way																	
City	ID	Structure (N. West Street, E. Bay Street, S. Bay St., S.W. W. Boundary Street)	Number of Parcels	Existing	Proposed #Bldg	Total Number of Structures	Built before 1960 National Register	Number of Wood Structures	Number of Concrete Structures	Number of New Structures (2001 or later)	Demolition and Conversion of Existing Structures (2001 or later)	Existing Building/Land Use	Proposed Description	Proposed Rehabilitation	Year built	Renovated Year	Proposed By
		Address	20		22	22	14	7				commercial office, new demolition, high density residential, industrial, city, industrial - mixed use, public/private space	2	5			
1		Queen Terminal	-	-	-	-	-	-	-	-	-	NA	-	-	NA	NA	W. Queenberry Bay Area
2		1000 Victoria Street	-	-	-	-	-	-	-	-	-	NA	-	-	1960	NA	W. Queenberry Bay Area
3		1011 N. Fifth Street	-	-	-	-	-	-	-	-	-	NA	-	-	1960	NA	W. Queenberry Bay Area
4		1000 Victoria Street	-	-	-	-	-	-	-	-	-	NA	-	-	1960	NA	W. Queenberry Bay Area
5		1 N. Fifth Street	-	-	-	-	-	-	-	-	-	NA	-	-	1960	2015	-
6		1000 Victoria Street	-	-	-	-	-	-	-	-	-	NA	-	-	1960	2015	-
7		1000 Victoria Street	-	-	-	-	-	-	-	-	-	NA	-	-	1960	2015	-
8		1000 Victoria Street	-	-	-	-	-	-	-	-	-	NA	-	-	1960	2015	-
9		1000 Victoria Street	-	-	-	-	-	-	-	-	-	NA	-	-	1960	2015	-
10		1000 Victoria Street	-	-	-	-	-	-	-	-	-	NA	-	-	1960	2015	-
11		1000 Victoria Street	-	-	-	-	-	-	-	-	-	NA	-	-	1960	2015	-
12		1000 Victoria Street	-	-	-	-	-	-	-	-	-	NA	-	-	1960	2015	-
13		1000 Victoria Street	-	-	-	-	-	-	-	-	-	NA	-	-	1960	2015	-
14		1000 Victoria Street	-	-	-	-	-	-	-	-	-	NA	-	-	1960	2015	-
15		1000 Victoria Street	-	-	-	-	-	-	-	-	-	NA	-	-	1960	2015	-
16		1000 Victoria Street	-	-	-	-	-	-	-	-	-	NA	-	-	1960	2015	-
17		1000 Victoria Street	-	-	-	-	-	-	-	-	-	NA	-	-	1960	2015	-
18		1000 Victoria Street	-	-	-	-	-	-	-	-	-	NA	-	-	1960	2015	-
19		1000 Victoria Street	-	-	-	-	-	-	-	-	-	NA	-	-	1960	2015	-
20		1000 Victoria Street	-	-	-	-	-	-	-	-	-	NA	-	-	1960	2015	-
21		1000 Victoria Street	-	-	-	-	-	-	-	-	-	NA	-	-	1960	2015	-
22		1000 Victoria Street	-	-	-	-	-	-	-	-	-	NA	-	-	1960	2015	-
23		1000 Victoria Street	-	-	-	-	-	-	-	-	-	NA	-	-	1960	2015	-
24		1000 Victoria Street	-	-	-	-	-	-	-	-	-	NA	-	-	1960	2015	-
25		1000 Victoria Street	-	-	-	-	-	-	-	-	-	NA	-	-	1960	2015	-
26		1000 Victoria Street	-	-	-	-	-	-	-	-	-	NA	-	-	1960	2015	-
27		1000 Victoria Street	-	-	-	-	-	-	-	-	-	NA	-	-	1960	2015	-
28		1000 Victoria Street	-	-	-	-	-	-	-	-	-	NA	-	-	1960	2015	-
29		1000 Victoria Street	-	-	-	-	-	-	-	-	-	NA	-	-	1960	2015	-
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34		1000 Victoria Street	-	-	-	-	-	-	-	-	-	NA	-	-	1960	2015	-
35		1000 Victoria Street	-	-	-	-	-	-	-	-	-	NA	-	-	1960	2015	-
36		1000 Victoria Street	-	-	-	-	-	-	-	-	-	NA	-	-	1960	2015	-
37		1000 Victoria Street	-	-	-	-	-	-	-	-	-	NA	-	-	1960	2015	-
38		1000 Victoria Street	-	-	-	-	-	-	-	-	-	NA	-	-	1960	2015	-
39		1000 Victoria Street	-	-	-	-	-	-	-	-	-	NA	-	-	1960	2015	-
40		1000 Victoria Street	-	-	-	-	-	-	-	-	-	NA	-	-	1960	2015	-
41		1000 Victoria Street	-	-	-	-	-	-	-	-	-	NA	-	-	1960	2015	-
42		1000 Victoria Street	-	-	-	-	-	-	-	-	-	NA	-	-	1960	2015	-
43		1000 Victoria Street	-	-	-	-	-	-	-	-	-	NA	-	-	1960	2015	-
44		1000 Victoria Street	-	-	-	-	-	-	-	-	-	NA	-	-	1960	2015	-
45		1000 Victoria Street	-	-	-	-	-	-	-	-	-	NA	-	-	1960	2015	-
46		1000 Victoria Street	-	-	-	-	-	-	-	-	-	NA	-	-	1960	2015	-
47		1000 Victoria Street	-	-	-	-	-	-	-	-	-	NA	-	-	1960	2015	-
48		1000 Victoria Street	-	-	-	-	-	-	-	-	-	NA	-	-	1960	2015	-
49		1000 Victoria Street	-	-	-	-	-	-	-	-	-	NA	-	-	1960	2015	-
50		1000 Victoria Street	-	-	-	-	-	-	-	-	-	NA	-	-	1960	2015	-
51		1000 Victoria Street	-	-	-	-	-	-	-	-	-	NA	-	-	1960	2015	-
52		1000 Victoria Street	-	-	-	-	-	-	-	-	-	NA	-	-	1960	2015	-
53		1000 Victoria Street	-	-	-	-	-	-	-	-	-	NA	-	-	1960	2015	-
54		1000 Victoria Street	-	-	-	-	-	-	-	-	-	NA	-	-	1960	2015	-
55		1000 Victoria Street	-	-	-	-	-	-	-	-	-	NA	-	-	1960	2015	-
56		1000 Victoria Street	-	-	-	-	-	-	-	-	-	NA	-	-	1960	2015	-
57		1000 Victoria Street	-	-	-	-	-	-	-	-	-	NA	-	-	1960	2015	-
58		1000 Victoria Street	-	-	-	-	-	-	-	-	-	NA	-	-	1960	2015	-
59		1000 Victoria Street	-	-	-	-	-	-	-	-	-	NA	-	-	1960	2015	-
60		1000 Victoria Street	-	-	-	-	-	-	-	-	-	NA	-	-	1960	2015	-
61		1000 Victoria Street	-	-	-	-	-	-	-	-	-	NA	-	-	1960	2015	-
62		1000 Victoria Street	-	-	-	-	-	-	-	-	-	NA	-	-	1960	2015	-
63		1000 Victoria Street	-	-	-	-	-	-	-	-	-	NA	-	-	1960	2015	-
64		1000 Victoria Street	-	-	-	-	-	-	-	-	-	NA	-	-	1960	2015	-
65		1000 Victoria Street	-	-	-	-	-	-	-	-	-	NA	-	-	1960	2015	-
66		1000 Victoria Street	-	-	-	-	-	-	-	-	-	NA	-	-	1960	2015	-
67		1000 Victoria Street	-	-	-	-	-	-	-	-	-	NA	-	-	1960	2015	-
68		1000 Victoria Street	-	-	-	-	-	-	-	-	-	NA	-	-	1960	2015	-
69		1000 Victoria Street	-	-	-	-	-	-	-	-	-	NA	-	-	1960	2015	-
70		1000 Victoria Street	-	-	-	-	-	-	-	-	-	NA	-	-	1960	2015	-
71		1000 Victoria Street	-	-	-	-	-	-	-	-	-	NA	-	-	1960	2015	-
72		1000 Victoria Street	-	-	-	-	-	-	-	-	-	NA	-	-	1960	2015	-
73		1000 Victoria Street	-	-	-	-	-	-	-	-	-	NA	-	-	1960	2015	-
74		1000 Victoria Street	-	-	-	-	-	-	-	-	-	NA	-	-	1960	2015	-
75		1000 Victoria Street	-	-	-	-	-	-	-	-	-	NA	-	-	1960	2015	-
76		1000 Victoria Street	-	-	-	-	-	-	-	-	-	NA	-	-	1960	2015	-
77		1000 Victoria Street	-	-	-	-	-	-	-	-	-	NA	-	-	1960	2015	-
78		1000 Victoria Street	-	-	-	-	-	-	-	-	-	NA	-	-	1960	2015	-
79		1000 Victoria Street	-	-	-	-	-	-	-	-	-	NA	-	-	1960	2015	-
80		1000 Victoria Street	-	-	-	-	-	-	-	-	-	NA	-	-	1960	2015	-
81		1000 Victoria Street	-	-	-	-	-	-	-	-	-	NA	-	-	1960	2015	-
82		1000 Victoria Street	-	-	-	-	-	-	-	-	-	NA	-	-	1960	2015	-
83		1000 Victoria Street	-	-	-	-	-	-	-	-	-	NA	-	-	1960	2015	-
84		1000 Victoria Street	-	-	-	-	-	-	-	-	-	NA	-	-	1960	2015	-
85		1000 Victoria Street	-	-	-	-	-	-	-	-	-	NA	-	-	1960	2015	-
86		1000 Victoria Street	-	-	-	-	-	-	-	-	-	NA	-	-	1960	2015	-
87		1000 Victoria Street	-	-	-	-	-	-	-	-	-	NA	-	-	1960	2015	-
88		1000 Victoria Street	-	-	-	-	-	-	-	-	-	NA	-	-	1960	2015	-
89		1000 Victoria Street	-	-	-	-	-	-	-	-	-	NA	-	-	1960	2015	-
90		1000 Victoria Street	-	-	-	-	-	-	-	-	-	NA	-	-	1960	2015	-
91		1000 Victoria Street	-	-	-	-	-	-	-	-	-	NA	-	-	1960	2015	-
92		1000 Victoria Street	-	-	-	-	-	-	-	-	-	NA	-	-	1960	2015	-
93		1000 Victoria Street	-	-	-	-	-	-	-	-	-	NA	-	-	1960	2015	-
94		1000 Victoria Street	-	-	-	-	-	-	-	-	-	NA	-	-	1960	2015	-
95		1000 Victoria Street	-	-	-	-	-	-	-	-	-	NA	-	-	1960	2015	-
96		1000 Victoria Street	-	-	-	-	-	-	-	-	-	NA	-	-	1960	2015	-
97		1000 Victoria Street	-	-	-	-	-	-	-	-	-	NA	-	-	1960	2015	-
98		1000 Victoria Street	-	-	-	-	-	-	-	-	-	NA	-	-	1960	2015	-
99		1000 Victoria Street	-	-	-	-	-	-	-	-	-	NA	-	-	1960	2015	-
100		1000 Victoria Street	-	-	-	-	-	-	-	-	-	NA	-	-	1960	2015	-

West Side Study Area				
Existing Conditions Assessment				
Rights-of-Ways				
Key (Single Letters: E/W Street, Double Letters: N/S Street)	Boundaries (W. River Street, W. Bay Street, MLK Jr. Blvd, W. Boundary Street)			
	ZONE 1			
	Street Name	Existing	Historic	Formerly known as:
A	W. River Street			
B	Indian Street			Mill Street
AA	N. Falm Street			
BB	Marble Lumber Store Jr. Blvd			West Broad Street

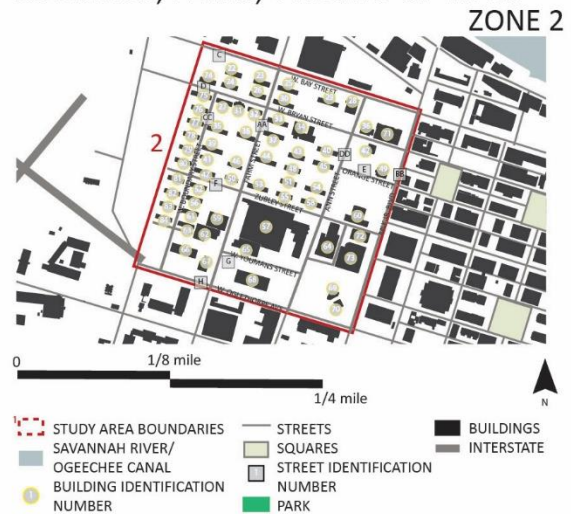
West Side Study Area							
Recommendations							
Rights-of-Ways							
<div>Key</div> <div>(Single Letter= E/W Street, Double Letters= N/S Street, lower case=new)</div>	<div>Boundaries</div> <div>(W. River Street, W. Bay Street, MLK Jr. Blvd, W. Boundary Street)</div>						Proposed By
	ZONE 1						
	Street Name	Existing	Historic	Proposed Demo	Proposed New	Proposed Revitalization	
A	W. River Street		-	-		W. Downtown Redev Plan /Agreed by this study	
B	Indian Street		-	-		W. Downtown Redev Plan /Agreed by this study	
AA	N. Fahm Street		-	-		W. Downtown Redev Plan /Agreed by this study	
BB	Martin Luther King Jr. Blvd		-	-		W. Downtown Redev Plan /Agreed by this study	
	(Lower Case Letters= To Be Studied (New))						

b. ZONE TWO

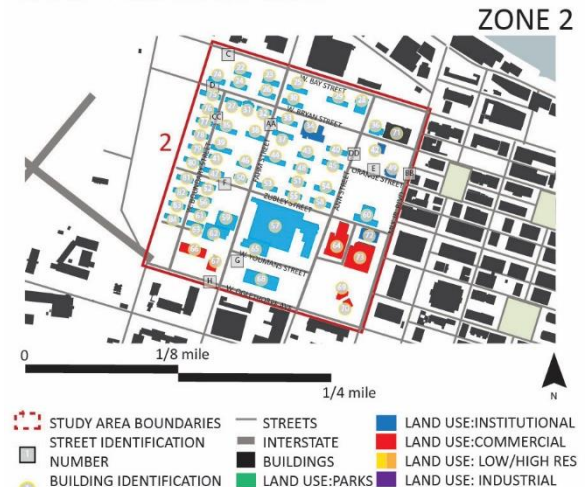


Zone two is the second most northern zone in the study area. The zone is bound by West Bay Street to the north, West Oglethorpe Ave to the south, Martin Luther King Jr Blvd to the east, and West Boundary Street to the west. Aside from a SCAD academic hall, gas station, convenient store, restaurant, and greyhound station, the area is predominately made up of public housing. Many of the historic rights-of-ways have been preserved, except for those streets which have been created into feeling more like interior neighborhood residential streets where the public housing is located. The housing here was created in the late 70's and is recommended by the West Downtown Redevelopment area to be renovated. The greyhound station, academic hall, and restaurant are all located within historic buildings that have been recently renovated and rehabilitated and are contributing to the further revitalization of the streets which they have addresses for- MLK Jr Blvd, and West Oglethorpe Avenue.

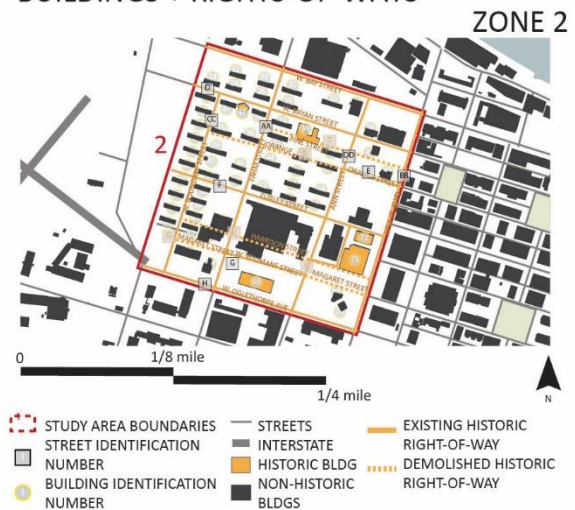
2016 EXISTING CONDITIONS BUILDINGS, PARKS, + RIGHTS-OF-WAYS



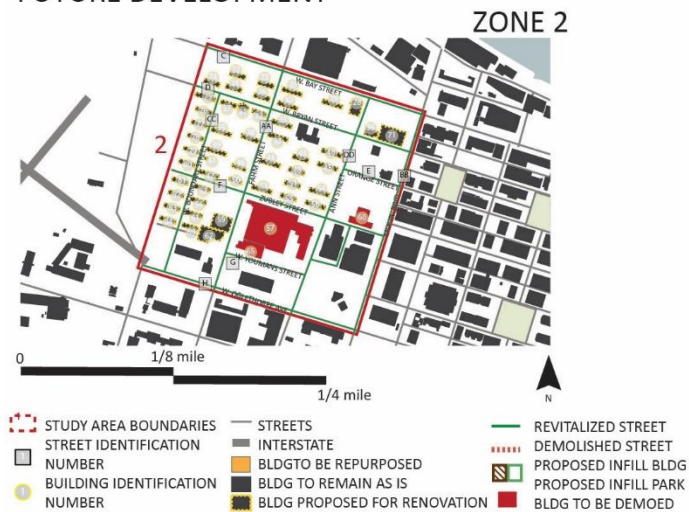
2016 EXISTING CONDITIONS LAND + BUILDING USES



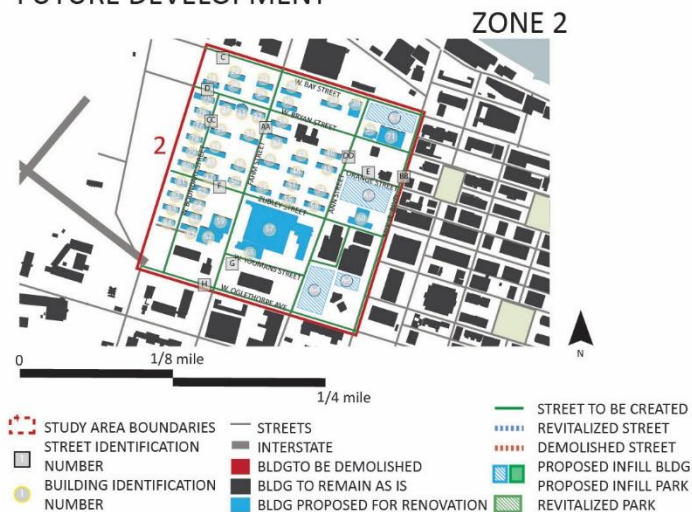
2016 HISTORIC RESOURCES BUILDINGS + RIGHTS-OF-WAYS



2016 CITY PROPOSED PLANS FUTURE DEVELOPMENT



2016 RECOMMENDATIONS FUTURE DEVELOPMENT



The primary city narrative that is recommending strategies for zone two is the West Downtown Redevelopment Plan. The plan expresses interests in revitalizing the streets and making clear connections to downtown and the river front. The plan also explicitly states that it does not recommended the demolition and infill of public housing yet would like to see the area and the housing renovated and reinvested in. Two large buildings within this zone are categorized as vacant yet retain enough value to where this study recommends that they, along with several other buildings be rehabilitated and converted into new uses. Infill development is recommended for larger parcels along Martin Luther King Junior Boulevard which are now being used as surface parking lots.

The overall feel of this zone is one of unwelcoming. Due to the fact that the area is made up of mostly residential buildings, the area has in a sense become closed off from the surrounding downtown and functions like a private suburban neighborhood with residents coming in and out and non-residents rarely ever coming in. The goal for this zone as stated by this study is open the interior “neighborhood” streets of the zone, reinvest in existing public infrastructure, and repurposes buildings with prosperous uses in order to create a zone which not only serves its local residents but also invests and invites others in.

*Please view details on this analysis on page 42 and 43. Larger versions of these charts are also provided in the appendix.

[illegible][illegible]

Recommendations

[illegible]

Existing Conditions Assessment

Rights-Of-Ways

Key (Single Letters E/W Street, Double Letters N/S Street)		Boundaries (W. Bay Street, W. Ogilvie/Howe Ave., Blvd. J, W. Boundary Street)			
		ZONE 2			
		Street Name	Existing	Historic	Formerly known as:
C	W. Bay Street				
D	W. Bryan Street				-
E	Orange Street				-
F	Zubly Street				-
G	W. Yousum Street				Margate Street
GA	W. Ogilvie/Howe Street				William Street (near W. Broad Street)
AA	N. Fahn Street				Fahn Street
BB	Marion Luther King Jr. Blvd				West Broad Street
CC	W. Boundary Street				
DD	Ann Street				
E	Pine Street	-	-	no longer exists	
F	Orange Street	-	-	portion no longer exists	
G	Harrison Street	-	-	no longer exists	
H	Manassah Street	-	-	portion no longer exists	

City Proposals Assessment

[illegible]

Key
Single Letters: ERM/Street

(Single letter - E/W Street, Double Letter - N/S Street, Lower case letter - left Street, lower case letter - right Street)							Proposed By
ZONE 2							
	Street Name	Existing	Historic	Proposed Demo	Proposed New	Proposed Reutilization	
C	W. Bay Street	-	-	-	-	-	W. Downtown Redfin Plan
D	W. Evans Street	-	-	-	-	-	W. Downtown Redfin Plan
E	Orange Street	-	-	-	-	-	W. Downtown Redfin Plan
F	Saline Street	-	-	-	-	-	W. Downtown Redfin Plan
G	W. Vineyard Street	-	-	-	-	-	W. Downtown Redfin Plan
H	W. Chestnut Street	-	-	-	-	-	W. Downtown Redfin Plan
AA	N. Falm Street	-	-	-	-	-	W. Downtown Redfin Plan
BB	Marine (after Hwy 2, Blvd)	-	-	-	-	-	W. Downtown Redfin Plan
CC	W. Boundary Street	-	-	-	-	-	W. Downtown Redfin Plan
DD	Ann Street	-	-	-	-	-	W. Downtown Redfin Plan

Recommendations

Figure 3.10	
Year	Rate
1990	1.0
1991	1.0
1992	1.0
1993	1.0
1994	1.0
1995	1.0
1996	1.0
1997	1.0
1998	1.0
1999	1.0
2000	1.0
2001	1.0
2002	1.0
2003	1.0
2004	1.0
2005	1.0
2006	1.0
2007	1.0
2008	1.0
2009	1.0
2010	1.0
2011	1.0
2012	1.0
2013	1.0
2014	1.0
2015	1.0
2016	1.0
2017	1.0
2018	1.0
2019	1.0
2020	1.0
2021	1.0
2022	1.0
2023	1.0
2024	1.0
2025	1.0
2026	1.0
2027	1.0
2028	1.0
2029	1.0
2030	1.0
2031	1.0
2032	1.0
2033	1.0
2034	1.0
2035	1.0
2036	1.0
2037	1.0
2038	1.0
2039	1.0
2040	1.0
2041	1.0
2042	1.0
2043	1.0
2044	1.0
2045	1.0
2046	1.0
2047	1.0
2048	1.0
2049	1.0
2050	1.0
2051	1.0
2052	1.0
2053	1.0
2054	1.0
2055	1.0
2056	1.0
2057	1.0
2058	1.0
2059	1.0
2060	1.0
2061	1.0
2062	1.0
2063	1.0
2064	1.0
2065	1.0
2066	1.0
2067	1.0
2068	1.0
2069	1.0
2070	1.0
2071	1.0
2072	1.0
2073	1.0
2074	1.0
2075	1.0
2076	1.0
2077	1.0
2078	1.0
2079	1.0
2080	1.0
2081	1.0
2082	1.0
2083	1.0
2084	1.0
2085	1.0
2086	1.0
2087	1.0
2088	1.0
2089	1.0
2090	1.0
2091	1.0
2092	1.0
2093	1.0
2094	1.0
2095	1.0
2096	1.0
2097	1.0
2098	1.0
2099	1.0
2100	1.0

Key

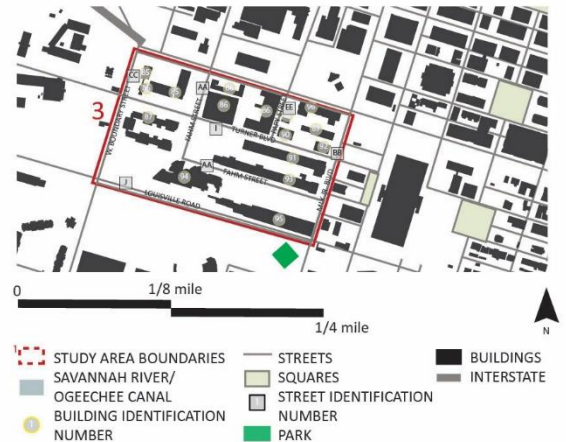
Single Letters E/W Street, Double Letters N/S Street, None contained		Zone 2				Proposed By
Street Name	Existing	Historic	Proposed Demo	Proposed New	Proposed Revitalization	
C	W. Bay Street	-	-	-	W. Downtown Redevelopment Plan / Agreed by this study	
E	W. Bryan Street	-	-	-	W. Downtown Redevelopment Plan / Agreed by this study	
E	Orange Street	-	-	-	W. Downtown Redevelopment Plan / Agreed by this study	
F	Azules Street	-	-	-	W. Downtown Redevelopment Plan / Agreed by this study	
G	W. Houston Street	-	-	-	W. Downtown Redevelopment Plan / Agreed by this study	
H	W. Ogdenburg Street	-	-	-	W. Downtown Redevelopment Plan / Agreed by this study	
I	N. Talmor Street	-	-	-	W. Downtown Redevelopment Plan / Agreed by this study	
BB	Martin Luther King Jr. Blvd	-	-	-	W. Downtown Redevelopment Plan / Agreed by this study	
W	W. Boundary Street	-	-	-	W. Downtown Redevelopment Plan / Agreed by this study	
DD	Ann Street	-	-	-	W. Downtown Redevelopment Plan / Agreed by this study	

c. ZONE THREE

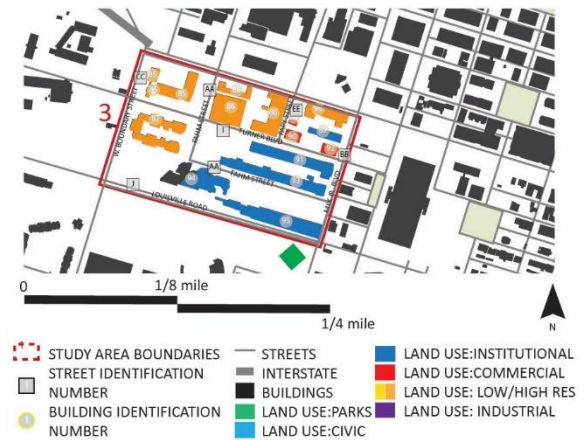


Zone three is a smaller zone bound by West Oglethorpe Ave to the north, Liberty Street to the south, Martin Luther King Jr Boulevard to the east, and West Boundary Street to the west. The zone is largely residential (dorms or hotel/motels) and institutional with three museum buildings and two academic halls. This zone has been revitalized and reinvested in over the past twenty years by the conversion of old hotels into SCAD dormitories and the conversion of Central of Georgia Railroad buildings into academic halls, a SCAD museum, and a city of Savannah history museum.

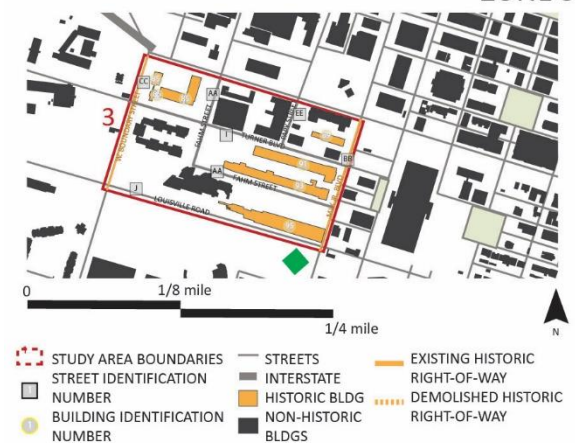
2016 EXISTING CONDITIONS BUILDINGS, PARKS, + RIGHTS-OF-WAYS ZONE 3



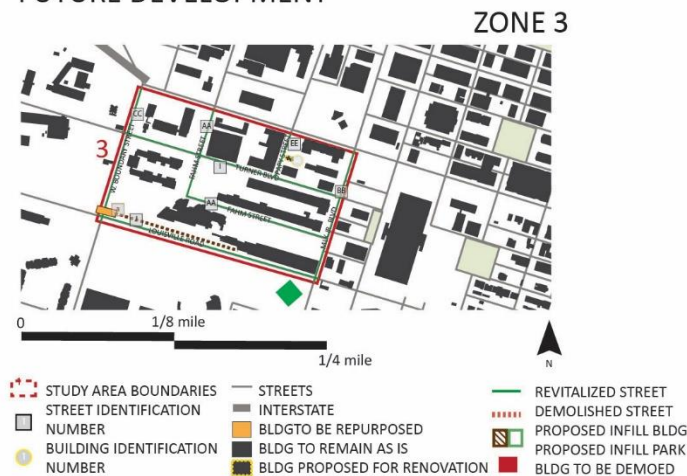
2016 EXISTING CONDITIONS LAND + BUILDING USES ZONE 3



2016 HISTORIC RESOURCES BUILDINGS + RIGHTS-OF-WAYS ZONE 3

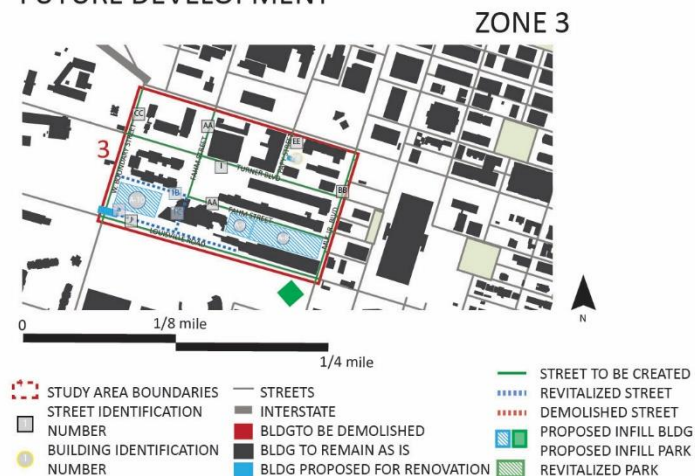


2016 CITY PROPOSED PLANS FUTURE DEVELOPMENT



The primary city narrative that is recommending strategies for zone three is the West Boundary Canal District Vision Plan. The plan expresses interests in revitalizing the streets and making clear connections to downtown and the river front. The canal district would convert city owned property into a new stadium on land that falls outside of this study area. However, the plan calls for a large area of the study zone's streets to be made complete and for more connections to be made to West Boundary Street.

2016 RECOMMENDATIONS FUTURE DEVELOPMENT



This study proposes very little redevelopment. Such as with the rest of the study area, zone three's streets are in need of attention and could be revitalized to be more bike and pedestrian friendly. However, these are all relatively "new" streets since the area was historically rail road terminals prior to the 1950s. A new pedestrian walkway is proposed and agreed by this study to connect the Savannah History and Visitors Museum to the proposed revitalized West Boundary Street and Canal District. All buildings deemed historic and contributing to the character of the national landmark district are being used to their best and fullest use. The only recommendation for this study area would be to infill and populate more of the parcels along Liberty Street in order to bring people, other than SCAD students down to West Boundary Street. Liberty Street is one of the main streets into downtown Savannah and should be invested into as a gateway street.

*Please view details on this analysis on page 46. Larger versions of these charts are also provided in the appendix.

Zone Three Supplemental Analytical Data
(Full sized data sheets for zone one can be found in the Appendix.)

West Side Study Area											
Existing Conditions Assessment											
Buildings, Land Uses, Rights-of-Ways											
Key	Boundaries (W. Oglethorpe Ave, Louisville Rd, MLK Jr. Blvd, W. Boundary Street)	Number of Parcels	Total Number of Structures	Built before 1950; could be added to National Register	Number of Utilized Structures	Number of Underutilized/Vacant Structures	Number of New Construction/Recently Renovated Buildings (2005 or later)	Designated Historic and Contributing to Historic District by City?	Existing Building Use	Year built	Renovated Year
	ZONE 3										
Address											
85	224 W. Boundary Street	-	-	-	-	-	-	Y	SCAD student housing	1951	N/A
86	611 W. Oglethorpe Ave	-	-	-	-	-	-	N	residential	1970	2014
87	802 W. Boundary Street	-	-	-	-	-	-	N	SCAD student housing	N/A	N/A
88	240 Pappy Street	-	-	-	-	-	-	N	residential	N/A	N/A
89	217 Martin Luther King Jr. Boulevard	-	-	-	-	-	-	Y	college academic facility	1958	N/A
90	1534 Turner Boulevard	-	-	-	-	-	-	-	N/A	N/A	N/A
91	227 Martin Luther King Jr. Boulevard	-	-	-	-	-	-	Y	SCAD Museum	1883	2012
92	223 Martin Luther King Jr. Boulevard	-	-	-	-	-	-	N	residential	N/A	N/A
93	279 Martin Luther King Jr. Boulevard	-	-	-	-	-	-	N	college academic facility	1883, 1889	N/A
94	805 Fahm Avenue	-	-	-	-	-	-	N	Coastal Georgia Center	N/A	N/A
95	160 Martin Luther King Jr. Boulevard	-	-	-	-	-	-	N	Coastal Georgia Center	1970	N/A
96	403 W. Oglethorpe Avenue	-	-	-	-	-	-	N	residential	N/A	N/A

West Side Study Area																
City Proposals Assessment																
Buildings, Infill, Rights-of-Ways																
Key	Boundaries (W. Oglethorpe Ave, Louisville Rd, MLK Jr. Blvd, W. Boundary Street)	Number of Parcels	Existing?	Proposed (2012)	Total Number of Structures	B&E DUES Estimated Annual Refund Request	Number of C&A Staff Directors	Number of New Housing Units and Structures	Number of New Residential Rooms Estimated Building Square Footage	Demolition and Construction Costs (to be Submitted by City)	Existing Building Use	Proposed Structure	Proposed Rehabilitation	Year Built	Demolished Year	Proposed By
	ZONE 3															
RESIDENTIAL																
85	1214 W. Boundary Street	-	-	-	-	-	-	-	-	-	SCAD student housing	-	-	1950	N/A	-
86	611 W. Oglethorpe Ave	-	-	-	-	-	-	-	-	-	residential	-	-	1970	N/A	-
87	802 W. Boundary Street	-	-	-	-	-	-	-	-	-	SCAD student housing	-	-	N/A	N/A	-
88	240 Pappy Street	-	-	-	-	-	-	-	-	-	residential	-	-	N/A	N/A	-
89	217 Martin Luther King Jr. Boulevard	-	-	-	-	-	-	-	-	-	college academic facility	-	-	1958	N/A	W. Boundary Co's been here
90	1534 Turner Boulevard	-	-	-	-	-	-	-	-	-	residential	-	-	N/A	N/A	-
91	227 Martin Luther King Jr. Boulevard	-	-	-	-	-	-	-	-	-	SCAD Museum	-	-	1883	N/A	-
92	223 Martin Luther King Jr. Boulevard	-	-	-	-	-	-	-	-	-	residential	-	-	N/A	N/A	-
93	279 Martin Luther King Jr. Boulevard	-	-	-	-	-	-	-	-	-	college academic facility	-	-	1883, 1889	N/A	-
94	805 Fahm Avenue	-	-	-	-	-	-	-	-	-	Coastal Georgia Center	-	-	N/A	N/A	-
95	160 Martin Luther King Jr. Boulevard	-	-	-	-	-	-	-	-	-	Coastal Georgia Center	-	-	1970	N/A	-
96	403 W. Oglethorpe Avenue	-	-	-	-	-	-	-	-	-	residential	-	-	N/A	N/A	-

West Side Study Area															
Recommendations															
Buildings, Infill, Rights-of-Ways															
Key	Description (201 Oglethorpe Ave, Louisville Rd, MLK Jr. Blvd, W. Boundary Street)	Number of Parcels	Zoning?	Proposed (2012)	Total Number of Structures	Infill within 1/4 mile of existing Infill	Number of Infill Structures	Number of New Structures	Number of New Structures within 1/4 mile of existing Infill	Existing or Proposed Building and Use	Proposed Building and Use	Proposed Building and Use	Year Built	Rebuilt Year	Proposed For
ZONE 3															
	Address	18			13	5	13	0	2	5	Existing or Proposed Building and Use	Proposed Building and Use			
85	1214 W. Boundary Street	-	-	-	-	-	-	-	-	SCAD student housing	-	-	1950	N/A	-
86	611 W. Oglethorpe Ave	-	-	-	-	-	-	-	-	residential	-	-	1970	2014	-
87	802 W. Boundary Street	-	-	-	-	-	-	-	-	SCAD student housing	-	-	N/A	N/A	-
88	240 Pappy Street	-	-	-	-	-	-	-	-	residential	-	-	N/A	N/A	-
89	217 Martin Luther King Jr. Boulevard	-	-	-	-	-	-	-	-	college academic facility	-	-	1958	N/A	-
90	1534 Turner Boulevard	-	-	-	-	-	-	-	-	residential	-	-	N/A	N/A	-
91	227 Martin Luther King Jr. Boulevard	-	-	-	-	-	-	-	-	SCAD Museum	-	-	1883	2012	-
92	223 Martin Luther King Jr. Boulevard	-	-	-	-	-	-	-	-	residential	-	-	N/A	N/A	-
93	279 Martin Luther King Jr. Boulevard	-	-	-	-	-	-	-	-	college academic facility	-	-	1883, 1889	N/A	-
94	805 Fahm Avenue	-	-	-	-	-	-	-	-	Coastal Georgia Center	-	-	N/A	N/A	-
95	160 Martin Luther King Jr. Boulevard	-	-	-	-	-	-	-	-	Coastal Georgia Center	-	-	1970	N/A	-
96	403 W. Oglethorpe Avenue	-	-	-	-	-	-	-	-	residential	-	-	N/A	N/A	-
A-1	W. Oglethorpe Ave. (W. Boundary Street to Turner Blvd)	-	-	-	-	-	-	-	-	SCAD student housing	-	-	-	-	See Study
A-2	W. Oglethorpe Ave. (Turner Blvd to W. Boundary Street)	-	-	-	-	-	-	-	-	SCAD student housing	-	-	-	-	See Study
A-3	W. Oglethorpe Ave. (W. Boundary Street to Turner Blvd)	-	-	-	-	-	-	-	-	SCAD student housing	-	-	-	-	See Study

West Side Study Area				
Existing Conditions Assessment				
Rights-of-Ways				
Key (Single Letter= E/W Street, Double Letters= N/S Street)	Boundaries (W. Oglethorpe Ave, Louisville Rd, MLK Jr. Blvd, W. Boundary Street)			
	ZONE 3			
Key (Single Letter= E/W Street, Double Letters= N/S Street)	Street Name	Existing	Historic	Formerly known as:
	Turner Blvd.	-	-	-
Key (Single Letter= E/W Street, Double Letters= N/S Street)	Louisville Road	-	-	-
	N. Fahm Street	-	-	-
Key (Single Letter= E/W Street, Double Letters= N/S Street)	Martin Luther King Jr. Blvd	-	-	-
	W. Boundary Street	-	-	-
Key (Single Letter= E/W Street, Double Letters= N/S Street)	Pappy Street	-	-	-
	W. Boundary Street	-	-	-

West Side Study Area				
City Proposals Assessment				
Rights-of-Ways				
Key (Single Letter= E/W Street, Double Letters= N/S Street, lower case=new)	Boundaries (W. Oglethorpe Ave, Louisville Rd, MLK Jr. Blvd, W. Boundary Street)			
	ZONE 3			
Key (Single Letter= E/W Street, Double Letters= N/S Street, lower case=new)	Street Name	Existing	Historic	Proposed Revitalization
	Turner Blvd.	-	-	-
Key (Single Letter= E/W Street, Double Letters= N/S Street, lower case=new)	Louisville Road	-	-	-
	N. Fahm Street	-	-	-
Key (Single Letter= E/W Street, Double Letters= N/S Street, lower case=new)	Martin Luther King Jr. Blvd	-	-	-
	W. Boundary Street	-	-	-
Key (Single Letter= E/W Street, Double Letters= N/S Street, lower case=new)	Pappy Street	-	-	-
	W. Boundary Street	-	-	-

West Side Study Area				
Recommendations				
Rights-of-Ways				
Key (Single Letter= E/W Street, Double Letters= N/S Street, lower case=new)	Boundaries (W. Oglethorpe Ave, Louisville Rd, MLK Jr. Blvd, W. Boundary Street)			
	ZONE 3			
Key (Single Letter= E/W Street, Double Letters= N/S Street, lower case=new)	Street Name	Existing	Historic	Proposed Revitalization
	Turner Blvd.	-	-	-
Key (Single Letter= E/W Street, Double Letters= N/S Street, lower case=new)	Louisville Road	-	-	-
	N. Fahm Street	-	-	-
Key (Single Letter= E/W Street, Double Letters= N/S Street, lower case=new)	Martin Luther King Jr. Blvd	-	-	-
	W. Boundary Street	-	-	-
Key (Single Letter= E/W Street, Double Letters= N/S Street, lower case=new)	Pappy Street	-	-	-
	W. Boundary Street	-	-	-

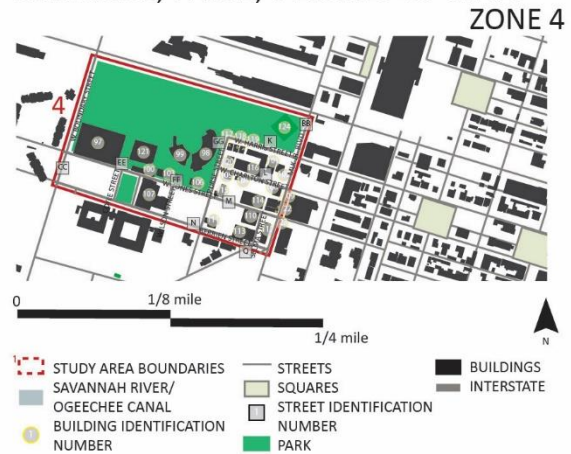
d. ZONE FOUR



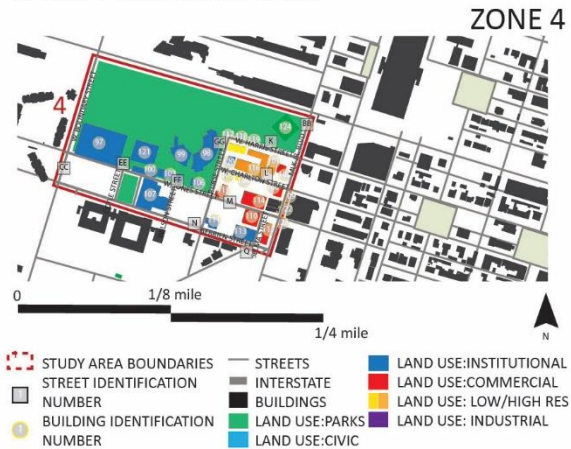
Zone four is the second most southern zone in the study area and is bound by Liberty Street to the north, Berrien Street to the south, Martin Luther King Jr. Boulevard to the east, and West Boundary Street to the west. This is the most well preserved zone of the study area with all streets being historically significant, with the exception of part of West Boundary that was cut off from previous rail road tracks, and fifty percent of all existing buildings being historically significant and contributing to the National Historic Landmark District.

The zone is predominately filled with institutional uses such as museums and school buildings but is sprinkled in with both high and low density residential housing and a few standalone commercial buildings along MLK Jr Blvd. This zone has been revitalized and reinvested in over the past fifteen years by the city's recognition of Battlefield Park as a historic battlefield to be preserved, the Georgia State Railroad Museum's preservation and use, as well as the reinvestment and infill of multi-family apartments along Berrien and Selma Streets.

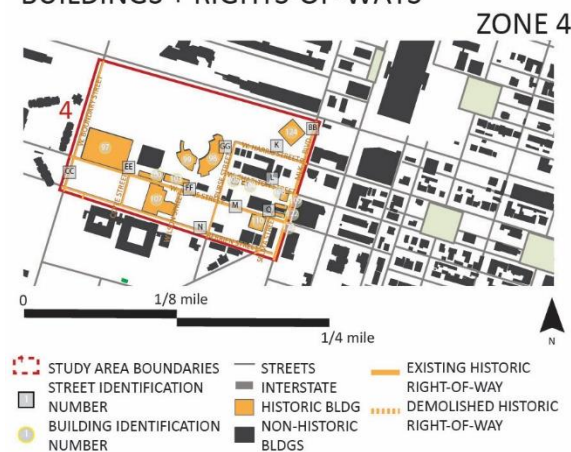
2016 EXISTING CONDITIONS BUILDINGS, PARKS, + RIGHTS-OF-WAYS



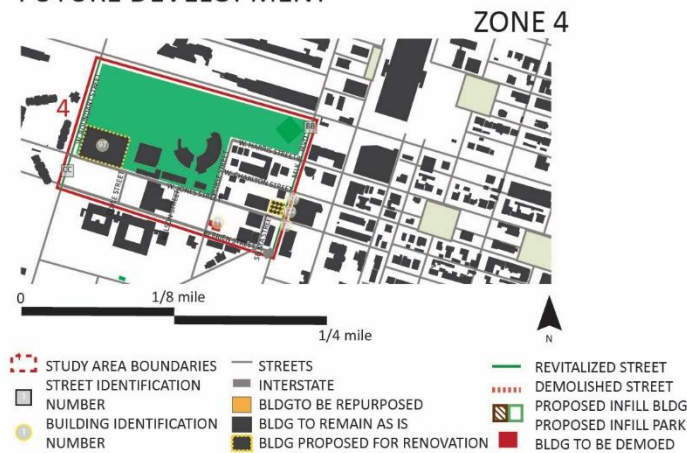
2016 EXISTING CONDITIONS LAND + BUILDING USES



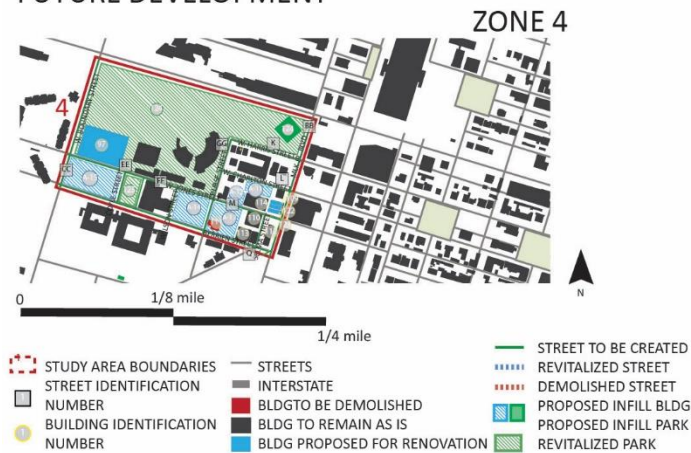
2016 HISTORIC RESOURCES BUILDINGS + RIGHTS-OF-WAYS



2016 CITY PROPOSED PLANS FUTURE DEVELOPMENT



2016 RECOMMENDATIONS FUTURE DEVELOPMENT



The primary city narrative that is recommending strategies for zone four is the West Boundary Canal District Vision Plan as well as the I-16 Exit Ramp Removal Study. The plans express interests in revitalizing Liberty Street as a “gateway street” into downtown Savannah and recommend the revitalization of three mixed-use vacant buildings along MLK Jr. Boulevard.

While this zone, like zone three, has undergone more reinvestment over the past twenty years this zone still feels under-utilized and slightly blighted. All streets should be revitalized, especially Liberty, Berrien, West Boundary and MLK Jr Blvd. In addition, this study agrees with previous recommendations for rehabilitation of the three structures on MLK Jr Boulevard. Furthermore, this study sees this area as having some of the most available land for infill and park revitalization. Battlefield Park is a protected historic resource and has a clear connection to the State Railroad Museum, yet is highly underutilized and rarely visited. Beautification and reinvestment into Liberty Street may bring more attention and use to this open, park-like urban area. This study also recommends the redevelopment of a large piece of property owned by the Georgia State Railroad Museum (building 97) and proposes infill development for several lots along Berrien Street.

*Please view details on this analysis on page 49 and 50. Larger versions of these charts are also provided in the appendix.

Zone Four Supplemental Analytical Data

(Full sized data sheets for zone one can be found in the Appendix.)

West Side Study Area											
Existing Conditions Assessment											
Buildings, Land Uses, Rights-of-Ways											
Key	Boundaries (Louisville Rd. between Street, MUX in Blvd. W. Boundary Street)	Number of Parcels	Total Number of Structures	Built before 1960 - could be added to National Register	Number of Utilized Structures	Number of Underutilized/Vacant Structures	Number of New Construction/Recently Renovated Buildings (2010 to 2015)	Deemed Historic and Contributing to Historic District by City?	Existing Use <i>commercial/office, low density residential, high density residential, industrial, civic, institutional, mixed use, park/green space</i>	Year Built	Renovated Year
	Address	52	41	14	72	4	12				
97	1034 W. Jones Street	-	-	-	-	-	-	Y	vacant lot owned by Central Heritage	1953	N/A
98	1042 Paine Street	-	-	-	-	-	-	Y	Georgia State RM Museum	1976	N/A
99	455 Louisville Road	-	-	-	-	-	-	Y	Georgia State RM Museum	1928	N/A
100	1048 W. Jones Street	-	-	-	-	-	-	Y	Georgia State RM Museum	1954	N/A
101	125 Martin Luther King Jr. Boulevard	-	-	-	-	-	-	N	hotel	N/A	N/A
102	126 Martin Luther King Jr. Boulevard	-	-	-	-	-	-	N	gas station	N/A	N/A
103	104 W. Jones Street	-	-	-	-	-	-	Y	Georgia State RM Museum	1915	N/A
104	100 W. Charlton Street	-	-	-	-	-	-	Y	residence	1988	N/A
105	1043 W. Charlton Street	-	-	-	-	-	-	Y	residence	1935	N/A
106	104 W. Jones Street	-	-	-	-	-	-	Y	Georgia State RM Museum	N/A	N/A
107	1011 W. Jones Street	-	-	-	-	-	-	Y	church	1988	N/A
108	239 Martin Luther King Jr. Boulevard	-	-	-	-	-	-	Y	office building	1990	N/A
109	107 Martin Luther King Jr. Boulevard	-	-	-	-	-	-	Y	vacant	1957	N/A
110	1043 W. Jones Street	-	-	-	-	-	-	Y	retail	1958	N/A
111	126 Berrien Street	-	-	-	-	-	-	N	vacant	N/A	N/A
112	125 Martin Luther King Jr. Boulevard	-	-	-	-	-	-	N	vacant	N/A	N/A
113	112 Berrien Street	-	-	-	-	-	-	N	church	N/A	N/A
114	100 W. Jones Street	-	-	-	-	-	-	N	retail	1913	N/A
115	1036 W. Jones Street	-	-	-	-	-	-	N	storage	N/A	N/A
116	1020 W. Charlton Street	-	-	-	-	-	-	N	hotel	N/A	N/A
117	105 W. Harris Street	-	-	-	-	-	-	N	residence	early 2000s	N/A
118	1031 W. Harris Street	-	-	-	-	-	-	N	residence	early 2000s	N/A
119	101 W. Harris Street	-	-	-	-	-	-	N	residence	early 2000s	N/A
120	110 W. Charlton Street	-	-	-	-	-	-	N	residence	early 2000s	N/A
121	101 Martin Luther King Jr. Boulevard	-	-	-	-	-	-	N	vacant	1925	N/A
122	101 Martin Luther King Jr. Boulevard	-	-	-	-	-	-	N	vacant	1987	N/A
123	105 Martin Luther King Jr. Boulevard	-	-	-	-	-	-	Y	vacant	1987	N/A
124	Barfield Park	-	-	-	-	-	-	Y	park	never occupied 1789	2003

West Side Study Area																
City Proposals Assessment																
Buildings, Infill, Rights-of-Ways																
Key	Boundaries (Louisville Rd. between Street, MUX in Blvd. W. Boundary Street)	Number of Parcels	Existing?	Proposed Bldg?	Total Number of Structures	Built before 1950 - could be added to National Register	Number of Utilized Structures	Number of Underutilized/Vacant Structures	Number of New Construction/Recently Renovated Buildings (2010 to 2015)	Deemed Historic and Contributing to Historic District by City?	Existing Use <i>commercial/office, low density residential, high density residential, industrial, civic, institutional, mixed use, park/green space</i>	Proposed demolition	Proposed Rehabilitation	Year built	Demolished Year	Proposed By
	Address	52			41	14	22	4	12	11		1	4			
97	101 W. Jones Street	-	-	-	-	-	-	-	-	Y	vacant	-	-	1953	N/A	-
98	1042 Paine Street	-	-	-	-	-	-	-	-	Y	Central Heritage	-	-	1926	N/A	-
99	455 Louisville Road	-	-	-	-	-	-	-	-	Y	Georgia State RM Museum	-	-	1928	N/A	-
100	1048 W. Jones Street	-	-	-	-	-	-	-	-	Y	Georgia State RM Museum	-	-	1954	N/A	-
101	125 Martin Luther King Jr. Boulevard	-	-	-	-	-	-	-	-	N	hotel	-	-	N/A	N/A	-
102	126 Martin Luther King Jr. Boulevard	-	-	-	-	-	-	-	-	N	gas station	-	-	N/A	N/A	-
103	104 W. Jones Street	-	-	-	-	-	-	-	-	Y	Georgia State RM Museum	-	-	1915	N/A	-
104	100 W. Charlton Street	-	-	-	-	-	-	-	-	Y	residence	-	-	1988	N/A	-
105	1043 W. Charlton Street	-	-	-	-	-	-	-	-	Y	residence	-	-	1935	N/A	-
106	104 W. Jones Street	-	-	-	-	-	-	-	-	Y	Georgia State RM Museum	-	-	N/A	N/A	-
107	1011 W. Jones Street	-	-	-	-	-	-	-	-	Y	church	-	-	1988	N/A	-
108	239 Martin Luther King Jr. Boulevard	-	-	-	-	-	-	-	-	Y	office building	-	-	1990	N/A	-
109	107 Martin Luther King Jr. Boulevard	-	-	-	-	-	-	-	-	Y	vacant	-	-	1957	N/A	-
110	1043 W. Jones Street	-	-	-	-	-	-	-	-	Y	retail	-	-	1958	N/A	-
111	126 Berrien Street	-	-	-	-	-	-	-	-	N	vacant	-	-	N/A	N/A	-
112	125 Martin Luther King Jr. Boulevard	-	-	-	-	-	-	-	-	N	vacant	-	-	N/A	N/A	-
113	112 Berrien Street	-	-	-	-	-	-	-	-	N	church	-	-	N/A	N/A	-
114	100 W. Jones Street	-	-	-	-	-	-	-	-	N	retail	-	-	1913	N/A	-
115	1036 W. Jones Street	-	-	-	-	-	-	-	-	N	storage	-	-	N/A	N/A	-
116	1020 W. Charlton Street	-	-	-	-	-	-	-	-	N	hotel	-	-	N/A	N/A	-
117	105 W. Harris Street	-	-	-	-	-	-	-	-	N	residence	-	-	early 2000s	N/A	-
118	1031 W. Harris Street	-	-	-	-	-	-	-	-	N	residence	-	-	early 2000s	N/A	-
119	101 W. Harris Street	-	-	-	-	-	-	-	-	N	residence	-	-	early 2000s	N/A	-
120	110 W. Charlton Street	-	-	-	-	-	-	-	-	N	residence	-	-	early 2000s	N/A	-
121	101 Martin Luther King Jr. Boulevard	-	-	-	-	-	-	-	-	N	vacant	-	-	1925	N/A	-
122	101 Martin Luther King Jr. Boulevard	-	-	-	-	-	-	-	-	N	vacant	-	-	1987	N/A	-
123	105 Martin Luther King Jr. Boulevard	-	-	-	-	-	-	-	-	Y	vacant	-	-	1987	N/A	-
124	Barfield Park	-	-	-	-	-	-	-	-	Y	park	-	-	never occupied 1789	N/A	-
125	Proposed Park	-	-	-	-	-	-	-	-	Y	park	-	-	never occupied 1789	N/A	-
																MC Boundary Care/Vision Plan

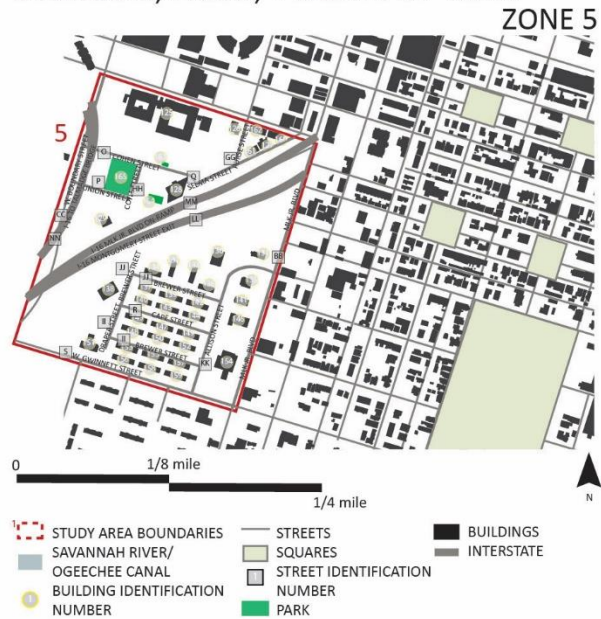
West Side Study Area																
Recommendations																
Buildings, Infill, Rights of Ways																
Key	Boundaries (Louisville Rd. between Street, MUX in Blvd. W. Boundary Street)	Number of Parcels	Building	Proposed Bldg	Total Number of Structures	Built before 1960 - could be added to National Register	Number of Utilized Structures	Number of Underutilized/Vacant Structures	Number of New Construction/Recently Renovated Buildings (2010 to 2015)	Deemed Historic and Contributing to the Historic District by the City?	Existing or Proposed Building/Use	Proposed demolition	Proposed Rehabilitation	Year Built	Demolished Year	Proposed By
	Zone d	52			41	14	22	4	12	11	vacant lot owned by Central Heritage, two administrative offices, high density residential, retail, etc., industrial, historic house, parking garage	1	4			
Buildings																
97	1034 W. Jones Street	-	-	-	-	-	-	-	-	Y	vacant lot owned by Central Heritage	-	-	1953	N/A	-
98	1042 Paine Street	-	-	-	-	-	-	-	-	Y	Georgia State RM Museum	-	-	1976	N/A	-
99	455 Louisville Road	-	-	-	-	-	-	-	-	Y	Georgia State RM Museum	-	-	1928	N/A	-
100	1048 W. Jones Street	-	-	-	-	-	-	-	-	Y	Georgia State RM Museum	-	-	1954	N/A	-
101	125 Martin Luther King Jr. Boulevard	-	-	-	-	-	-	-	-	N	hotel	-	-	N/A	N/A	-
102	126 Martin Luther King Jr. Boulevard	-	-	-	-	-	-	-	-	N	gas station	-	-	N/A	N/A	-
103	104 W. Jones Street	-	-	-	-	-	-	-	-	Y	Georgia State RM Museum	-	-	1915	N/A	-
104	100 W. Charlton Street	-	-	-	-	-	-	-	-	Y	residence	-	-	1988	N/A	-
105	1043 W. Charlton Street	-	-	-	-	-	-	-	-	Y	residence	-	-	1935	N/A	-
106	104 W. Jones Street	-	-	-	-	-	-	-	-	Y	Georgia State RM Museum	-	-	N/A	N/A	-
107	1011 W. Jones Street	-	-	-	-	-	-	-	-	Y	church	-	-	1988	N/A	-
108	239 Martin Luther King Jr. Boulevard	-	-	-	-	-	-	-	-	Y	office building	-	-	1990	N/A	-
109	107 Martin Luther King Jr. Boulevard	-	-	-	-	-	-	-	-	Y	retail	-	-	1957	N/A	-
110	1043 W. Jones Street	-	-	-	-	-	-	-	-	Y	retail	-	-	1958	N/A	-
111	126 Berrien Street	-	-	-	-	-	-	-	-	N	vacant	-	-	N/A	N/A	-
112	125 Martin Luther King Jr. Boulevard	-	-	-	-	-	-	-	-	N	vacant	-	-	N/A	N/A	-
113	112 Berrien Street	-	-	-	-	-	-	-	-	N	church	-	-	N/A	N/A	-
114	100 W. Jones Street	-	-	-	-	-	-	-	-	N	retail	-	-	1913	N/A	-
115	1036 W. Jones Street	-	-	-	-	-	-	-	-	N	storage	-	-	N/A	N/A	-
116	1020 W. Charlton Street	-	-	-	-	-	-	-	-	N	hotel	-	-	N/A	N/A	-
117	105 W. Harris Street	-	-	-	-	-	-	-	-	N	residence	-	-	early 2000s	N/A	-
118	1031 W. Harris Street	-	-	-	-	-	-	-	-	N	residence	-	-	early 2000s	N/A	-
119	101 W. Harris Street	-	-	-	-	-	-	-	-	N	residence	-	-	early 2000s	N/A	-
120	110 W. Charlton Street	-	-	-	-	-	-	-	-	N	residence	-	-	early 2000s	N/A	-
121	101 Martin Luther King Jr. Boulevard	-	-	-	-	-	-	-	-	N	vacant	-	-	1925	N/A	-
122	101 Martin Luther King Jr. Boulevard	-	-	-	-	-	-	-	-	N	vacant	-	-	1987	N/A	-
123	105 Martin Luther King Jr. Boulevard	-	-	-	-	-	-	-	-	Y	vacant	-	-	1987	N/A	-
124	Barfield Park	-	-	-	-	-	-	-	-	Y	park	-	-	never occupied 1789	N/A	-
125	Proposed Park	-	-	-	-	-	-	-	-	Y	park	-	-	never occupied 1789	N/A	-
A-1.1	The Be Development - Proposed CDR Development	-	-	-	-	-	-	-	-	-	commercial office building	-	-	-	-	-
A-1.2	The Be Development - Proposed CDR Development	-	-	-	-	-	-	-	-	-	commercial office building	-	-	-	-	-
A-1.3	The Be Development - Proposed CDR Development	-	-	-	-	-	-	-	-	-	commercial office building	-	-	-	-	-
A-1.4	The Be Development - Proposed CDR Development	-	-	-	-	-	-	-	-	-	commercial office building	-	-	-	-	-
A-1.5	The Be Development - Proposed CDR Development	-	-	-	-	-	-	-	-	-	commercial office building	-	-	-	-	-

West Side Study Area						
Existing Conditions Assessment						
Rights-of-Ways						
Key (Single Letters= E/W Street, Double Letters= N/S Street Lower case=now)	Boundaries (Louisville Rd, Berrien Street, MLK Jr. Blvd, W. Boundary Street)					
	ZONE 4					
	Street Name	Existing	Historic	Formerly known as:		
K	W. Harris Street					-
L	W. Charlton Street					-
M	W. Jones Street					-
N	Berrien Street					Sims Street
Q	Selma Street					President Street
BB	Martin Luther King Jr. Blvd					W. Broad Street
CC	W. Boundary Street					-
EE	Coyle Street					-
FF	Wilson Street					-
GG	Purse Street					-
West Side Study Area						
City Proposals Assessment						
Rights-of-Ways						
Key (Single Letters= E/W Street, Double Letters= N/S Street, Lower case=now)	Boundaries (Louisville Rd, Berrien Street, MLK Jr. Blvd, W. Boundary Street)					
	ZONE 4					
	Street Name	Existing	Historic	Proposed Demo	Proposed New	Proposed Revitalization
K	W. Harris Street			-	-	-
L	W. Charlton Street			-	-	-
M	W. Jones Street			-	-	-
N	Berrien Street			-	-	-
Q	Selma Street			-	-	-
BB	Martin Luther King Jr. Blvd			-	-	-
CC	W. Boundary Street			-	-	West Boundary Canal Vision
EE	Coyle Street			-	-	West Boundary Canal Vision
FF	Wilson Street			-	-	-
GG	Purse Street			-	-	-
West Side Study Area						
Recommendations						
Rights-of-Ways						
Key (Single Letters= E/W Street, Double Letters= N/S Street, Lower case=now)	Boundaries (Louisville Rd, Berrien Street, MLK Jr. Blvd, W. Boundary Street)					
	ZONE 4					
	Street Name	Existing	Historic	Proposed Demo	Proposed New	Proposed Revitalization
K	W. Harris Street			-	-	-
L	W. Charlton Street			-	-	This Study
M	W. Jones Street			-	-	This Study
N	Berrien Street			-	-	This Study
Q	Selma Street			-	-	This Study
BB	Martin Luther King Jr. Blvd			-	-	This Study
CC	W. Boundary Street			-	-	W. Downtown Redon Plan /Agreed by this study
EE	Coyle Street			-	-	W. Downtown Redon Plan /Agreed by this study
FF	Wilson Street			-	-	This Study
GG	Purse Street			-	-	This Study

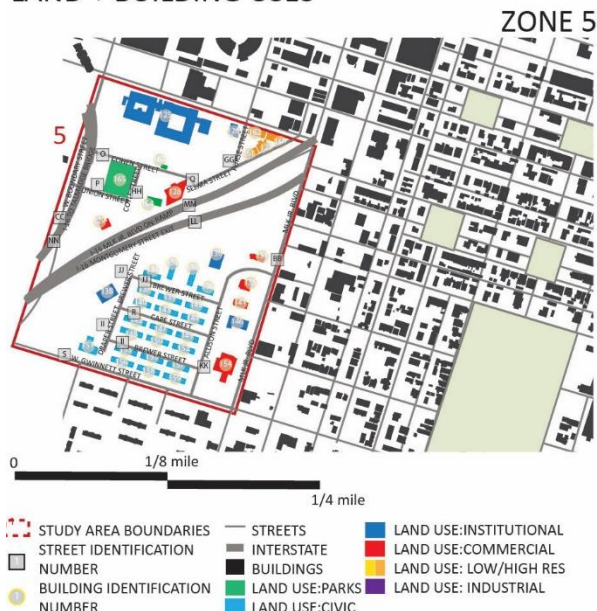
e. ZONE FIVE



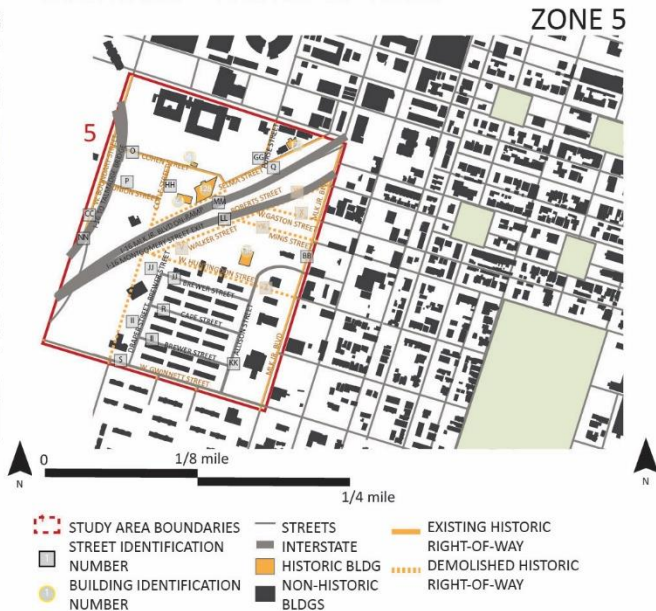
2016 EXISTING CONDITIONS BUILDINGS, PARKS, + RIGHTS-OF-WAYS



2016 EXISTING CONDITIONS LAND + BUILDING USES

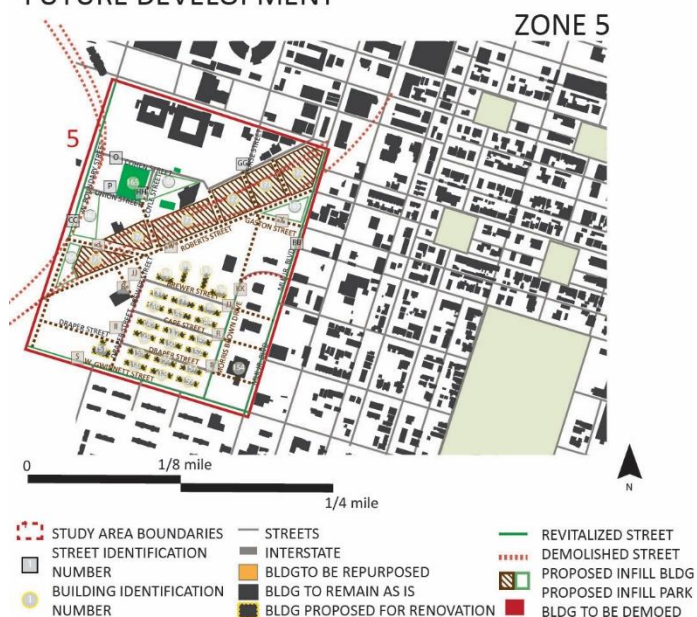


2016 HISTORIC RESOURCES BUILDINGS + RIGHTS-OF-WAYS



Zone five is the largest and most southern zone of the study area, proposed for the most revitalization. The zone is bound by Berrien Street to the north, Gwinnett Street to the south, Martin Luther King Jr Boulevard to the east, and West Boundary Street to the west. The zone includes intuitional and residential uses north of the Interstate 16 flyover ramps and public housing with a few commercial structures (primarily fast food restaurants) along Martin Luther King Jr Blvd, south of the fly over. While the zone offers several historically significant road ways and buildings, this zone is the largest, most disconnected and recommended as high priority status for revitalization by the city.

2016 CITY PROPOSED PLANS FUTURE DEVELOPMENT

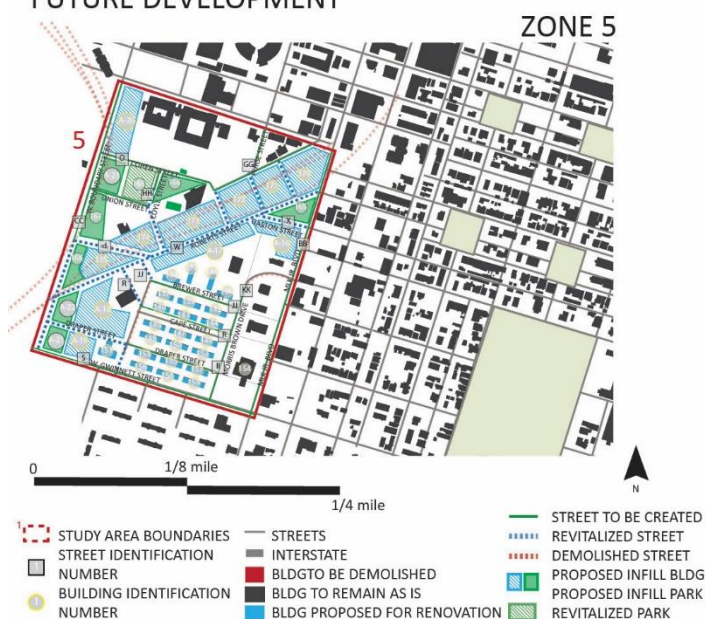


The primary city narrative that is recommending strategies for zone five is the West Boundary Canal District Vision Plan as well as the I-16 Exit Ramp Removal Study. Both plans express interests in revitalizing Gwinnett Street as the new primary “gateway street” into downtown Savannah. The plans also recommend West Boundary Street to be revitalized as a secondary commercial corridor to the revitalized primary commercial corridor that would MLK Jr. Blvd.

In addition to this, the I-16 plan calls for the complete demolition and infill of the area which the interstate ramp currently exists. This would open up several acres of land that was historically used for agriculture and rail road worker housing. The plan proposes the construction of six new blocks with three new lots dedicated to new park space. The plan also seeks to rehabilitate the existing public housing and link this housing to the newly formed streets that would come with the demolition of the fly over ramps.

This study agrees with the recommendations to remove the fly over, create and revitalize new streets, upgrade the public housing, and create more park space. However, this study believes more appropriate infill locations exists within this zone, other than the proposed locations

2016 RECOMMENDATIONS FUTURE DEVELOPMENT



This infill development and park infill are the most important portions of this recommendation. Park space should be dedicated within this zone, especially in order to preserve a semblance of the idea of the historic garden plots that were once located in this zone and give it a parallelogram-esque street grid layout. Park space should be significant and not scattered about haphazardly. The garden plot park should be located along MLK Jr. Boulevard as a pseudo square, while additional lots along West Boundary Street should be dedicated as park space to create a green space along the green corridor proposed for West Boundary Street with the Canal Vision Plan.

, additional infill development has the opportunity to occur on both sides of the new Roberts Street, Gaston Street, Draper Street extension, West Boundary Street, as well as along portions of Gwinnett Street. Martin Luther King Jr. Boulevard is being proposed by the I-16 Exit Ramp Removal study as a new commercial corridor. While it would be ideal to replace the existing fast food restaurants with higher density mixed use development along the southern edge of this corridor and study zone, this study along with other studies only recommend rehabilitation, infill, and demolition for property which is vacant, for sale, or underutilized.

Zone Five Supplemental Analytical Data
(Full sized data sheets for zone one can be found in the Appendix.)

[illegible]

West Side Study Area

Existing Conditions Assessment

Buildings, Land Uses, Rights-of-Ways

Key	Boundaries (Berrien Street, Galloway Street, M&J, W. Boundary Street)	Number of Parcels	Total Number of Structures	Built before 1950 - could be added to National Register	Number of Listed Structures	Number of Underutilized/Vacant Structures	Number of New Construction/Recently Reconstructed Buildings (2000 or later)	Deemed Historic and Contributing to Historic District by City?	Existing Use <i>commercial/office, low density residential, high density residential, industrial, civic, institutional, mixed use, parking/open space</i>	Year built	Renovated Year
	ZONE 5	73	37	6	37	3	12	5			
	Addresses										
125	400 W. Jones Street	-	-	-	-	-	-	N	school	N/A	N/A
126	136 Berrien Street	-	-	-	-	-	-	N	church	N/A	N/A
127	1326 Salina Street	-	-	-	-	-	-	Y	multifamily apartments	1947	2005
128	401 Capen Street	-	-	-	-	-	-	N	sewer house	N/A	1995
129	400 W. Berrien Street	-	-	-	-	-	-	N	transportation dept	N/A	N/A
130	401 Morris Brown Street	-	-	-	-	-	-	N	church	1932	N/A
131	401 Martin Luther King Jr. Boulevard	-	-	-	-	-	-	N	fast food restaurant	N/A	N/A
132	401 A Brewer Street	-	-	-	-	-	-	N	public housing	N/A	N/A
133	400B Brewer Street	-	-	-	-	-	-	N	public housing	N/A	N/A
134	402A Brewer Street	-	-	-	-	-	-	N	public housing	N/A	N/A
135	401 Martin Luther King Jr. Boulevard	-	-	-	-	-	-	N	fast food restaurant	N/A	N/A
136	402B Brewer Street	-	-	-	-	-	-	N	public housing	N/A	N/A
137	401A Brewer Street	-	-	-	-	-	-	N	public housing	N/A	N/A
138	401 Brewer Street	-	-	-	-	-	-	N	large retail grocery store	N/A	N/A
139	403B Brewer Street	-	-	-	-	-	-	N	public housing	N/A	N/A
140	401A Capen Street	-	-	-	-	-	-	N	public housing	N/A	N/A
141	401 Martin Luther King Jr. Boulevard	-	-	-	-	-	-	N	fast food restaurant	N/A	N/A
142	403A Capen Street	-	-	-	-	-	-	N	public housing	N/A	N/A
143	403B Capen Street	-	-	-	-	-	-	N	public housing	N/A	N/A
144	404A Capen Street	-	-	-	-	-	-	N	public housing	N/A	N/A
145	401A Capen Street	-	-	-	-	-	-	N	public housing	N/A	N/A
146	401 Martin Luther King Jr. Boulevard	-	-	-	-	-	-	N	church	N/A	N/A
147	401B Capen Street	-	-	-	-	-	-	N	public housing	N/A	N/A
148	401-402 Draper Street	-	-	-	-	-	-	N	public housing	N/A	N/A
149	403A Capen Street	-	-	-	-	-	-	N	public housing	N/A	N/A
150	402-403 Draper Street	-	-	-	-	-	-	N	public housing	N/A	N/A
151	404 W. Galloway Street	-	-	-	-	-	-	N	public housing	N/A	N/A
152	400-401 Draper Street	-	-	-	-	-	-	N	public housing	N/A	N/A
153	400-401 Draper Street	-	-	-	-	-	-	N	public housing	N/A	N/A
154	701 Martin Luther King Jr. Boulevard	-	-	-	-	-	-	N	retail shopping center	2013	N/A
155	400-401 Draper Street	-	-	-	-	-	-	N	public housing	N/A	N/A
156	400-401 W. Galloway Street	-	-	-	-	-	-	N	CHST	N/A	N/A
157	400-401 Draper Street	-	-	-	-	-	-	N	public housing	N/A	N/A
158	402-404 W. Galloway Street	-	-	-	-	-	-	N	public housing	N/A	N/A
159	400A W. Galloway Street	-	-	-	-	-	-	N	public housing	N/A	N/A
160	401 Berrien Street	-	-	-	-	-	-	N	multifamily apartments	2004	2004
161	136 Salina St	-	-	-	-	-	-	N	multifamily apartments	1947	2005
162	135 Berrien Street	-	-	-	-	-	-	N	multifamily apartments	N/A	2004
163	401 Capen Street	-	-	-	-	-	-	Y	industrial/warehouse	1773	N/A
164	1322 Cayle Street	-	-	-	-	-	-	Y	industrial/warehouse	1773	N/A
165	Existing Playground	-	-	-	-	-	-	N	playground	-	N/A

West Side Study Area

Recommendations

Buildings, Infill, Rights-of-Ways

Key	Boundaries (Berrien Street, Galloway Street, M&J, W. Blvd, W. Boundary Street)	Number of Parcels	Existing?	Proposed only	Total Number of Structures	Built before 1950 - could be added to National Register	Number of Listed Structures	Number of Underutilized/Vacant Structures	Number of New Construction/Recently Reconstructed Buildings (2000 or later)	Deemed Historic and Contributing to Historic District by City?	Existing or Proposed Building and Use	Proposed demolition	Proposed construction	Year built	Renovated Year	Proposed by
	ZONE 5	73			37	6	37	3	12	6	commercial/office, low density residential, high density residential, industrial, civic, institutional, mixed use, parking/open space	6	23			
	Addresses															
125	400 W. Jones Street	-	-	-	-	-	-	-	-	N	school	-	-	N/A	N/A	1-15 Removal Study/Agreed by this study
126	136 Salina Street	-	-	-	-	-	-	-	-	N	church	-	-	N/A	N/A	1-15 Removal Study/Agreed by this study
127	1326 Salina Street	-	-	-	-	-	-	-	-	Y	multifamily apartments	-	-	1947	2005	1-15 Removal Study/Agreed by this study
128	401 Capen Street	-	-	-	-	-	-	-	-	N	sewer house	-	-	N/A	1995	1-15 Removal Study/Agreed by this study
129	400 W. Berrien Street	-	-	-	-	-	-	-	-	N	transportation dept	-	-	N/A	N/A	1-15 Removal Study/Agreed by this study
130	401 Morris Brown Street	-	-	-	-	-	-	-	-	N	church	-	-	1932	N/A	1-15 Removal Study/Agreed by this study
131	401 Martin Luther King Jr. Boulevard	-	-	-	-	-	-	-	-	N	fast food restaurant	-	-	N/A	N/A	1-15 Removal Study/Agreed by this study
132	401 A Brewer Street	-	-	-	-	-	-	-	-	N	public housing	-	-	N/A	N/A	1-15 Removal Study/Agreed by this study
133	400B Brewer Street	-	-	-	-	-	-	-	-	N	public housing	-	-	N/A	N/A	1-15 Removal Study/Agreed by this study
134	402A Brewer Street	-	-	-	-	-	-	-	-	N	public housing	-	-	N/A	N/A	1-15 Removal Study/Agreed by this study
135	401 Martin Luther King Jr. Boulevard	-	-	-	-	-	-	-	-	N	fast food restaurant	-	-	N/A	N/A	1-15 Removal Study/Agreed by this study
136	402B Brewer Street	-	-	-	-	-	-	-	-	N	public housing	-	-	N/A	N/A	1-15 Removal Study/Agreed by this study
137	401A Brewer Street	-	-	-	-	-	-	-	-	N	public housing	-	-	N/A	N/A	1-15 Removal Study/Agreed by this study
138	401 Brewer Street	-	-	-	-	-	-	-	-	N	large retail grocery store	-	-	N/A	N/A	1-15 Removal Study/Agreed by this study
139	403B Brewer Street	-	-	-	-	-	-	-	-	N	public housing	-	-	N/A	N/A	1-15 Removal Study/Agreed by this study
140	401A Capen Street	-	-	-	-	-	-	-	-	N	public housing	-	-	N/A	N/A	1-15 Removal Study/Agreed by this study
141	401 Martin Luther King Jr. Boulevard	-	-	-	-	-	-	-	-	N	fast food restaurant	-	-	N/A	N/A	1-15 Removal Study/Agreed by this study
142	403A Capen Street	-	-	-	-	-	-	-	-	N	public housing	-	-	N/A	N/A	1-15 Removal Study/Agreed by this study
143	403B Capen Street	-	-	-	-	-	-	-	-	N	public housing	-	-	N/A	N/A	1-15 Removal Study/Agreed by this study
144	404A Capen Street	-	-	-	-	-	-	-	-	N	public housing	-	-	N/A	N/A	1-15 Removal Study/Agreed by this study
145	401A Capen Street	-	-	-	-	-	-	-	-	N	public housing	-	-	N/A	N/A	1-15 Removal Study/Agreed by this study
146	401 Martin Luther King Jr. Boulevard	-	-	-	-	-	-	-	-	N	church	-	-	N/A	N/A	1-15 Removal Study/Agreed by this study
147	401B Capen Street	-	-	-	-	-	-	-	-	N	public housing	-	-	N/A	N/A	1-15 Removal Study/Agreed by this study
148	401-402 Draper Street	-	-	-	-	-	-	-	-	N	public housing	-	-	N/A	N/A	1-15 Removal Study/Agreed by this study
149	403A Capen Street	-	-	-	-	-	-	-	-	N	public housing	-	-	N/A	N/A	1-15 Removal Study/Agreed by this study
150	402-403 Draper Street	-	-	-	-	-	-	-	-	N	public housing	-	-	N/A	N/A	1-15 Removal Study/Agreed by this study
151	404 W. Galloway Street	-	-	-	-	-	-	-	-	N	public housing	-	-	N/A	N/A	1-15 Removal Study/Agreed by this study
152	400-401 Draper Street	-	-	-	-	-	-	-	-	N	public housing	-	-	N/A	N/A	1-15 Removal Study/Agreed by this study
153	400-401 Draper Street	-	-	-	-	-	-	-	-	N	public housing	-	-	N/A	N/A	1-15 Removal Study/Agreed by this study
154	701 Martin Luther King Jr. Boulevard	-	-	-	-	-	-	-	-	N	retail shopping center	-	-	2013	N/A	1-15 Removal Study/Agreed by this study
155	400-401 Draper Street	-	-	-	-	-	-	-	-	N	public housing	-	-	N/A	N/A	1-15 Removal Study/Agreed by this study
156	400-401 W. Galloway Street	-	-	-	-	-	-	-	-	N	CHST	-	-	N/A	N/A	1-15 Removal Study/Agreed by this study
157	400-401 Draper Street	-	-	-	-	-	-	-	-	N	public housing	-	-	N/A	N/A	1-15 Removal Study/Agreed by this study
158	402-404 W. Galloway Street	-	-	-	-	-	-	-	-	N	public housing	-	-	N/A	N/A	1-15 Removal Study/Agreed by this study
159	400A W. Galloway Street	-	-	-	-	-	-	-	-	N	public housing	-	-	N/A	N/A	1-15 Removal Study/Agreed by this study
160	401 Berrien Street	-	-	-	-	-	-	-	-	N	multifamily apartments	-	-	N/A	2004	1-15 Removal Study/Agreed by this study
161	136 Salina St	-	-	-	-	-	-	-	-	N	multifamily apartments	-	-	1947	N/A	1-15 Removal Study/Agreed by this study
162	135 Berrien Street	-	-	-	-	-	-	-	-	N	multifamily apartments	-	-	N/A	2004	1-15 Removal Study/Agreed by this study
163	401 Capen Street	-	-	-	-	-	-	-	-	Y	industrial/warehouse	-	-	1773	N/A	1-15 Removal Study/Agreed by this study
164	1322 Cayle Street	-	-	-	-	-	-	-	-	Y	industrial/warehouse	-	-	1773	N/A	1-15 Removal Study/Agreed by this study
165	Existing Playground	-	-	-	-	-	-	-	-	N	playground	-	-	-	-	1-15 Removal Study/Agreed by this study
166	Proposed Park	-	-	-	-	-	-	-	-	N	park	-	-	-	-	1-15 Removal Study/Agreed by this study
167	Proposed Park	-	-	-	-	-	-	-	-	N	park	-	-	-	-	1-15 Removal Study/Agreed by this study
168	Proposed Park	-	-	-	-	-	-	-	-	N	park	-	-	-	-	1-15 Removal Study/Agreed by this study
169	Proposed Park	-	-	-	-	-	-	-	-	N	park	-	-	-	-	1-15 Removal Study/Agreed by this study
170	Proposed Park	-	-	-	-	-	-	-	-	N	park	-	-	-	-	1-15 Removal Study/Agreed by this study
171	Proposed Park	-	-	-	-	-	-	-	-	N	park	-	-	-	-	1-15 Removal Study/Agreed by this study
172	Proposed Park	-	-	-	-	-	-	-	-	N	park	-	-	-	-	1-15 Removal Study/Agreed by this study
173	Proposed Park	-	-	-	-	-	-	-	-	N	park	-	-	-	-	1-15 Removal Study/Agreed by this study
174	Proposed Park	-	-	-	-	-	-	-	-	N	park	-	-	-	-	1-15 Removal Study/Agreed by this study
175	Proposed Park	-	-	-	-	-	-	-	-	N	park	-	-	-	-	1-15 Removal Study/Agreed by this study
176	Proposed Park	-	-	-	-	-	-	-	-	N	park	-	-	-	-	1-15 Removal Study/Agreed by this study
177	Proposed Park	-	-	-	-	-	-	-	-	N	park	-	-	-	-	1-15 Removal Study/Agreed by this study
178	Proposed Park	-	-	-	-	-	-	-	-	N	park	-	-	-	-	1-15 Removal Study/Agreed by this study
179	Proposed Park	-	-	-	-	-	-	-	-	N	park	-	-	-	-	1-15 Removal Study/Agreed by this study
180	Proposed Park	-	-	-	-	-	-	-	-	N	park	-	-	-	-	1-15 Removal Study/Agreed by this study
181	Proposed Park	-	-	-	-	-	-	-	-	N	park	-	-	-	-	1-15 Removal Study/Agreed by this study
182	Proposed Park	-	-	-	-	-	-	-	-	N	park	-	-	-	-	1-15 Removal Study/Agreed by this study
183	Proposed Park	-	-	-	-	-	-	-	-	N	park	-	-	-	-	1-15 Removal Study/Agreed by this study
184	Proposed Park	-	-	-	-	-	-	-	-	N	park	-	-	-	-	1-15 Removal Study/Agreed by this study
185	Proposed Park	-	-	-	-	-	-	-	-	N	park	-	-	-	-	1-15 Removal Study/Agreed by this study
186	Proposed Park	-	-	-	-	-	-	-	-	N	park	-	-	-	-	1-15 Removal Study/Agreed by this study
187	Proposed Park	-	-	-	-	-	-	-	-	N	park	-	-	-	-	1-15 Removal Study/Agreed by this study
188	Proposed Park	-	-	-	-	-	-	-	-	N	park	-	-	-	-	1-15 Removal Study/Agreed by this study
189	Proposed Park	-	-	-	-	-	-	-	-	N	park	-	-	-	-	1-15 Removal Study/Agreed by this study
190	Proposed Park	-	-	-	-	-	-	-	-	N	park	-	-	-	-	1-15 Removal Study/Agreed by this study
191	Proposed Park	-	-	-	-	-	-	-	-	N	park	-	-	-	-	1-15 Removal Study/Agreed by this study
192	Proposed Park	-	-	-	-	-	-	-	-	N	park	-	-	-	-	1-15 Removal Study/Agreed by this study
193	Proposed Park	-	-	-	-	-	-	-	-	N	park	-	-	-	-	1-15 Removal Study/Agreed by this study
1																

West Side Study Area				
Existing Conditions Assessment				
Rights-of-Ways				
Key (Single Letter= E/W Street, Double Letters= N/S Street)	Boundaries (Berrien Street, Gwinnett Street, MLK Jr. Blvd, W. Boundary Street)			
	ZONE 5			
	Street Name	Existing	Historic	Formerly known as:
O	Cohen Street		-	-
P	Union Street		-	-
Q	Selma Street		-	-
R	Cape Street		-	-
S	W. Gwinnett Street		-	-
BB	Martin Luther King Jr. Blvd		-	-
CC	W. Boundary Street		-	-
GG	Purse Street		-	-
HH	Coyte Street		-	-
II	Dragger Street		-	-
JJ	Brewer Street		-	-
KK	Allison Street		-	-
LL	I-16 Montgomery Exit		-	-
MM	I-16 MLK On-Ramp		-	-
NN	I-16 to Talmadge Bridge		-	-
V	Walker Street	-	no longer exists	-
W	Roberts	-	no longer exists	-
X	W. Gaston	-	no longer exists	-
Y	Minis Street	-	no longer exists	-
Z	W. Huntingdon	-	no longer exists	-

West Side Study Area				
City Proposals Assessment				
Rights-of-Ways				
Key (Single Letter= E/W Street, Double Letters= N/S Street, lower case=new)	Boundaries (Berrien Street, Gwinnett Street, MLK Jr. Blvd, W. Boundary Street)			
	ZONE 5			
	Street Name	Existing	Historic	Proposed By
O	Cohen Street		-	I-16 Removal Study
P	Union Street		-	-
Q	Selma Street		-	-
R	Cape Street		-	-
S	W. Gwinnett Street		-	-
BB	Martin Luther King Jr. Blvd		-	-
CC	W. Boundary Street		-	-
GG	Purse Street		-	-
HH	Coyte Street		-	-
II	Dragger Street		-	-
JJ	Brewer Street		-	-
KK	Allison Street		-	-
LL	I-16 Montgomery Exit		-	-
MM	I-16 MLK On-Ramp		-	-
NN	I-16 to Talmadge Bridge		-	-
V	Walker Street	-	-	-
W	Roberts Street	-	-	-
X	W. Gaston	-	-	-
Y	Minis Street	-	-	-
Z	W. Huntingdon	-	-	-

West Side Study Area				
Recommendations				
Rights-of-Ways				
Key (Single Letter= E/W Street, Double Letters= N/S Street, lower case=new)	Boundaries (Berrien Street, Gwinnett Street, MLK Jr. Blvd, W. Boundary Street)			
	ZONE 5			
	Street Name	Existing	Historic	Proposed By
O	Cohen Street		-	I-16 Removal Study/Agreed by this study
P	Union Street		-	-
Q	Selma Street		-	-
R	Cape Street		-	-
S	W. Gwinnett Street		-	-
BB	Martin Luther King Jr. Blvd		-	-
CC	W. Boundary Street		-	-
GG	Purse Street		-	-
HH	Coyte Street		-	-
II	Dragger Street		-	-
JJ	Brewer Street		-	-
KK	Allison Street		-	-
LL	I-16 Montgomery Exit		-	-
MM	I-16 MLK On-Ramp		-	-
NN	I-16 to Talmadge Bridge		-	-
d	Unnamed Street	-	-	-
W	Roberts Street	-	-	-

COMPARISON + CRITIQUE OF REDEVELOPMENT STRATEGIES

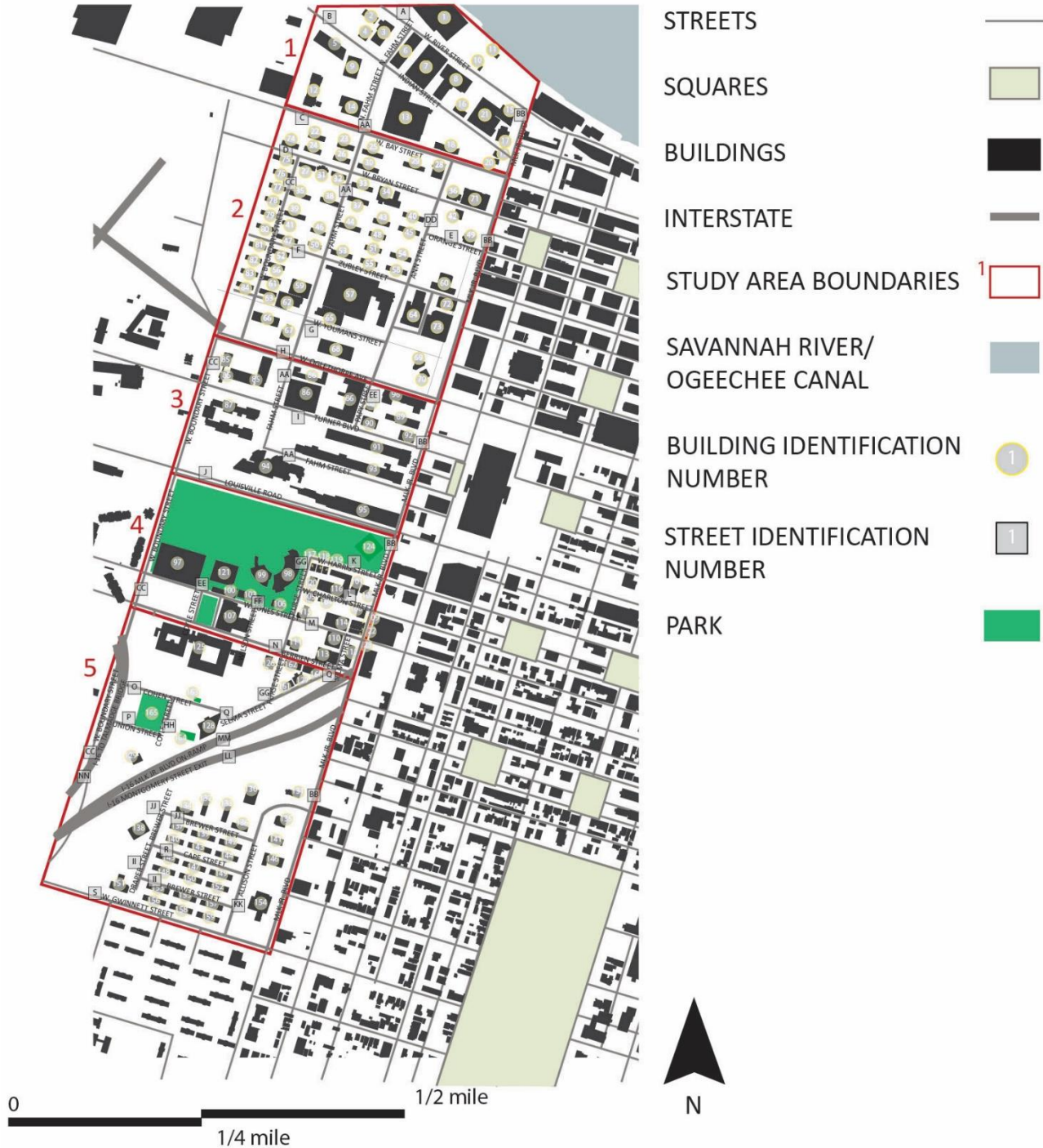
Each of the previous zones was examined individually at a larger scale in order to show how they each function separately, what exists currently as well as what is proposed and recommended for each. That analysis, similar to the existing proposals only looks at the West Side study area as separate, individually functioning pieces of a puzzle which happens to be much larger than a designated zone of several acres. From here it is vital to look at the study area as a whole and to critique these proposals for how they function at the larger study area scale.

When scale changes, adjacencies also change which can determine changes in appropriateness. Unfortunately, this means more streets, buildings, adjacencies, etcetera need to be considered in order to create a cohesive plan that meets and joins into a larger vision plan. This study, along with all urban design proposals can be analogized to a quilt. Smaller zones will often have varying uses, conditions and patterns but can be stitched together using a unified language or thread that in turn can be repeated in order to create a beautiful patchwork collage of a consistent urban fabric. As Brenda Sheer explains when defining morphology of place, it is the combination of unified and consistent lots blocks and streets which give way but do not necessarily dictate what is built. It is that urban tissue or lots, blocks, and streets that creates the rhythm for which the three dimension built world can grow.

The following pages will illustrate the study area as a whole in terms of existing buildings and rights-of-ways, existing building uses, historic resources, city proposed future development plans, and this study's recommended future development plans. A brief synopsis will accompany each illustration. Concluding analysis and remarks will follow.

EXISTING CONDITIONS 2016

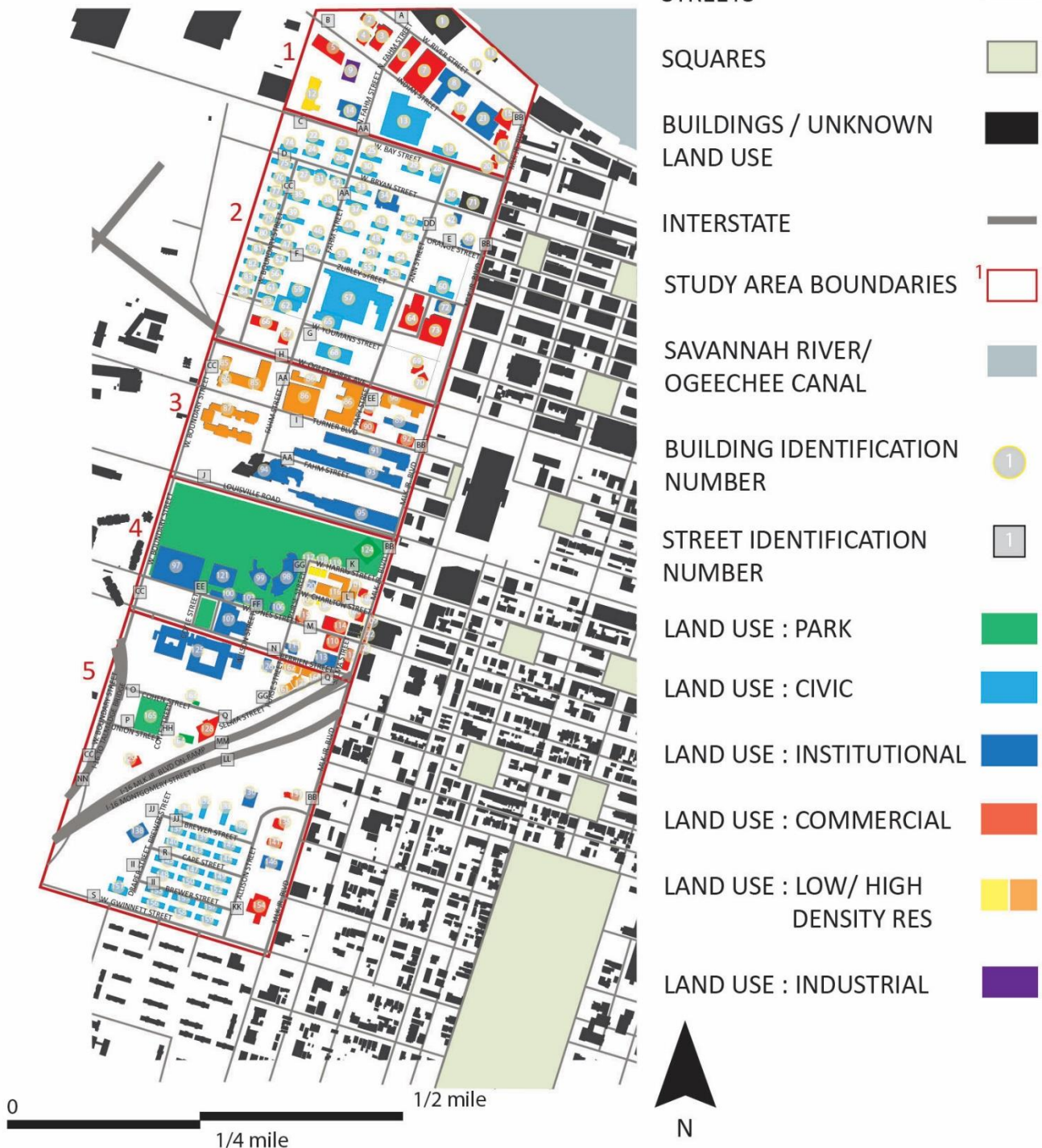
BUILDINGS, PARKS, + RIGHTS-OF-WAYS



The existing conditions map shows a lack of density across the entire study area as well as a poorly arranged, un-unified street network. Park space abounds in the midsection of the study area yet the lack of complete streets and existing conditions make the space feel more like a vacant lot than a park.

EXISTING CONDITIONS 2016

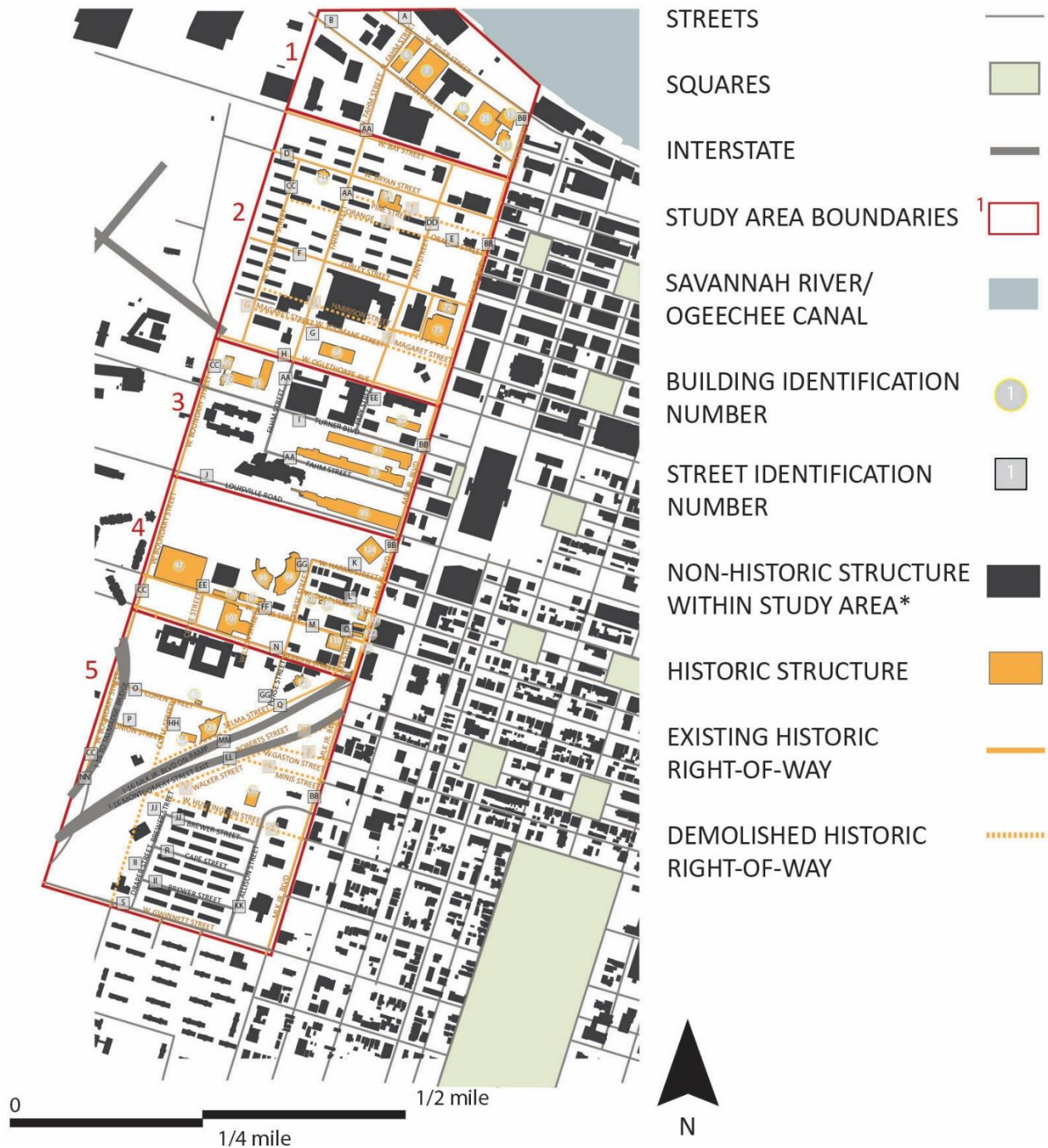
LAND + BUILDING USES



The study area is populated with an abundance of public housing located primarily within the northern and southern most parts of the study area, while institutional uses, such as museums and academic buildings, flood the mid-section of the study area.

HISTORIC RESOURCES 2016

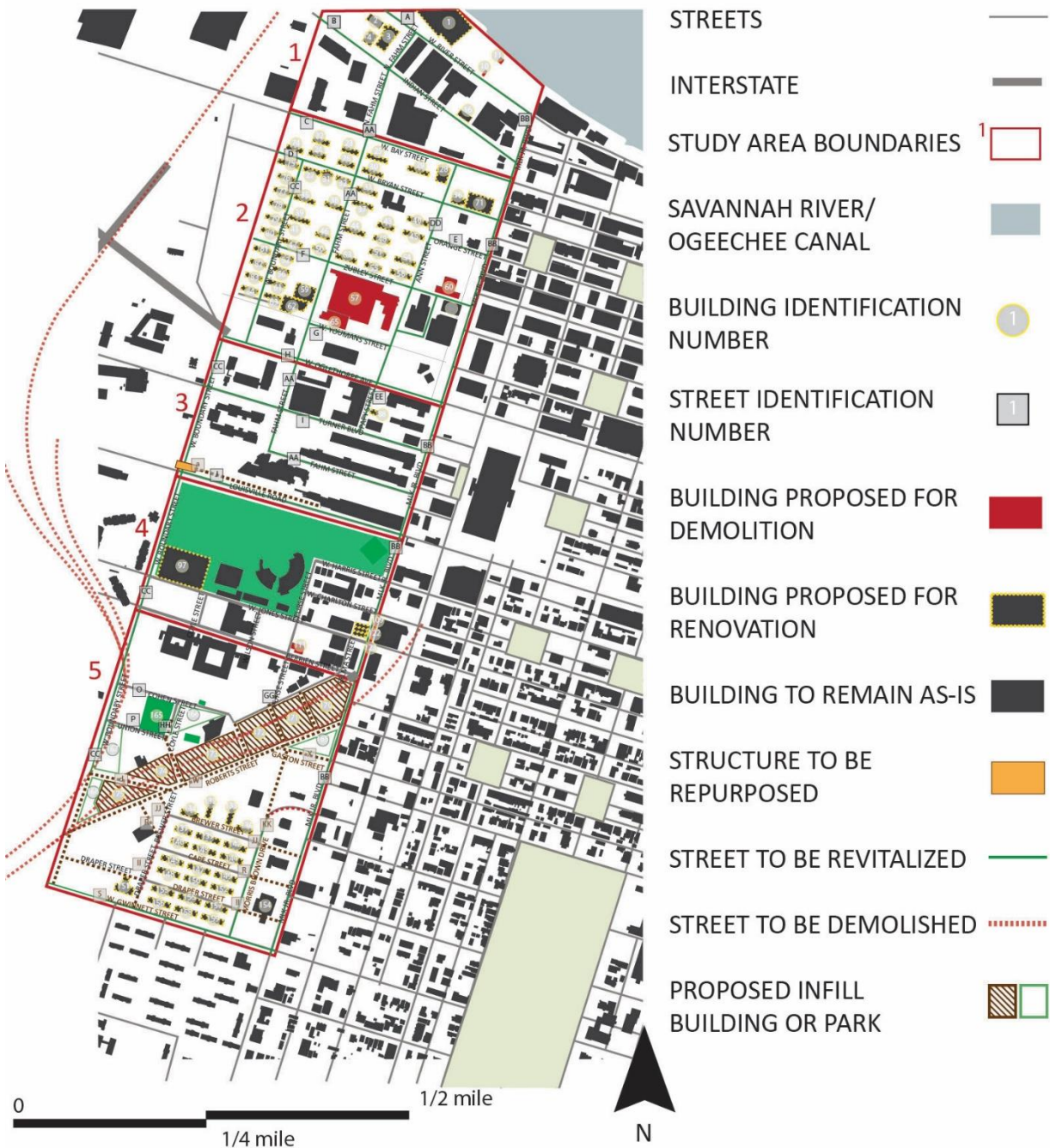
BUILDINGS + RIGHTS-OF-WAYS



The majority of historically significant buildings are located within the middle section of the study area where the buildings have been rehabilitated from rail road depots to academic halls and museums. Since two of the existing zones within the study area were once rail road oriented, historic rights-of-ways exists primarily in the northern section and southern most section and those streets that were lost due to urban renewal in the southern most section of the study are proposed for reinstatement with the city proposed plans and agreed by with this study's recommendations.

CITY PROPOSED PLANS 2016

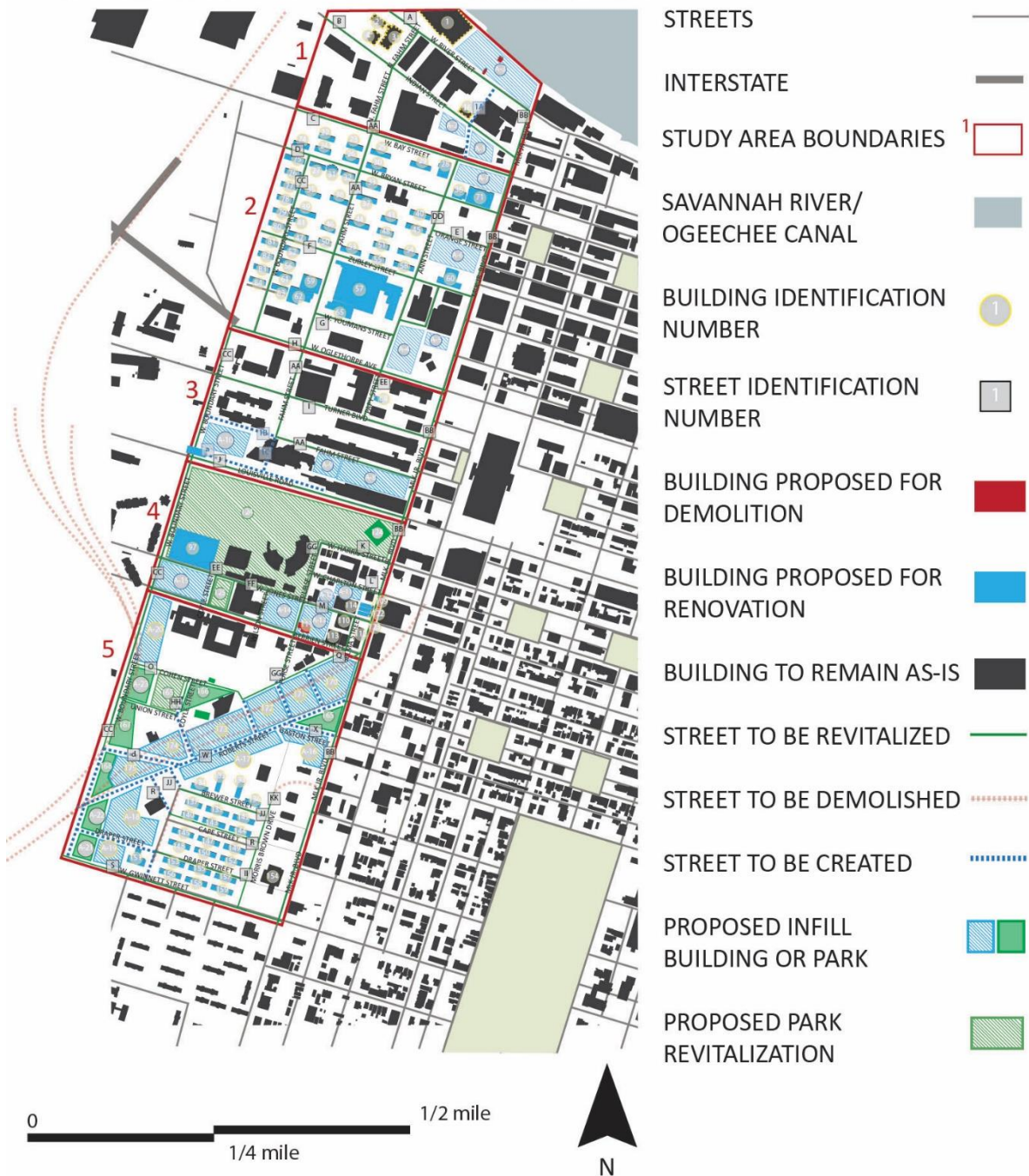
FUTURE DEVELOPMENT



Each study that is proposed to effect the future of the west side study area said very little about redevelopment or infill (with the exception of the I-16 Exit Ramp Removal study). However, renovation was proposed for all public housing, which represents almost half of the buildings within the study area. Large parcels adjacent to public housing in zone two are proposed for demolition, a pedestrian bridge is proposed along Liberty Street, and exit ramp removal and development infill is proposed for the southern section of the study area. All proposals seem disjointed, however all proposals see the importance of street revitalization- especially for West Boundary, MLK Jr Blvd, Liberty Street, and Gwinnett Street.

RECOMMENDED REVITALIZATION 2016

RECOMMENDATIONS FOR DEVELOPMENT



This study considers and applied the city proposals in its recommendations yet increases the overall amount of street revitalization and proposed infill development. The overall density of the west side study area is significantly less than that of the neighboring streets of the Landmark Historic District. Infill is proposed wherever possible along proposed commercial and gateway corridors such as Martin Luther King Jr. Boulevard, Liberty Street and Gwinnett Street. Infill is proposed also for exit ramp removal areas, along a secondary commercial and green corridor along West Boundary Street, as well as along the river front in order to continue the river front promenade.

The existing redevelopment plans are both abstract and thorough in their master plan proposals yet have the concrete concepts when explaining potential strategies for implementation. When proposals included urban designers the plans seemed more concrete and practical. The proposals that partnered with urban designers were the West Boundary Canal Vision Plan and the I-16 Exit Ramp Removal Study. Both studies used the same urban design consultants, Soittle and Soittle Urban Partners. While both studies are still in their early phases, I praise each study for their community driven approach to design charrettes. On the other hand, I found it surprising that even though the same urban design consultant was used for both studies, there was no mention or incorporation of either scheme into the other. Regardless of whether the same urban design consultant was used for each plan, each development scheme for the west side should be researching, examining, and incorporating potential adjacent development schemes when appropriate.

Two of the proposals, the I-16 Exit Ramp Removal and West Boundary Canal District Plan, respects the history and culture of the West Side neighborhood while also recommending innovative new visions for the area that would boost the local economy and give the West Side neighborhood a reinvigorated identity that is oriented around education (incorporates and expands connections to museum and academic facilities), fitness (proposes additional green space and complete streets), fun (proposes a stadium/amphitheater and canal amenities that lay just outside the study area), and commerce (increased infill and renovation along Martin Luther King Jr. Boulevard).

As stated earlier, this study made recommendations that work off of and with the existing proposals. The most important recommendation that this study makes is to make use of all existing potential infill areas such as vacant lots, under-utilized parking lots, and dilapidated structures. The other recommendation that this study implies is to create a unified vision plan for the entire west side study area. The west side study area is already very cohesive in the location of its existing uses, with public housing anchoring the ends and retail and institutional uses occupying the middle section and main corridor of Martin Luther King Jr. Boulevard. This study recommends that this area be looked at as a whole yet to also incorporate the parcels along the eastern edge of Martin Luther King Jr. Boulevard and also to extend west to include the entire West Boundary Canal District area.

Several visions are proposed for this study area and while they each appear successful in their recommendations, there is a definite risk that each may fall short and leave the west side only slightly better off than what exists now. This is in large part due to the potential for each proposal to work and function singularly and to ignore all others proposals. The areas at jeopardy for neglect and lack of inclusion within visioning plans are the zone in which the most amount of change is recommended, zone 1, zone 2, and zone 5. These are the zone with large amounts of public housing. Sensitivity and inclusion of these housing types is strongly encouraged and recommended.

CONCLUSION

The original idealistic vision and impetus for Savannah and the design of its urban plan gave way to a variety of social and economic realities, yet aspects of that idealism shaped the city's evolution- especially on the west side of the city. Throughout its history, Savannah has adapted to changing circumstances, while retaining urban and architectural characteristics that have been widely celebrated. As Savannah enters the 21st century, how the city will evolve and become more inclusive of its true diversity and complexity still remains to be told. The city proposed plans explored in this analysis will inevitably help to tell this story.

In our most recent architectural history, social forces are having an effect on vernacular architecture and preservation more than ever on African-American and working class housing and neighborhoods, confectionaries and other commercial enterprises, trolley car and automobile influence, all of which have significantly shaped the ever evolving design and function of the west side study area. While the I-16 Exit Ramp Removal Study looks at one of these categories, automobile influence, the others mentioned have yet to be thoroughly included in these proposals. Although Savannah has enjoyed a long and successful history of preserving buildings and monuments, those efforts have focused mainly on the downtown area east of Martin Luther King Jr. Boulevard and on buildings erected prior to World War II. Recent demolitions of both post-war modernist buildings and historic African American architecture highlight the uneven preservation landscape in Savannah. An expanded, more inclusive approach to the city's diverse architectural and urban resources west of Martin Luther King Jr Boulevard would help not only shape future preservation issues, but also the city's identity as a whole.

The existing proposals for the west side study area show the city moving along a more inclusive, historically sensitive, and commercially prosperous trajectory. Existing conditions assessments can be used alongside proposal assessments in order to create a thorough analysis of appropriateness. Each zone within the study area showed a range of conditions and proposals that inevitably effect the urban tissue and fabric of the west side and how it is stitched together the with National Landmark Historic District. Since land subdivision and urban form is the most permanent, least modifiable parts of the city, complete and thorough assessment and analysis along with proposed regulatory modifications should be conducted on districts similar to the west side study region. Any regulations should recommend formal changes to new development which mimic conditions produced through good urban form found when tracing historic maps of a historic study region such as the west side, of looking to similar yet appropriate scales and densities of development in other similar regions. Fortunately, for the west side we have Sanborn fire insurance maps as well as the neighboring density of the National Landmark Historic District to guide recommendations. While this research shows several key categories to check when comparing and contrasting existing conditions with proposals, applying these categories broadly will not work and a more case by case approach is needed when working with other similarly positioned historic districts.

While this analysis provided a solid basis for understanding the multifaceted dimensions of existing and proposed conditions, additional and more thorough research needs to be formulated in order to create a unified plan for this area. Land and building square footage, valuation, ownership, new zoning, and other such categories should be added to the existing conditions assessments and

proposals should call out proposed land and building area square footage needs, zoning needs and proposed changes, proposed post construction valuation estimates, along with any regulatory implementation and obtaining strategy should also be outlined. While as tedious as this may seem, the more thorough the evaluation is of existing and proposed conditions, the more historically sensitive, land use appropriate, and economically viable new solutions will be.

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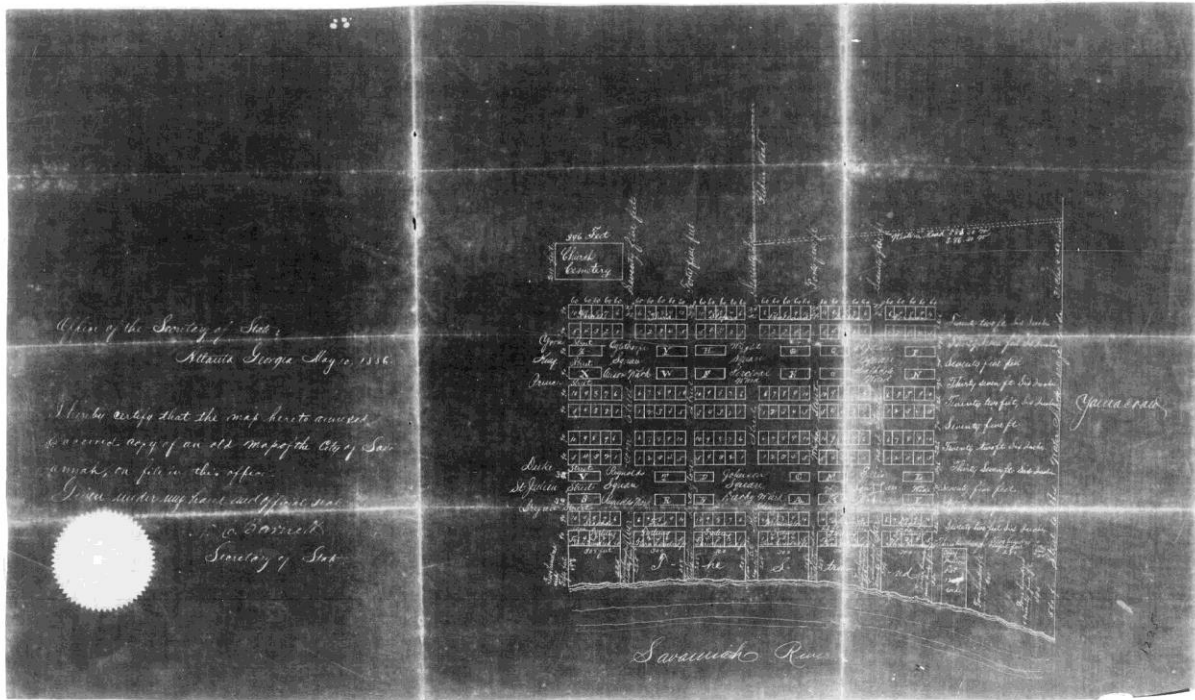
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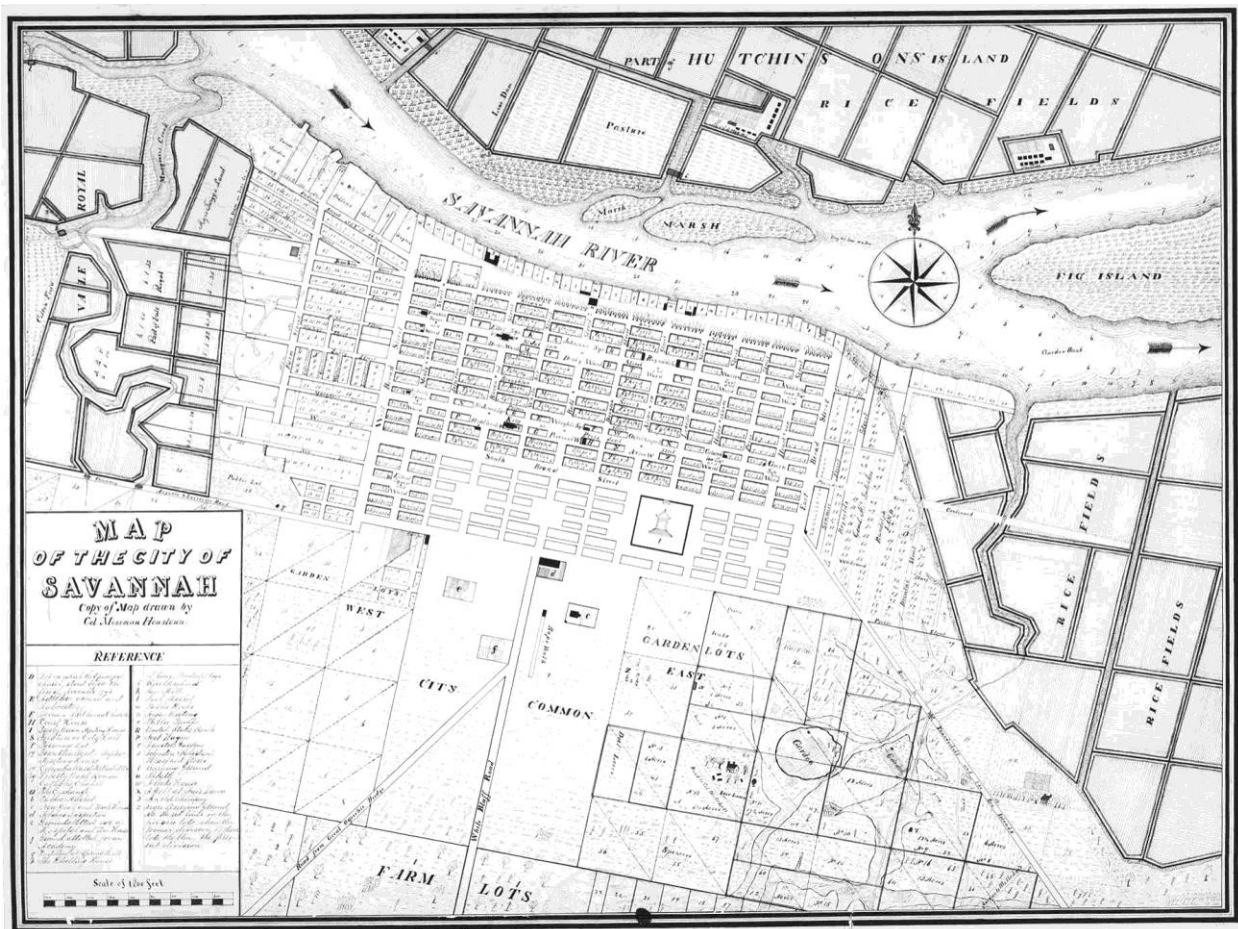
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APPENDIX

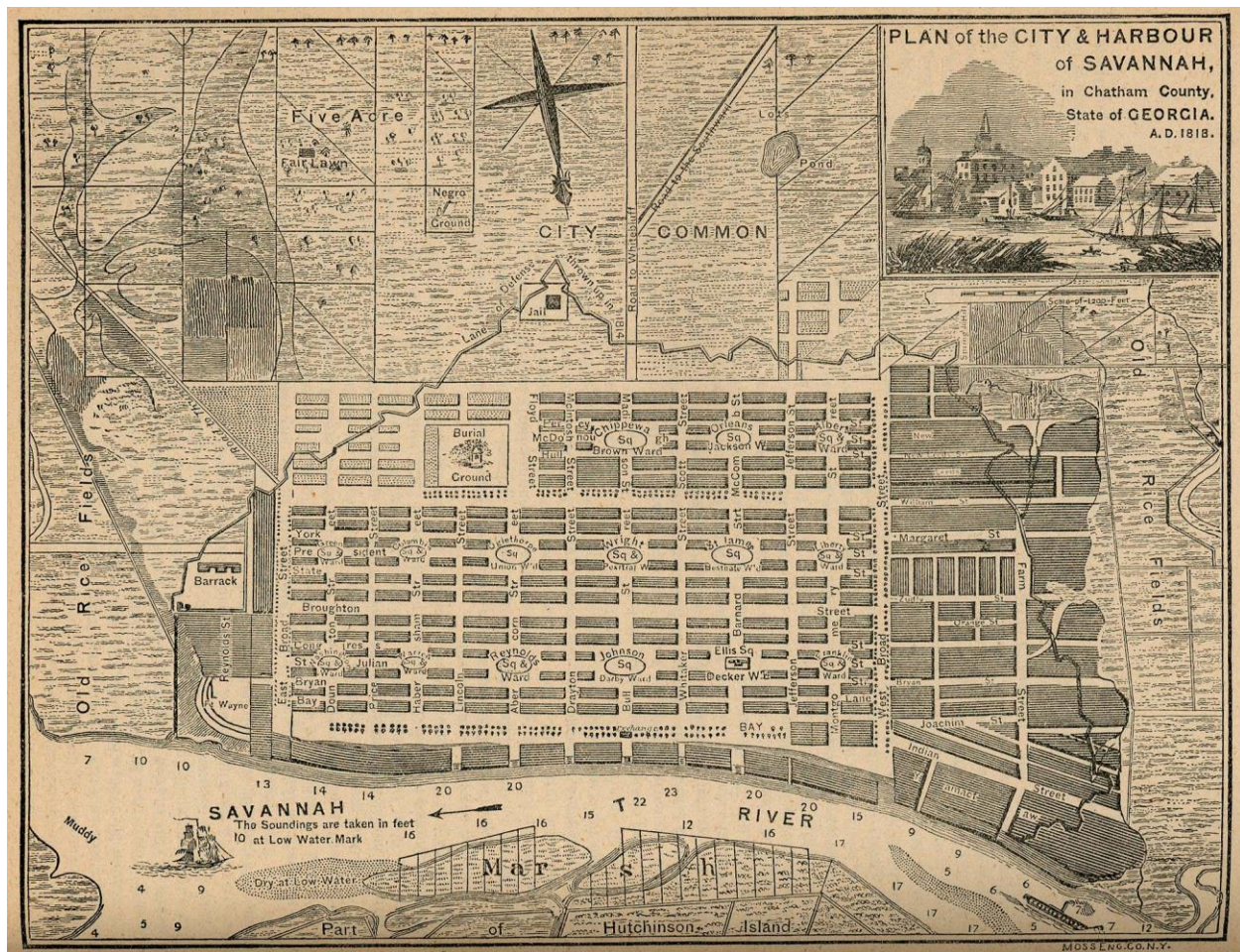
a. ORIGINAL MAPS



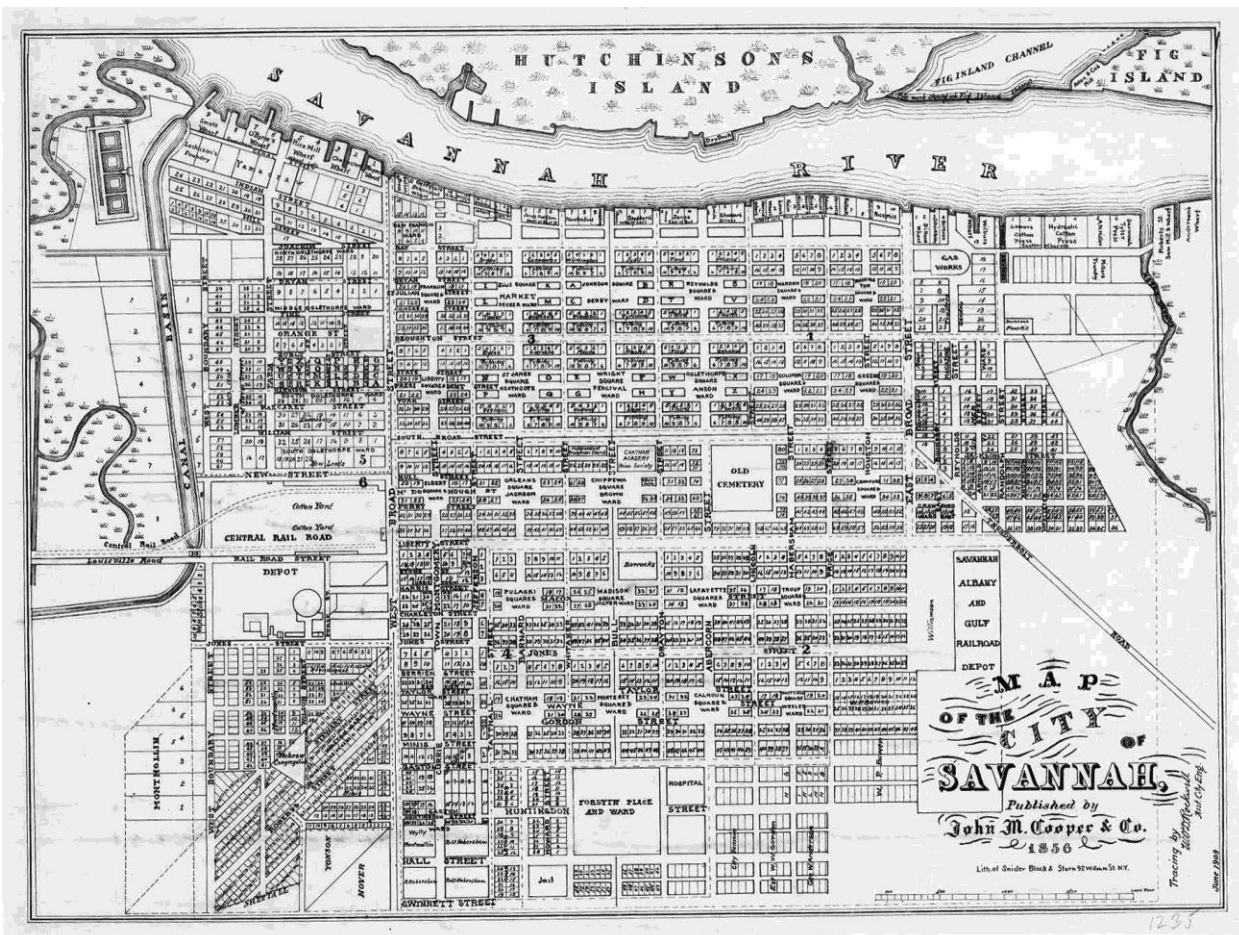
1790 Map of Savannah(Unknown)



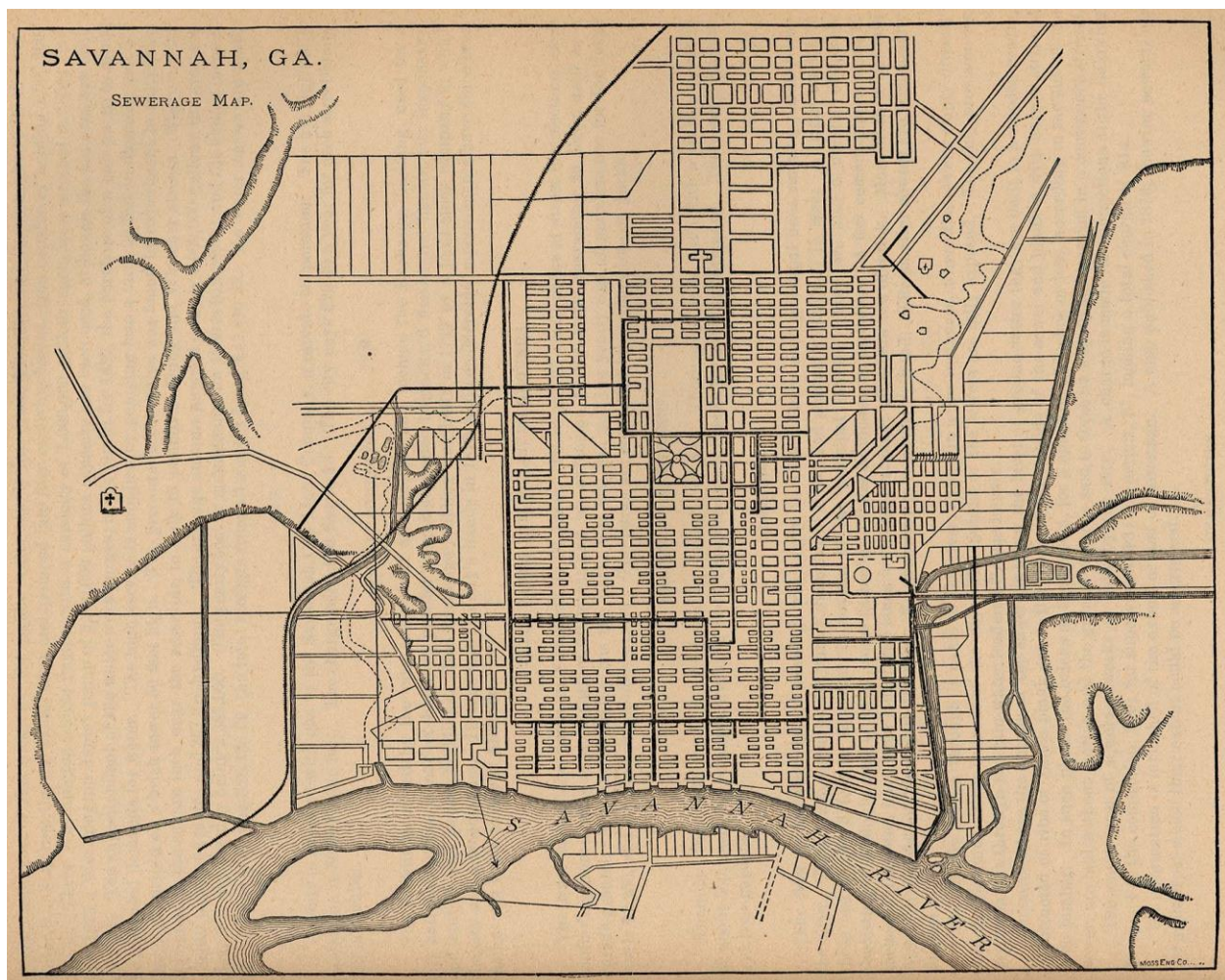
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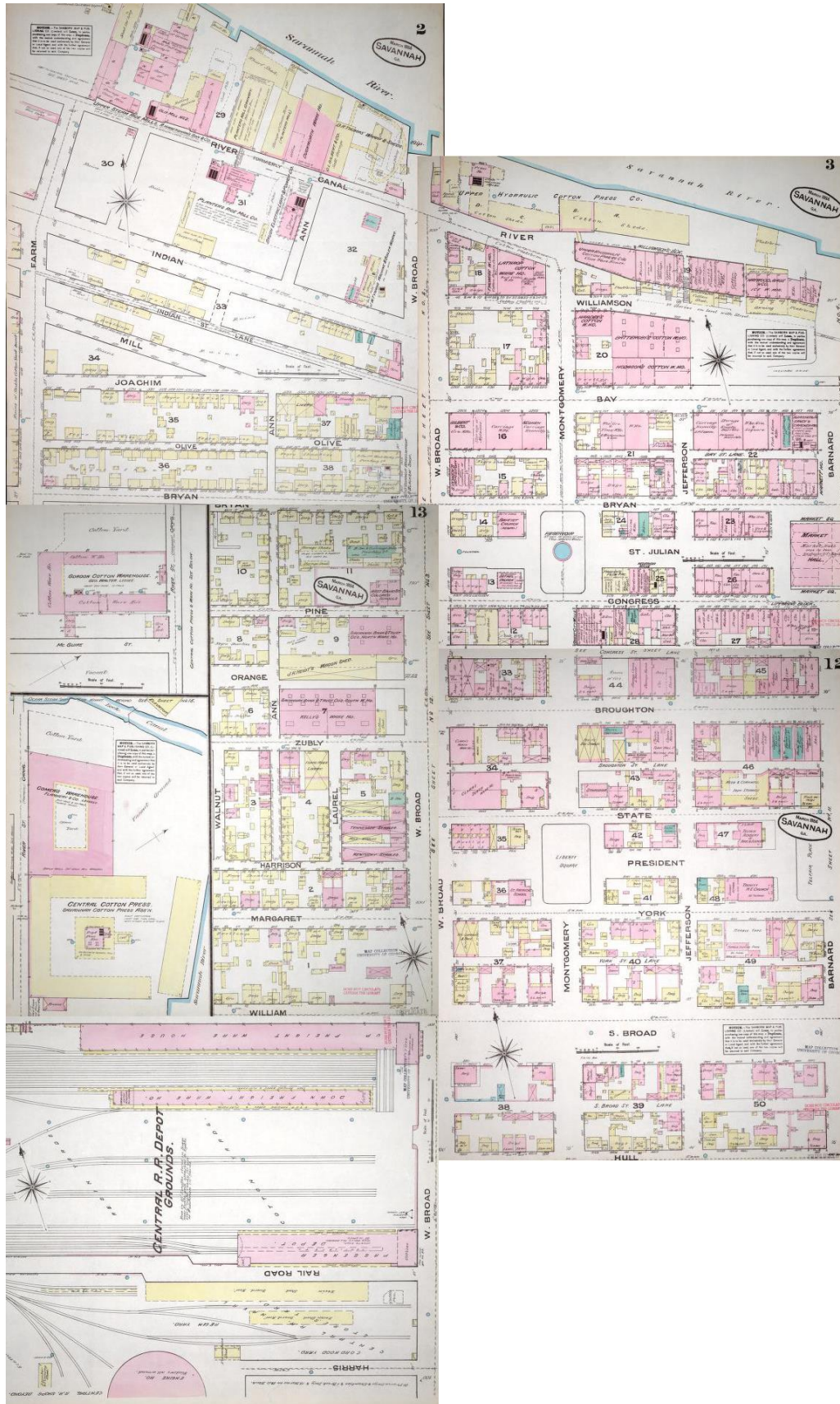


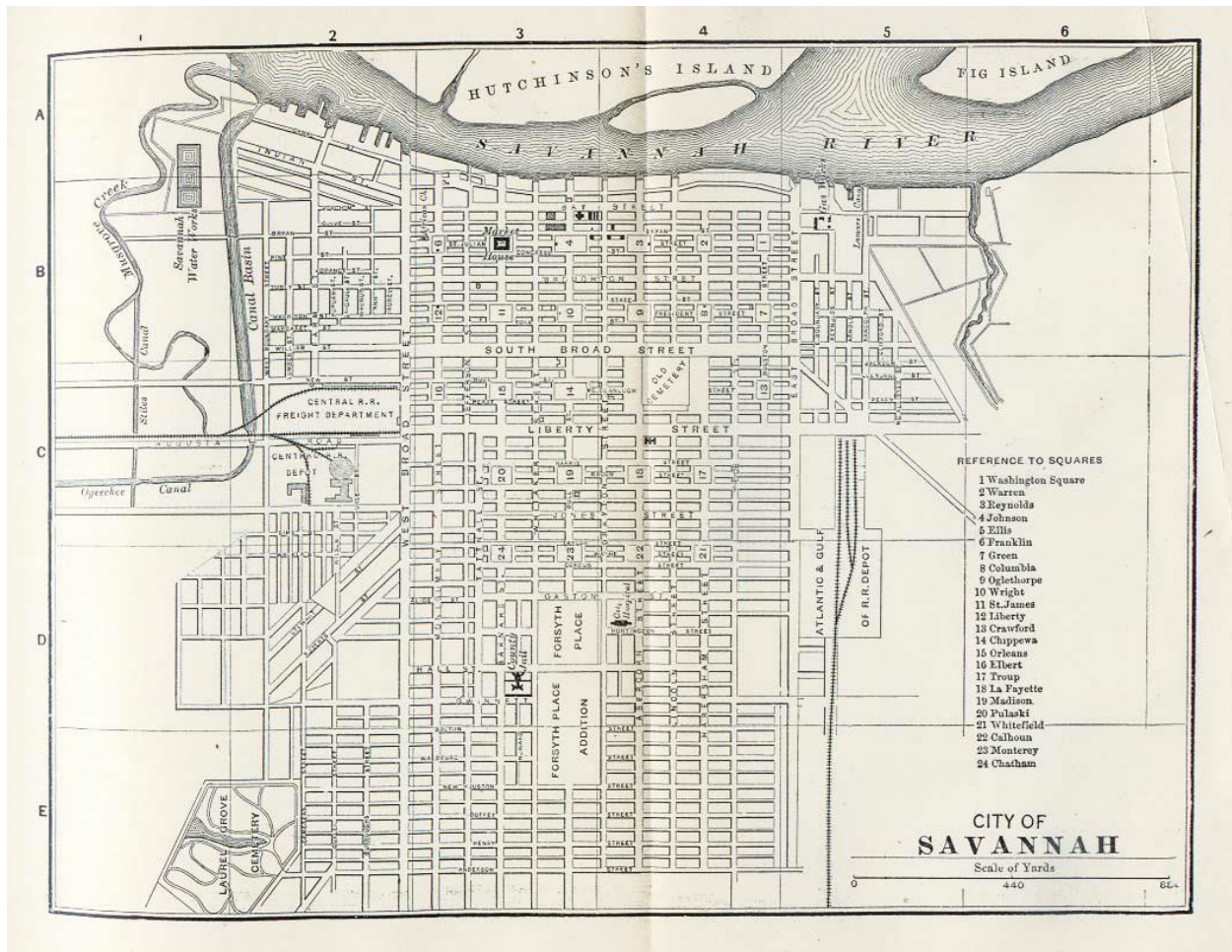
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1880 Map of Savannah(Unknown)

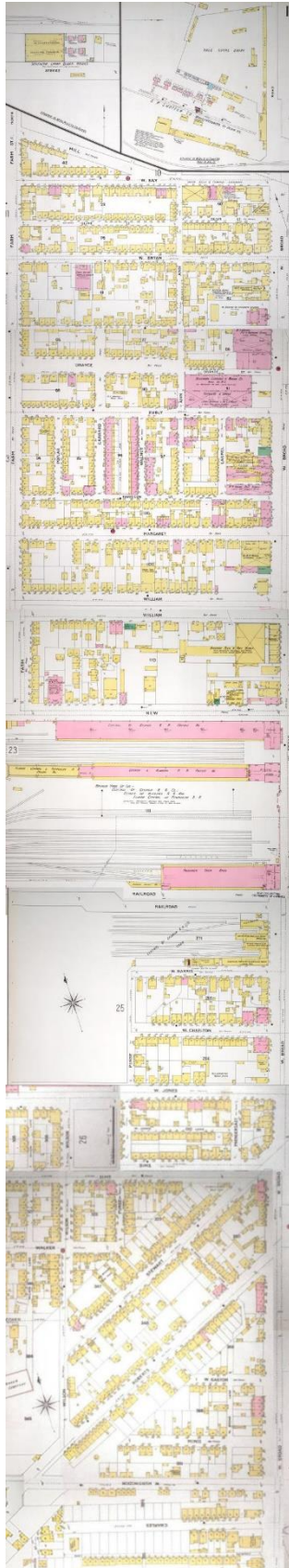
1885 Map of Savannah (Sanborn, 1884)

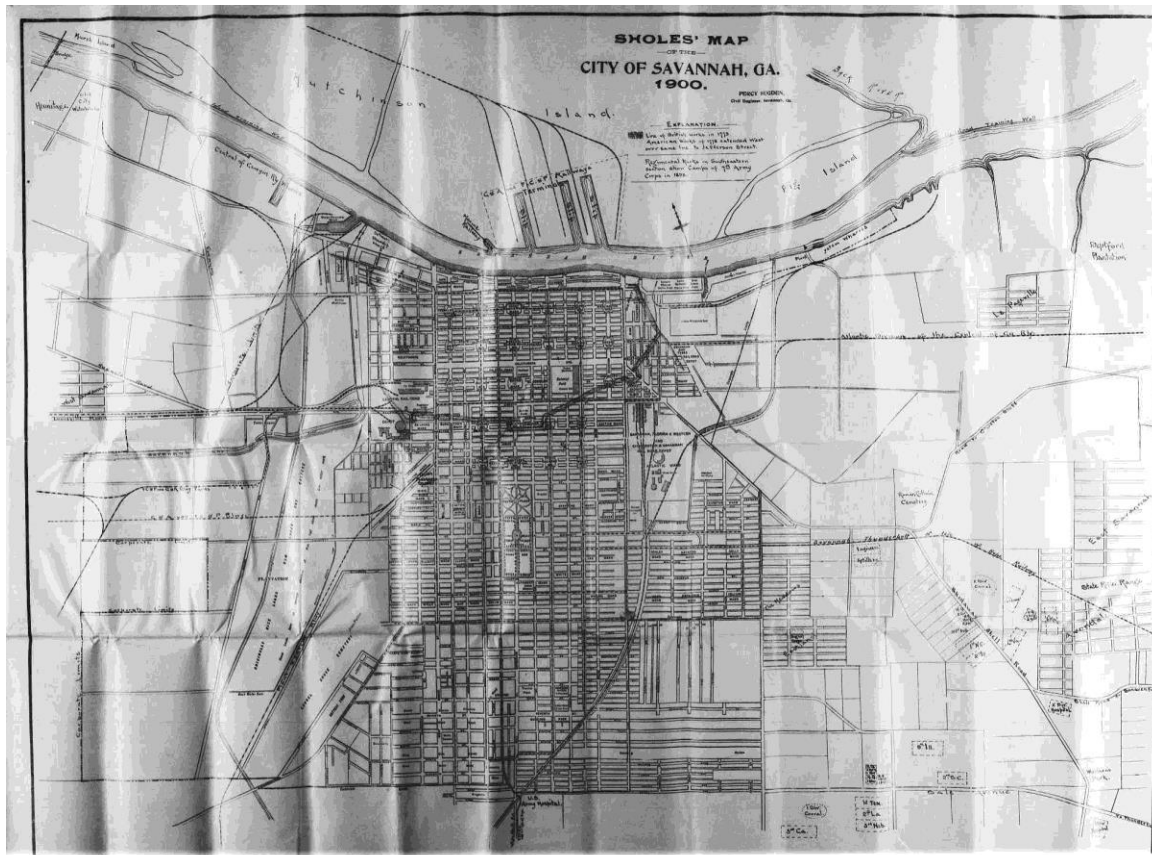




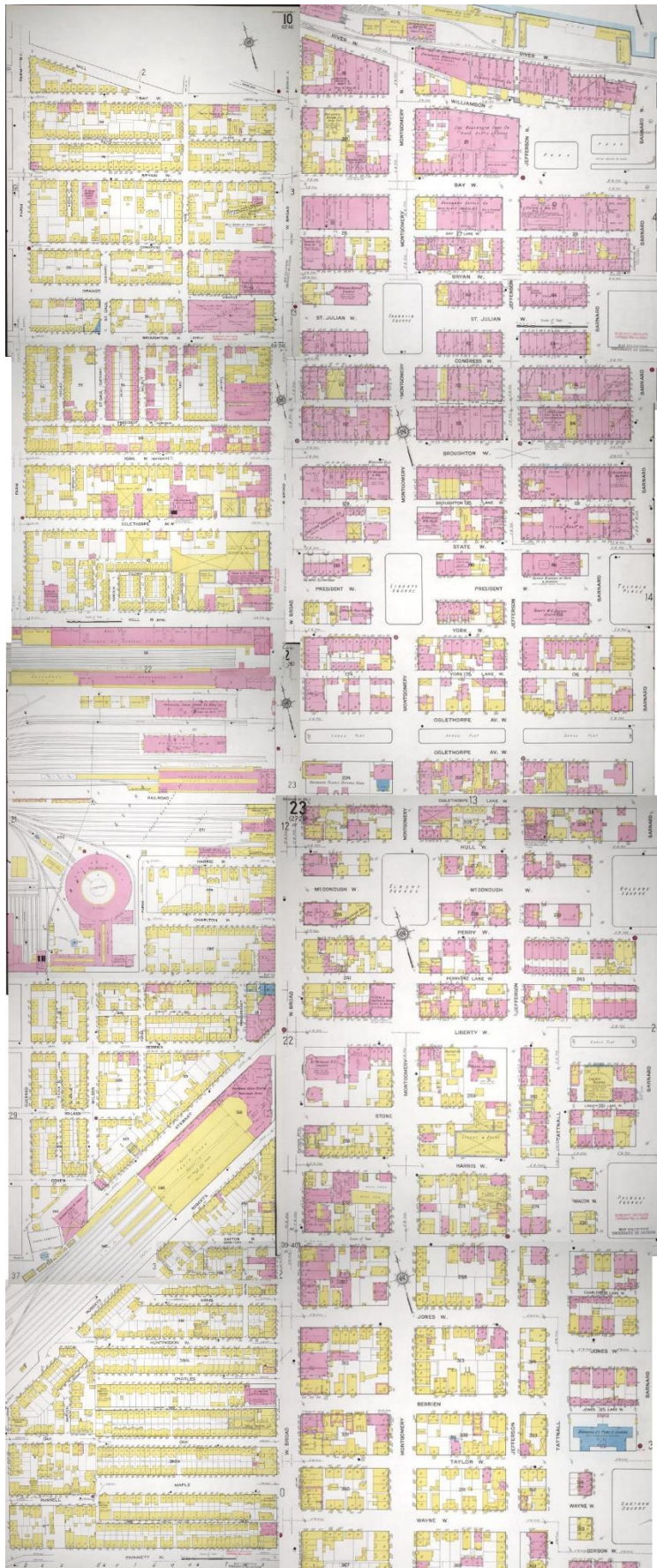
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1898 Map of Savannah (Sanborn, 1898)

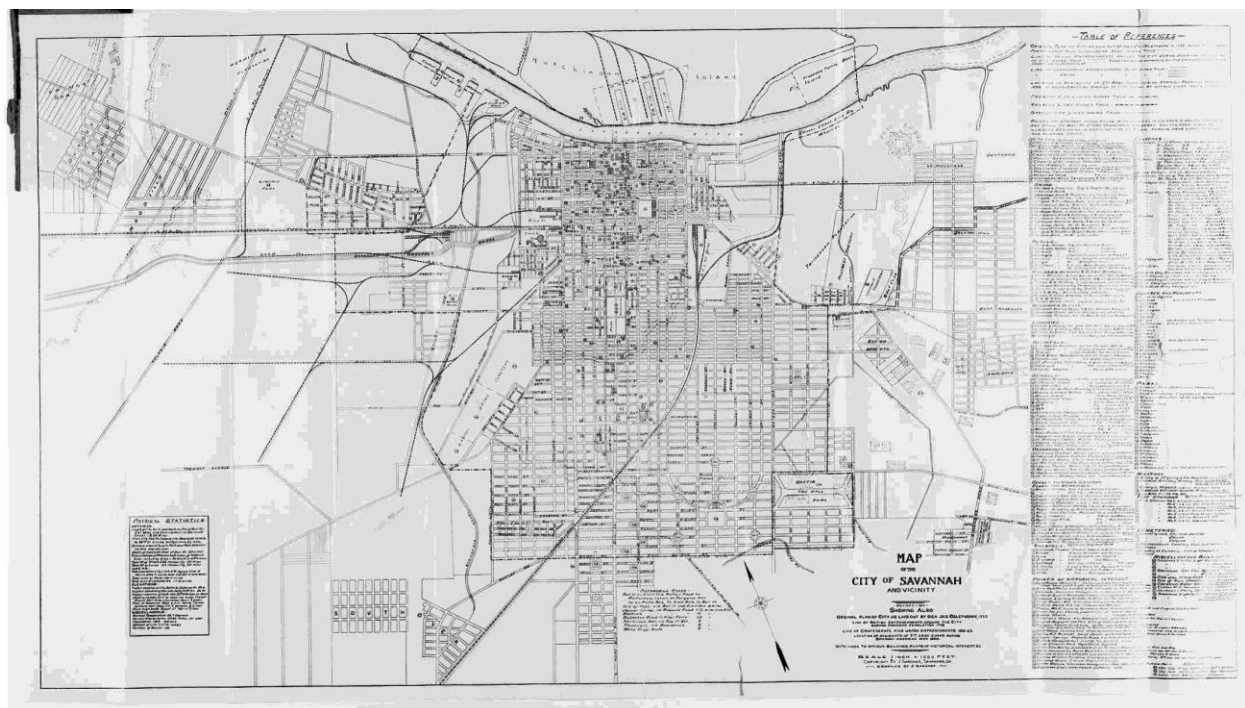




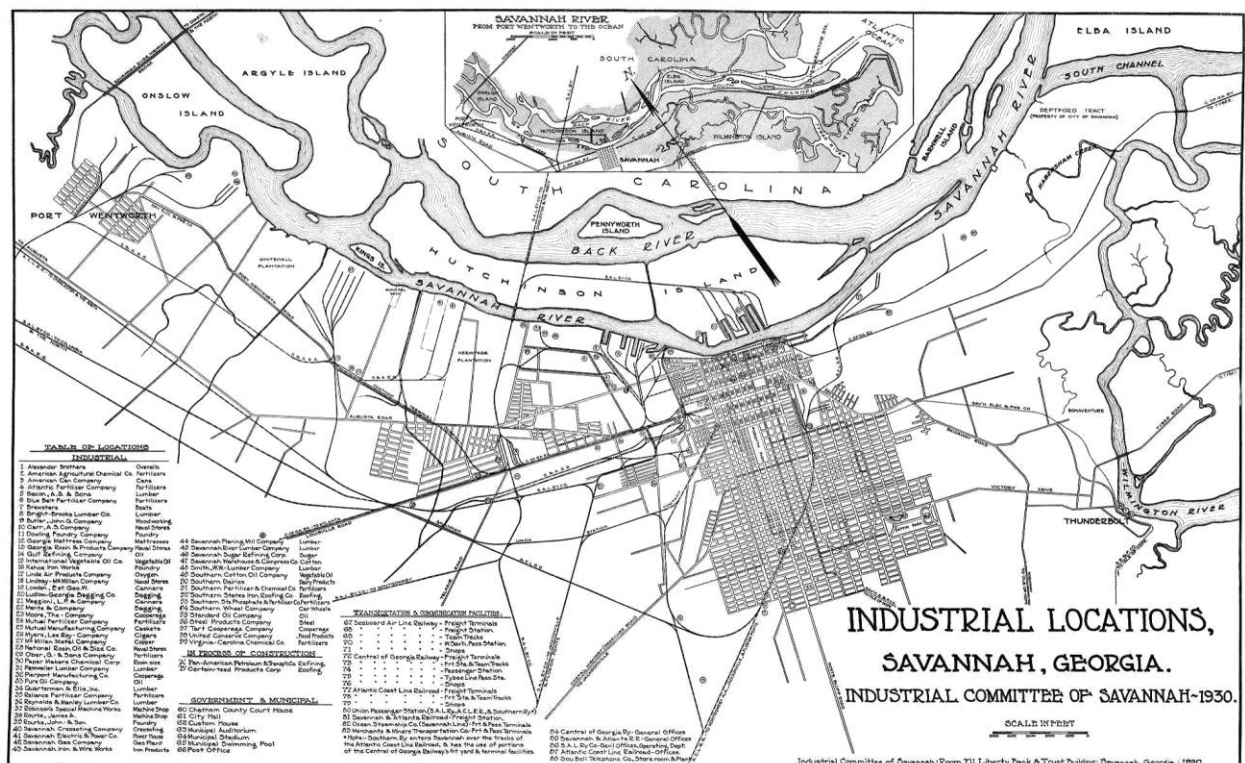
1900 Map of Savannah (Unknown)



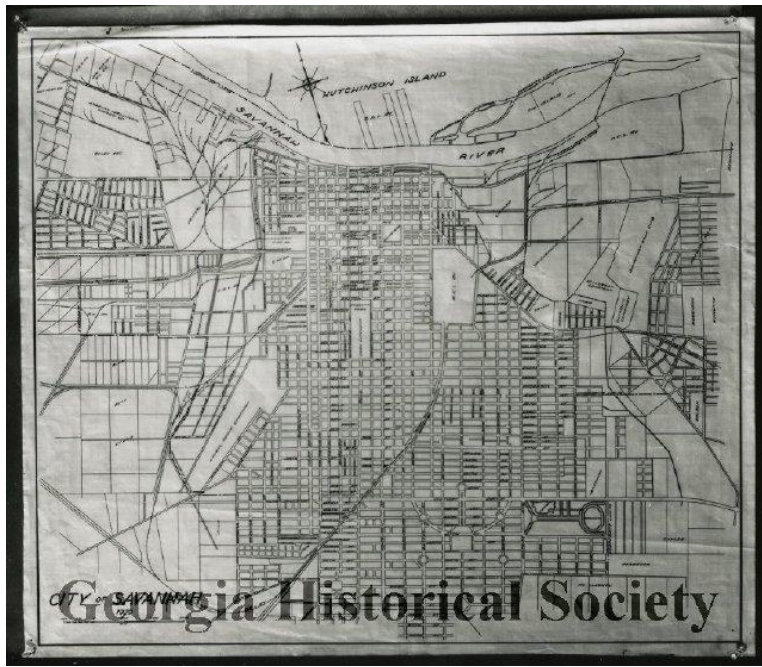
1916 Map of Savannah (Sanborn, 1916)



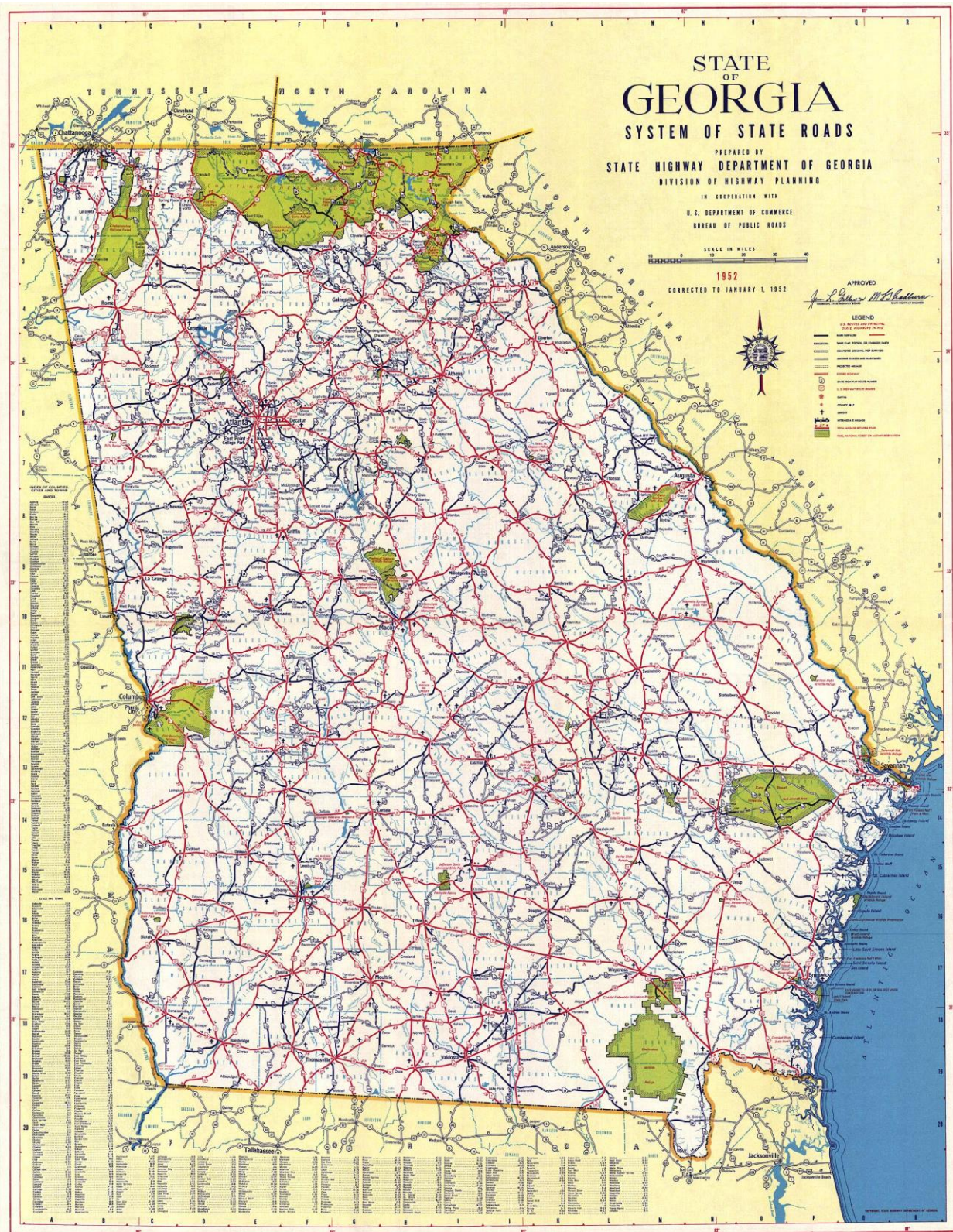
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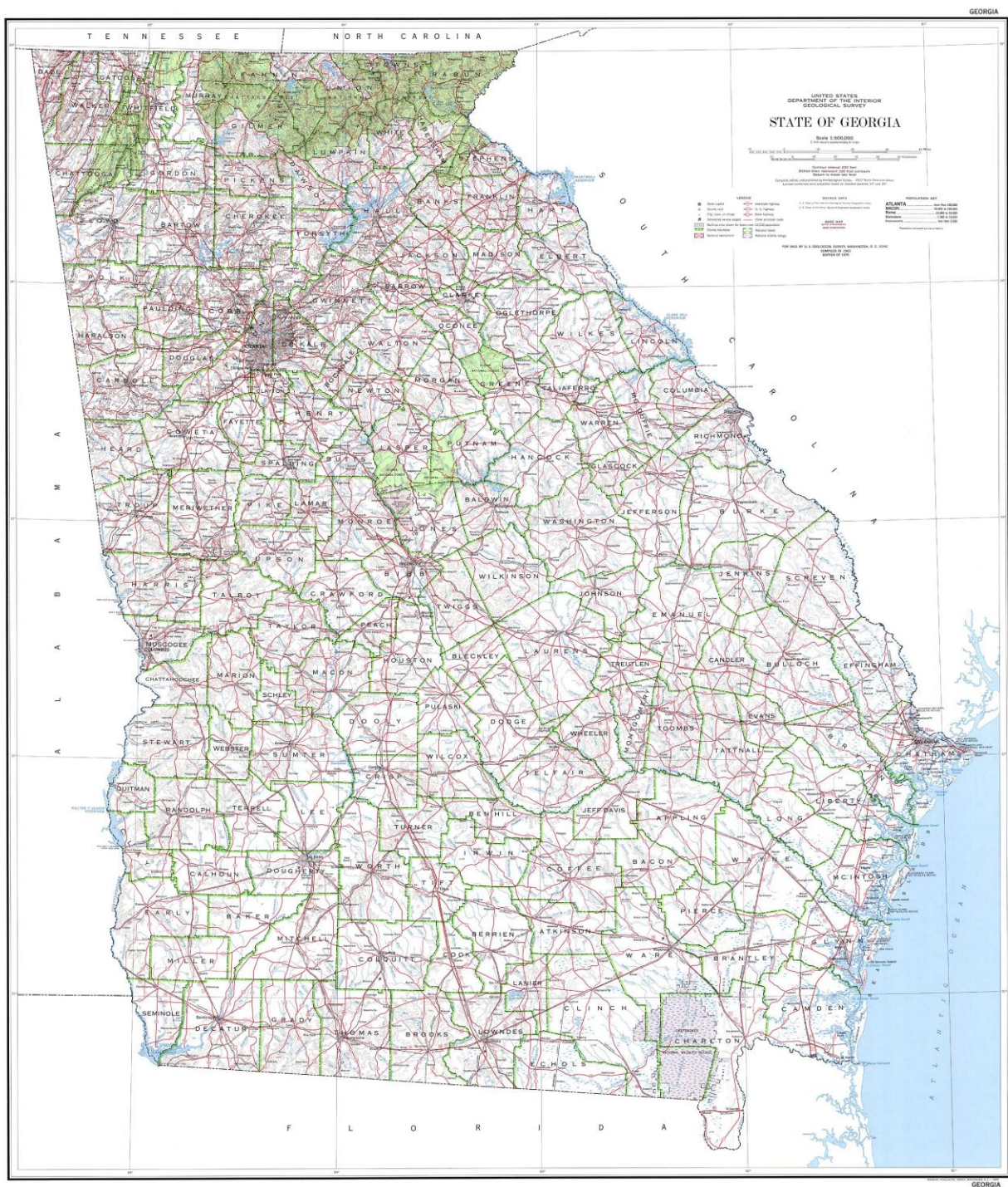


1930 Map of Savannah (Unknown)



1955 Map of Savannah(Unknown)





1970 Map of Georgia's Highway System (Unknown)

b. CONDITIONS ASSESSMENTS

ZONE ONE

West Side Study Area

Existing Conditions Assessment

Buildings, Land Uses, Rights-of-Ways

Key	Boundaries (W. River Street, W. Bay Street, MLK Jr. Blvd, W. Boundary Street)	Number of Parcels	Total Number of Structures	Built before 1966- could be added to National Register	Number of Utilized Structures	Number of Underutilized/Vacant Structures	Number of New Construction/Recently Renovated Buildings (2005 or later)	Deemed Historic and Contributing to Historic District by City?	Existing Building Use	Year built	Renovated Year
	ZONE 1	20	21	12	16	7	6	5	commercial/office, low density residential, high density residential, industrial, civic, institutional, mixed use, park/green space		
	Addresses										
1	Ocean Terminal	-		-			-	N	N/A	N/A	N/A
2	630 Indian Street	-		-	-		-	N	building for sale	1949	N/A
3	101 N. Fahm Street	-		-	-		-	N	building for sale	1949	N/A
4	630 Indian Street	-		-			-	N	building for sale	1949	N/A
5	641 Indian Street	-				-	-	N	bar	1958	1998
6	1 N. Fahm Street	-				-		Y	commercial	1900	2015
7	574 Indian Street	-				-		Y	commercial	1900	2015
8	532 Indian Street	-		-		-		N	college academic facility	1970	2012
9	601 N. Indian Street	-				-	-	N	warehouse	1969	N/A
10	1018 W. River Street	-		-	-		-	N	N/A	N/A	N/A
11	1029 W. River Street	-		-	-		-	N	N/A	1910	N/A
12	629 W. Bay Street	-				-	-	N	hotel	2004	N/A
13	2 Fahm Steet	-				-	-	N	post office	1968	1987
14	1 N. Fahm Street	-		-		-	-	N	college academic facility	1970	2000/2004
15	3 Martin Luther King Jr. Boulevard	-			-		-	Y	vacant	1900	2005
16	518 Indian Street	-				-		Y	vacant	1850	2013
17	7 Martin Lutherin King Jr. Boulevard	-				-		Y	vacant	1966	N/A
18	508 W. Bay Street	-				-	-	N	post office	1968	1987
19	502 W. Bay Street	-		-		-	-	N	gas station	2003	N/A
20	502 W. Bay Street	-		-		-	-	N	gas station	2004	N/A
21	518 Indian Street	-				-		Y	college academic facility	1850	2013

West Side Study Area				
Existing Conditions Assessment				
Rights-of-Ways				
Key (Single Letter= E/W Street, Double Letters= N/S Street	Boundaries (W. River Street, W. Bay Street, MLK Jr. Blvd, W. Boundary Street)			
	ZONE 1			
	Street Name	Existing	Historic	Formerly known as:
A	W. River Street			-
B	Indian Street			Mill Street
AA	N. Fahm Street			-
BB	Martin Luther King Jr, Blvd			West Broad Street

West Side Study Area																
City Proposals Assessment																
Buildings, Infill, Rights-of-Ways																
Key	Boundaries (W. River Street, W. Bay Street, MLK Jr. Blvd, W. Boundary Street)	Number of Parcels	Existing?	Proposed Infill?	Total Number of Structures	Built before 1966- could be added to National Register	Number of Utilized Structures	Number of Underutilized/Vacant Structures	Number of New Construction/Recently Renovated Buildings (2005 or later)	Deemed Historic and Contributing to Historic District by City?	Existing Building/Land Use	Proposed demolition	Proposed Revitalization	Year built	Renovated Year	Proposed By
	ZONE 1	20			21	12	16	7	6	5	commercial/office, low density residential, high density residential, industrial, civic, institutional, mixed use, park/green space	2	5			
	Addresses															
1	Ocean Terminal	-		-		-			-	N	N/A	-		N/A	N/A	W. Downtown Redevelop Plan
2	630 Indian Street	-	-	-		-	-		-	N	building for sale	-		1949	N/A	W. Downtown Redevelop Plan
3	101 N. Fahm Street	-	-	-		-	-		-	N	building for sale	-		1949	N/A	W. Downtown Redevelop Plan
4	630 Indian Street	-	-	-		-			-	N	building for sale	-		1949	N/A	W. Downtown Redevelop Plan
5	641 Indian Street	-	-	-				-	-	N	bar	-	-	1968	1998	
6	1 N. Fahm Street	-	-	-				-		Y	commercial	-	-	1900	2015	-
7	574 Indian Street	-	-	-				-		Y	commercial	-	-	1900	2015	-
8	530 Indian Street	-	-	-		-				N	college academic facility	-	-	1970	2012	-
9	601 N. Indian Street	-	-	-				-		N	warehouse	-	-	1969	N/A	-
10	1018 W. River Street	-	-	-		-	-		-	N	N/A		-		N/A	W. Downtown Redevelop Plan
11	1029 W. River Street	-	-	-		-	-		-	N	N/A		-	1910	N/A	W. Downtown Redevelop Plan
12	629 W. Bay Street	-	-	-				-	-	N	hotel	-	-	2004	N/A	
13	2 Fahm Street	-	-	-				-		N	post office	-	-	1968	1987	-
14	1 N. Fahm Street	-	-	-		-			-	N	college academic facility	-	-	1970	2000/2004	-
15	8 Martin Luther King Jr. Boulevard	-	-	-				-		Y	vacant	-	-	1900	2005	-
16	518 Indian Street	-	-	-				-		Y	vacant	-		1850	2013	W. Downtown Redevelop Plan
17	7 Martin Luther King Jr. Boulevard	-	-	-				-		Y	vacant	-	-	1966	N/A	-
18	508 W. Bay Street	-	-	-				-	-	N	post office	-	-	1968	1987	-
19	502 W. Bay Street	-	-	-		-			-	N	gas station	-	-	2003	N/A	-
20	502 W. Bay Street	-	-	-		-			-	N	gas station	-	-	2004	N/A	-
21	518 Indian Street	-	-	-				-		Y	college academic facility	-	-	1850	2013	-

West Side Study Area							
City Proposals Assessment							
Rights-of-Ways							
Key (Single Letter= E/W Street, Double Letters= N/S Street, lower case=new)	Boundaries (W. River Street, W. Bay Street, MLK Jr. Blvd, W. Boundary Street)						Proposed By
	ZONE 1						
	Street Name	Existing	Historic	Proposed Demo	Proposed New	Proposed Revitalization	
A	W. River Street			-	-		W. Downtown Redev Plan
B	Indian Street			-	-		W. Downtown Redev Plan
AA	N. Fahm Street			-	-		W. Downtown Redev Plan
BB	Martin Luther King Jr, Blvd			-	-		W. Downtown Redev Plan

West Side Study Area																	
Recommendations																	
Buildings, Infill, Rights-of-Ways																	
Key	Boundaries (W. River Street, W. Bay Street, MLK Jr. Blvd, W. Boundary Street)	Number of Parcels	Existing?	Proposed Infill?	Total Number of Structures	Built before 1966 could be added to National Register	Number of Utilized Structures	Number of Underutilized/Va- cant Structures	Number of New Construction/Re- cently Renovated Buildings (2005 or later)	Deemed Historic and Contributing to Historic District by City?	Existing or Proposed Building/Land Use	Proposed demolition	Proposed Revitalization	Year built	Renovated Year	Proposed By	
	ZONE 1	20			21	12	16	7	6	6	commercial/office, low density residential, high density residential, industrial, civic, institutional mixed use, park/green space	2	5				
	Addresses																
1	Ocean Terminal	-	-	-	-	-	-	-	-	N	N/A	-	-	N/A	N/A	W. Downtown Redev Plan /Agreed by this study	
2	630 Indian Street	-	-	-	-	-	-	-	-	N	building for sale	-	-	1949	N/A		
3	101 N. Fahm Street	-	-	-	-	-	-	-	-	N	building for sale	-	-	1949	N/A	W. Downtown Redev Plan /Agreed by this study	
4	630 Indian Street	-	-	-	-	-	-	-	-	N	building for sale	-	-	1949	N/A		
5	641 Indian Street	-	-	-	-	-	-	-	-	N	bar	-	-	1958	1998	W. Downtown Redev Plan /Agreed by this study	
6	1 N. Fahm Street	-	-	-	-	-	-	-	-	Y	commercial	-	-	1900	2015		
7	574 Indian Street	-	-	-	-	-	-	-	-	Y	commercial	-	-	1900	2015	-	
8	532 Indian Street	-	-	-	-	-	-	-	-	N	college academic facility	-	-	1970	2012		
9	601 N. Indian Street	-	-	-	-	-	-	-	-	N	warehouse	-	-	1969	N/A	-	
10	1018 W. River Street	-	-	-	-	-	-	-	-	N	N/A	-	-	N/A	N/A		
11	1029 W. River Street	-	-	-	-	-	-	-	-	N	N/A	-	-	1910	N/A	W. Downtown Redev Plan /Agreed by this study	
12	629 W. Bay Street	-	-	-	-	-	-	-	-	N	hotel	-	-	2004	N/A		
13	2 Fahm Steet	-	-	-	-	-	-	-	-	N	post office	-	-	1968	1987	-	
14	1 N. Fahm Street	-	-	-	-	-	-	-	-	N	college academic facility	-	-	1970	2000/2004		
15	3 Martin Luther King Jr. Boulevard	-	-	-	-	-	-	-	-	Y	vacant	-	-	1900	2005	-	
16	518 Indian Street	-	-	-	-	-	-	-	-	Y	vacant	-	-	1850	2013		
17	7 Martin Lutherin King Jr. Boulevard	-	-	-	-	-	-	-	-	Y	vacant	-	-	1966	N/A	W. Downtown Redev Plan /Agreed by this study	
18	508 W. Bay Street	-	-	-	-	-	-	-	-	N	post office	-	-	1968	1987		
19	502 W. Bay Street	-	-	-	-	-	-	-	-	N	gas station	-	-	2003	N/A	-	
20	502 W. Bay Street	-	-	-	-	-	-	-	-	N	gas station	-	-	2004	N/A		
21	518 Indian Street	-	-	-	-	-	-	-	-	-	college academic facility	-	-	1850	2013	-	
A-1	To Be Determined - Proposed Infill Development	-	-	-	-	-	-	-	-	-	commercial	-	-	-	-	This Study	
A-2	To Be Determined - Proposed Infill Development	-	-	-	-	-	-	-	-	-	multi-family res	-	-	-	-		
A-3	To Be Determined - Proposed Infill Development	-	-	-	-	-	-	-	-	-	commercial	-	-	-	-	This Study	

West Side Study Area							
Recommendations							
Rights-of-Ways							
Key (Single Letter= E/W Street, Double Letters= N/S Street, lower case=new)	Boundaries (W. River Street, W. Bay Street, MLK Jr. Blvd, W. Boundary Street)						Proposed By
	ZONE 1						
	Street Name	Existing	Historic	Proposed Demo	Proposed New	Proposed Revitalization	
A	W. River Street			-	-		W. Downtown Redev Plan /Agreed by this study
B	Indian Street			-	-		W. Downtown Redev Plan /Agreed by this study
AA	N. Fahm Street			-	-		W. Downtown Redev Plan /Agreed by this study
BB	Martin Luther King Jr, Blvd			-	-		W. Downtown Redev Plan /Agreed by this study
1A	Proposed Street -To Be Determined	-	-	-		-	This Study

ZONE TWO

West Side Study Area

Recommendations

Buildings, Infill, Rights-of-Way

Key	Boundaries (W. Bay Street, W. Ogleshorpe Ave, MLK Jr. Blvd, W. Boundary Street)	Number of Parcels	Existing?	Proposed Infill?	Total Number of Structures	Built before 1966- could be added to National Register	Number of Utilized Structures	Number of Underutilized/Vacant Structures	Number of New Construction/Recently Renovated Buildings (2005 or later)	Deemed Historic and Contributing to Historic District by City?	Existing or Proposed Building/Land Use	Proposed demolition	Proposed Revitalization	Year built	Renovated Year	Proposed By
	ZONE 2	38			62	12	56	3	6	6	commercial/office, low density residential, high density residential, industrial, civic, institutional, mixed use, park/green space	3	44			
	Addresses															
22	155 W. Bay Street	-		-	-	-	-	-	-	N	public housing	-		1950s	2012	W. Downtown Redev Plan /Agreed by this study
23	145 W. Bay Street	-	-	-	-	-	-	-	-	N	public housing	-		1950s	2013	W. Downtown Redev Plan /Agreed by this study
24	258 W. Bryan Street	-	-	-	-	-	-	-	-	N	public housing	-		1950s	2012	W. Downtown Redev Plan /Agreed by this study
25	137 W. Bay Street	-	-	-	-	-	-	-	-	N	public housing	-		N/A	N/A	W. Downtown Redev Plan /Agreed by this study
26	246 W. Bryan Street	-	-	-	-	-	-	-	-	N	public housing	-		1950s	2012	W. Downtown Redev Plan /Agreed by this study
27	354 W. Bryan Street	-	-	-	-	-	-	-	-	N	public housing	-		1950s	2012	W. Downtown Redev Plan /Agreed by this study
28	523 W. Bay Street	-	-	-	-	-	-	-	-	N	public housing	-		1985	N/A	W. Downtown Redev Plan /Agreed by this study
29	555 W. Bay Street	-	-	-	-	-	-	-	-	N	public housing	-		N/A	N/A	W. Downtown Redev Plan /Agreed by this study
30	236 W. Bryan Street	-	-	-	-	-	-	-	-	N	public housing	-		N/A	N/A	W. Downtown Redev Plan /Agreed by this study
31	351 W. Bryan Street	-	-	-	-	-	-	-	-	Y	public housing	-		1950s	2012	W. Downtown Redev Plan /Agreed by this study
32	344 W. Bryan Street	-	-	-	-	-	-	-	-	N	public housing	-		1950s	2012	W. Downtown Redev Plan /Agreed by this study
33	334 W. Bryan Street	-	-	-	-	-	-	-	-	N	public housing	-		N/A	N/A	W. Downtown Redev Plan /Agreed by this study
34	575 W. Bryan Street	-	-	-	-	-	-	-	-	Y	church	-	-	1888	N/A	
35	658 W. Boundary Street	-	-	-	-	-	-	-	-	N	public housing	-		1950s	2012	W. Downtown Redev Plan /Agreed by this study
36	510 W. Bryan Street	-	-	-	-	-	-	-	-	N	office building	-		1970	1985	W. Downtown Redev Plan /Agreed by this study
37	336 W. Bryan Street	-	-	-	-	-	-	-	-	N	public housing	-		N/A	N/A	W. Downtown Redev Plan /Agreed by this study
38	541 Fahm Street	-	-	-	-	-	-	-	-	N	public housing	-		1950s	2012	W. Downtown Redev Plan /Agreed by this study
39	658 W. Boundary Street	-	-	-	-	-	-	-	-	N	public housing	-		1950s	2012	W. Downtown Redev Plan /Agreed by this study
40	25 Ann Street	-	-	-	-	-	-	-	-	N	public housing	-		1950s	2013	W. Downtown Redev Plan /Agreed by this study
41	658 W. Boundary Street	-	-	-	-	-	-	-	-	N	public housing	-		1950s	2012	W. Downtown Redev Plan /Agreed by this study
42	41 Martin Luther King Jr. Boulevard	-	-	-	-	-	-	-	-	Y	museum	-	-	1805	2005	
43	575 W. Bryan Street	-	-	-	-	-	-	-	-	N	public housing	-		N/A	N/A	W. Downtown Redev Plan /Agreed by this study
44	741 Fahm Street	-	-	-	-	-	-	-	-	N	public housing	-		N/A	N/A	W. Downtown Redev Plan /Agreed by this study
45	27-53 Ann Street	-	-	-	-	-	-	-	-	N	public housing	-		N/A	N/A	W. Downtown Redev Plan /Agreed by this study
46	741 Fahm Street	-	-	-	-	-	-	-	-	N	public housing	-		1950s	2012	W. Downtown Redev Plan /Agreed by this study
47	854 Zubley Street	-	-	-	-	-	-	-	-	N	public housing	-		1950s	2012	W. Downtown Redev Plan /Agreed by this study
48	823 Zubley Street	-	-	-	-	-	-	-	-	N	public housing	-		N/A	N/A	W. Downtown Redev Plan /Agreed by this study
49	41 Martin Luther King Jr. Boulevard	-	-	-	-	-	-	-	-	N	museum	-	-	1805	2005	
50	845 Zubley Street	-	-	-	-	-	-	-	-	N	public housing	-		1950s	2012	W. Downtown Redev Plan /Agreed by this study
51	833 Zubley Street	-	-	-	-	-	-	-	-	N	public housing	-		N/A	N/A	W. Downtown Redev Plan /Agreed by this study
52	955 Zubley Street	-	-	-	-	-	-	-	-	N	public housing	-		N/A	N/A	W. Downtown Redev Plan /Agreed by this study
53	833 Zubley Street	-	-	-	-	-	-	-	-	N	public housing	-		N/A	N/A	W. Downtown Redev Plan /Agreed by this study
54	711 Ann Street	-	-	-	-	-	-	-	-	N	public housing	-		N/A	N/A	W. Downtown Redev Plan /Agreed by this study
55	824 Zubley Street	-	-	-	-	-	-	-	-	N	public housing	-		1950s	2012	W. Downtown Redev Plan /Agreed by this study
56	1058 W. Boundary Street	-	-	-	-	-	-	-	-	N	public housing	-		N/A	N/A	W. Downtown Redev Plan /Agreed by this study
57	19 Zubley Street	-	-	-	-	-	-	-	-	N	vacant/proposed multifamily	-		1964	1970-1980	W. Downtown Redev Plan /Agreed by this study
58	854 Zubley Street	-	-	-	-	-	-	-	-	N	public housing	-		N/A	N/A	W. Downtown Redev Plan /Agreed by this study
59	125 Fahm Street	-	-	-	-	-	-	-	-	N	clinic	-	-	1966	2000	W. Downtown Redev Plan /Agreed by this study
60	63 Martin Luther King Jr. Boulevard	-	-	-	-	-	-	-	-	N	vacant/ proposed commercial	-		1965	1985	W. Downtown Redev Plan /Agreed by this study
61	1158 W. Boundary Street	-	-	-	-	-	-	-	-	N	public housing	-		N/A	N/A	W. Downtown Redev Plan /Agreed by this study
62	125 Fahm Street	-	-	-	-	-	-	-	-	N	clinic	-	-	1966	2000	W. Downtown Redev Plan /Agreed by this study
63	1254 York Street	-	-	-	-	-	-	-	-	N	public housing	-		N/A	N/A	W. Downtown Redev Plan /Agreed by this study
64	110 Ann Street	-	-	-	-	-	-	-	-	N	retail	-		1950	1981	
65	120 Fahm Street	-	-	-	-	-	-	-	-	N	vacant/ proposed commercial	-	-	1963	1987	W. Downtown Redev Plan /Agreed by this study
66	720 W. Ogleshorpe Ave	-	-	-	-	-	-	-	-	N	retail	-		1979	2000	
67	702 W. Ogleshorpe Ave	-	-	-	-	-	-	-	-	N	retail	-		2014	N/A	-
68	610 W. Ogleshorpe Ave.	-	-	-	-	-	-	-	-	Y	greyhound station	-		1964	2012	-
69	147 Martin Luther King Jr. Boulevard	-	-	-	-	-	-	-	-	N	gas station	-		1980	N/A	-
70	147 Martin Luther King Jr. Boulevard	-	-	-	-	-	-	-	-	N	gas station	-		1990	N/A	-
71	15 Martin Luther King Jr. Boulevard	-	-	-	-	-	-	-	-	N	hotel	-		2009	N/A	-
72	101 Martin Luther King Jr. Boulevard	-	-	-	-	-	-	-	-	Y	college academic facility	-		1926	2000	-
73	113 Martin Luther King Jr. Boulevard	-	-	-	-	-	-	-	-	Y	restaurant/retail	-	-	1900/1910	2010/2015	
74	262 W. Bryan Street	-	-	-	-	-	-	-	-	Y	public housing	-		N/A	N/A	W. Downtown Redev Plan /Agreed by this study
75	364 W. Bryan Street	-	-	-	-	-	-	-	-	N	public housing	-		1950s	2013	W. Downtown Redev Plan /Agreed by this study
76	460 W. Boundary Street	-	-	-	-	-	-	-	-	N	public housing	-		1950s	2014	W. Downtown Redev Plan /Agreed by this study
77	560 W. Boundary Street	-	-	-	-	-	-	-	-	N	public housing	-		1950s	2015	W. Downtown Redev Plan /Agreed by this study
78	661 W. Boundary Street	-	-	-	-	-	-	-	-	N	public housing	-		1950s	2016	W. Downtown Redev Plan /Agreed by this study
79	661 W. Boundary Street	-	-	-	-	-	-	-	-	N	public housing	-		1950s	2017	W. Downtown Redev Plan /Agreed by this study
80	864 Zubley Street	-	-	-	-	-	-	-	-	N	public housing	-		1950s	2018	W. Downtown Redev Plan /Agreed by this study
81	964 Zubley Street	-	-	-	-	-	-	-	-	N	public housing	-		1950s	2019	W. Downtown Redev Plan /Agreed by this study
82	1058 W. Boundary Street	-	-	-	-	-	-	-	-	N	public housing	-		1950s	2020	W. Downtown Redev Plan /Agreed by this study
83	1158 W. Boundary Street	-	-	-	-	-	-	-	-	N	public housing	-		1950s	2021	W. Downtown Redev Plan /Agreed by this study
84	1261 Yates Street	-	-	-	-	-	-	-	-	N	public housing	-		1950s	2022	W. Downtown Redev Plan /Agreed by this study
A-4	To Be Determined - Proposed Infill Development	-	-	-	-	-	-	-	-	-	commercial	-	-	-	-	This Study
A-5	To Be Determined - Proposed Infill Development	-	-	-	-	-	-	-	-	-	commercial	-	-	-	-	This Study
A-6	To Be Determined - Proposed Infill Development	-	-	-	-	-	-	-	-	-	multi-family res	-	-	-	-	This Study
A-7	To Be Determined - Proposed Infill Development	-	-	-	-	-	-	-	-	-	commercial	-	-	-	-	This Study

West Side Study Area				
Existing Conditions Assessment				
Rights-of-Ways				
Key (Single Letter= E/W Street, Double Letters= N/S Street)	Boundaries (W. Bay Street, W. Oglethorpe Ave, MLK Jr. Blvd, W. Boundary Street)			
	ZONE 2			
	Street Name	Existing	Historic	Formerly known as:
C	W. Bay Street			-
D	W. Bryan Street			-
E	Orange Street			-
F	Zubley Street			-
G	W. Youmans Street			Margaret Street
H	W. Oglethorpe Street			William Street (past W. Broad Street
AA	N. Fahm Street			Fahm Street
BB	Martin Luther King Jr, Blvd			West Broad Sreet
CC	W. Boundary Street			-
DD	Ann Street			-
T	Pine Street	-	no longer exists	-
E	Orange Street	-	portion no longer exists	-
U	Harrison Stree	-	no longer exists	-
G	Margaret Street	-	portion no longer exists	-

West Side Study Area

City Proposals Assessment

Buildings, Infill, Rights-of-Ways

Key	Boundaries (W. Bay Street, W. Oglethorpe Ave, MLK Jr. Blvd, W. Boundary Street)	Number of Parcels	Existing?	Proposed Infill?	Total Number of Structures	Built before 1966- could be added to National Register	Number of Utilized Structures	Number of Underutilized/Va- cant Structures	Number of New Construction/Recently Renovated Buildings (2005 or later)	Deemed Historic and Contributing to Historic District by City?	Existing Land/ Building Use	Proposed demolition	Proposed Revitalization	Year built	Renovated Year	Proposed By
	ZONE 2	38			62	12	56	3	6	6	commercial/office, low density residential, high density residential, industrial, civic, institutional, mixed use, park/green space	3	44			
Addresses																
22	155 W. Bay Street	-	-	-	-	-	-	-	-	N	public housing	-		1950s	2012	W. Downtown Revdev Plan
23	145 W. Bay Street	-	-	-	-	-	-	-	-	N	public housing	-		1950s	2013	W. Downtown Revdev Plan
24	258 W. Bryan Street	-	-	-	-	-	-	-	-	N	public housing	-		1950s	2012	W. Downtown Revdev Plan
25	137 W. Bay Street	-	-	-	-	-	-	-	-	N	public housing	-		N/A	2012	W. Downtown Revdev Plan
26	246 W. Bryan Street	-	-	-	-	-	-	-	-	N	public housing	-		1950s	2012	W. Downtown Revdev Plan
27	354 W. Bryan Street	-	-	-	-	-	-	-	-	N	public housing	-		1950s	2012	W. Downtown Revdev Plan
28	533 W. Bay Street	-	-	-	-	-	-	-	-	N	public housing	-		1985	N/A	W. Downtown Revdev Plan
29	555 W. Bay Street	-	-	-	-	-	-	-	-	N	public housing	-		N/A	N/A	W. Downtown Revdev Plan
30	236 W. Bryan Street	-	-	-	-	-	-	-	-	N	public housing	-		N/A	N/A	W. Downtown Revdev Plan
31	351 W. Bryan Street	-	-	-	-	-	-	-	-	Y	public housing	-		1950s	2012	W. Downtown Revdev Plan
32	344 W. Bryan Street	-	-	-	-	-	-	-	-	N	public housing	-		1950s	2012	W. Downtown Revdev Plan
33	334 W. Bryan Street	-	-	-	-	-	-	-	-	N	public housing	-		N/A	N/A	W. Downtown Revdev Plan
34	575 W. Bryan Street	-	-	-	-	-	-	-	-	Y	church	-		1888	N/A	
35	658 W. Boundary Street	-	-	-	-	-	-	-	-	N	public housing	-		1950s	2012	W. Downtown Revdev Plan
36	510 W. Bryan Street	-	-	-	-	-	-	-	-	N	office building	-		1970	1985	W. Downtown Revdev Plan
37	336 W. Bryan Street	-	-	-	-	-	-	-	-	N	public housing	-		N/A	N/A	W. Downtown Revdev Plan
38	341 Fahm Street	-	-	-	-	-	-	-	-	N	public housing	-		1950s	2012	W. Downtown Revdev Plan
39	658 W. Boundary Street	-	-	-	-	-	-	-	-	N	public housing	-		1950s	2012	W. Downtown Revdev Plan
40	25 Ann Street	-	-	-	-	-	-	-	-	N	public housing	-		1950s	2013	W. Downtown Revdev Plan
41	658 W. Boundary Street	-	-	-	-	-	-	-	-	N	public housing	-		1950s	2012	W. Downtown Revdev Plan
42	44 Martin Luther King Jr. Boulevard	-	-	-	-	-	-	-	-	Y	museum	-		1905	2005	
43	575 W. Bryan Street	-	-	-	-	-	-	-	-	N	public housing	-		N/A	N/A	W. Downtown Revdev Plan
44	741 Fahm Street	-	-	-	-	-	-	-	-	N	public housing	-		N/A	N/A	W. Downtown Revdev Plan
45	27-53 Ann Street	-	-	-	-	-	-	-	-	N	public housing	-		N/A	N/A	W. Downtown Revdev Plan
46	741 Fahm Street	-	-	-	-	-	-	-	-	N	public housing	-		1950s	2012	W. Downtown Revdev Plan
47	854 Zubley Street	-	-	-	-	-	-	-	-	N	public housing	-		1950s	2012	W. Downtown Revdev Plan
48	823 Zubley Street	-	-	-	-	-	-	-	-	N	public housing	-		N/A	N/A	W. Downtown Revdev Plan
49	41 Martin Luther King Jr. Boulevard	-	-	-	-	-	-	-	-	N	museum	-		1805	2005	
50	845 Zubley Street	-	-	-	-	-	-	-	-	N	public housing	-		1950s	2012	W. Downtown Revdev Plan
51	823 Zubley Street	-	-	-	-	-	-	-	-	N	public housing	-		N/A	N/A	W. Downtown Revdev Plan
52	955 Zubley Street	-	-	-	-	-	-	-	-	N	public housing	-		N/A	N/A	W. Downtown Revdev Plan
53	833 Zubley Street	-	-	-	-	-	-	-	-	N	public housing	-		N/A	N/A	W. Downtown Revdev Plan
54	711 Ann Street	-	-	-	-	-	-	-	-	N	public housing	-		N/A	N/A	W. Downtown Revdev Plan
55	824 Zubley Street	-	-	-	-	-	-	-	-	N	public housing	-		1950s	2012	W. Downtown Revdev Plan
56	1058 W. Boundary Street	-	-	-	-	-	-	-	-	N	public housing	-		N/A	N/A	W. Downtown Revdev Plan
57	19 Zubley Street	-	-	-	-	-	-	-	-	N	vacant	-		1964	1970-1980	W. Downtown Revdev Plan
58	814 Zubley Street	-	-	-	-	-	-	-	-	N	public housing	-		N/A	N/A	W. Downtown Revdev Plan
59	125 Fahm Street	-	-	-	-	-	-	-	-	N	clinic	-		1966	2000	W. Downtown Revdev Plan
60	63 Martin Luther King Jr. Boulevard	-	-	-	-	-	-	-	-	N	vacant	-		1965	1985	W. Downtown Revdev Plan
61	1158 W. Boundary Street	-	-	-	-	-	-	-	-	N	public housing	-		N/A	N/A	W. Downtown Revdev Plan
62	125 Fahm Street	-	-	-	-	-	-	-	-	N	clinic	-		1966	2000	W. Downtown Revdev Plan
63	1254 York Street	-	-	-	-	-	-	-	-	N	public housing	-		N/A	N/A	W. Downtown Revdev Plan
64	110 Ann Street	-	-	-	-	-	-	-	-	N	retail	-		1950	1981	
65	120 Fahm Street	-	-	-	-	-	-	-	-	N	public building	-		1963	1987	W. Downtown Revdev Plan
66	720 W. Oglethorpe Ave	-	-	-	-	-	-	-	-	N	retail	-		1979	2000	
67	702 W. Oglethorpe Ave	-	-	-	-	-	-	-	-	N	retail	-		2014	N/A	-
68	610 W. Oglethorpe Ave.	-	-	-	-	-	-	-	-	Y	greyhound station	-		1964	2012	-
69	147 Martin Luther King Jr. Boulevard	-	-	-	-	-	-	-	-	N	gas station	-		1989	N/A	-
70	147 Martin Luther King Jr. Boulevard	-	-	-	-	-	-	-	-	N	gas station	-		1990	N/A	-
71	15 Martin Luther King Jr. Boulevard	-	-	-	-	-	-	-	-	N	hotel	-		2009	N/A	-
72	101 Martin Luther King Jr. Boulevard	-	-	-	-	-	-	-	-	Y	college academic facility	-		1926	2000	-
73	113 Martin Luther King Jr. Boulevard	-	-	-	-	-	-	-	-	Y	restaurant/cafe	-		1902/1910	2010/2015	-
74	262 W. Bryan Street	-	-	-	-	-	-	-	-	Y	public housing	-		N/A	N/A	W. Downtown Revdev Plan
75	364 W. Bryan Street	-	-	-	-	-	-	-	-	N	public housing	-		1950s	2013	W. Downtown Revdev Plan
76	460 W. Boundary Street	-	-	-	-	-	-	-	-	N	public housing	-		1950s	2014	W. Downtown Revdev Plan
77	560 W. Boundary Street	-	-	-	-	-	-	-	-	N	public housing	-		1950s	2015	W. Downtown Revdev Plan
78	661 W. Boundary Street	-	-	-	-	-	-	-	-	N	public housing	-		1950s	2016	W. Downtown Revdev Plan
79	661 W. Boundary Street	-	-	-	-	-	-	-	-	N	public housing	-		1950s	2017	W. Downtown Revdev Plan
80	864 Zubley Street	-	-	-	-	-	-	-	-	N	public housing	-		1950s	2018	W. Downtown Revdev Plan
81	864 Zubley Street	-	-	-	-	-	-	-	-	N	public housing	-		1950s	2019	W. Downtown Revdev Plan
82	1058 W. Boundary Street	-	-	-	-	-	-	-	-	N	public housing	-		1950s	2020	W. Downtown Revdev Plan
83	1158 W. Boundary Street	-	-	-	-	-	-	-	-	N	public housing	-		1950s	2021	W. Downtown Revdev Plan
84	1261 Yates Street	-	-	-	-	-	-	-	-	N	public housing	-		1950s	2022	W. Downtown Revdev Plan

West Side Study Area							
City Proposals Assessment							
Rights-of-Ways							
Key (Single Letter= E/W Street, Double Letters= N/S Street, lower case=new)	Boundaries (W. Bay Street, W. Oglethorpe Ave, MLK Jr. Blvd, W. Boundary Street)						Proposed By
	ZONE 2						
	Street Name	Existing	Historic	Proposed Demo	Proposed New	Proposed Revitalization	
C	W. Bay Street			-	-		W. Downtown Redev Plan
D	W. Bryan Street			-	-		W. Downtown Redev Plan
E	Orange Street			-	-		W. Downtown Redev Plan
F	Zubley Street			-	-		W. Downtown Redev Plan
G	W. Youmans Street			-	-		W. Downtown Redev Plan
H	W. Oglethorpe Street			-	-		W. Downtown Redev Plan
AA	N. Fahm Street			-	-		W. Downtown Redev Plan
BB	Martin Luther King Jr, Blvd			-	-		W. Downtown Redev Plan
CC	W. Boundary Street			-	-		W. Downtown Redev Plan
DD	Ann Street			-	-		W. Downtown Redev Plan

West Side Study Area

Recommendations

Buildings, Infill, Rights-of-Way

Key	Boundaries (W. Bay Street, W. Ogleshorpe Ave, MLK Jr. Blvd, W. Boundary Street)	Number of Parcels	Existing?	Proposed Infill?	Total Number of Structures	Built before 1966- could be added to National Register	Number of Utilized Structures	Number of Underutilized/Vacant Structures	Number of New Construction/Recently Renovated Buildings (2005 or later)	Deemed Historic and Contributing to Historic District by City?	Existing or Proposed Building/Land Use	Proposed demolition	Proposed Revitalization	Year built	Renovated Year	Proposed By
	ZONE 2	38			62	12	56	3	6	6	commercial/office, low density residential, high density residential, industrial, civic, institutional, mixed use, park/green space	3	44			
	Addresses															
22	155 W. Bay Street	-		-	-	-	-	-	-	N	public housing	-		1950s	2012	W. Downtown Redev Plan /Agreed by this study
23	145 W. Bay Street	-	-	-	-	-	-	-	-	N	public housing	-		1950s	2013	W. Downtown Redev Plan /Agreed by this study
24	258 W. Bryan Street	-	-	-	-	-	-	-	-	N	public housing	-		1950s	2012	W. Downtown Redev Plan /Agreed by this study
25	137 W. Bay Street	-	-	-	-	-	-	-	-	N	public housing	-		N/A	N/A	W. Downtown Redev Plan /Agreed by this study
26	246 W. Bryan Street	-	-	-	-	-	-	-	-	N	public housing	-		1950s	2012	W. Downtown Redev Plan /Agreed by this study
27	354 W. Bryan Street	-	-	-	-	-	-	-	-	N	public housing	-		1950s	2012	W. Downtown Redev Plan /Agreed by this study
28	523 W. Bay Street	-	-	-	-	-	-	-	-	N	public housing	-		1985	N/A	W. Downtown Redev Plan /Agreed by this study
29	555 W. Bay Street	-	-	-	-	-	-	-	-	N	public housing	-		N/A	N/A	W. Downtown Redev Plan /Agreed by this study
30	236 W. Bryan Street	-	-	-	-	-	-	-	-	N	public housing	-		N/A	N/A	W. Downtown Redev Plan /Agreed by this study
31	351 W. Bryan Street	-	-	-	-	-	-	-	-	Y	public housing	-		1950s	2012	W. Downtown Redev Plan /Agreed by this study
32	344 W. Bryan Street	-	-	-	-	-	-	-	-	N	public housing	-		1950s	2012	W. Downtown Redev Plan /Agreed by this study
33	334 W. Bryan Street	-	-	-	-	-	-	-	-	N	public housing	-		N/A	N/A	W. Downtown Redev Plan /Agreed by this study
34	575 W. Bryan Street	-	-	-	-	-	-	-	-	Y	church	-	-	1888	N/A	
35	658 W. Boundary Street	-	-	-	-	-	-	-	-	N	public housing	-		1950s	2012	W. Downtown Redev Plan /Agreed by this study
36	510 W. Bryan Street	-	-	-	-	-	-	-	-	N	office building	-		1970	1985	W. Downtown Redev Plan /Agreed by this study
37	336 W. Bryan Street	-	-	-	-	-	-	-	-	N	public housing	-		N/A	N/A	W. Downtown Redev Plan /Agreed by this study
38	541 Fahm Street	-	-	-	-	-	-	-	-	N	public housing	-		1950s	2012	W. Downtown Redev Plan /Agreed by this study
39	658 W. Boundary Street	-	-	-	-	-	-	-	-	N	public housing	-		1950s	2012	W. Downtown Redev Plan /Agreed by this study
40	25 Ann Street	-	-	-	-	-	-	-	-	N	public housing	-		1950s	2013	W. Downtown Redev Plan /Agreed by this study
41	658 W. Boundary Street	-	-	-	-	-	-	-	-	N	public housing	-		1950s	2012	W. Downtown Redev Plan /Agreed by this study
42	41 Martin Luther King Jr. Boulevard	-	-	-	-	-	-	-	-	Y	museum	-	-	1805	2005	
43	575 W. Bryan Street	-	-	-	-	-	-	-	-	N	public housing	-		N/A	N/A	W. Downtown Redev Plan /Agreed by this study
44	741 Fahm Street	-	-	-	-	-	-	-	-	N	public housing	-		N/A	N/A	W. Downtown Redev Plan /Agreed by this study
45	27-53 Ann Street	-	-	-	-	-	-	-	-	N	public housing	-		N/A	N/A	W. Downtown Redev Plan /Agreed by this study
46	741 Fahm Street	-	-	-	-	-	-	-	-	N	public housing	-		1950s	2012	W. Downtown Redev Plan /Agreed by this study
47	854 Zublely Street	-	-	-	-	-	-	-	-	N	public housing	-		1950s	2012	W. Downtown Redev Plan /Agreed by this study
48	823 Zublely Street	-	-	-	-	-	-	-	-	N	public housing	-		N/A	N/A	W. Downtown Redev Plan /Agreed by this study
49	41 Martin Luther King Jr. Boulevard	-	-	-	-	-	-	-	-	N	museum	-	-	1805	2005	
50	845 Zublely Street	-	-	-	-	-	-	-	-	N	public housing	-		1950s	2012	W. Downtown Redev Plan /Agreed by this study
51	833 Zublely Street	-	-	-	-	-	-	-	-	N	public housing	-		N/A	N/A	W. Downtown Redev Plan /Agreed by this study
52	955 Zublely Street	-	-	-	-	-	-	-	-	N	public housing	-		N/A	N/A	W. Downtown Redev Plan /Agreed by this study
53	833 Zublely Street	-	-	-	-	-	-	-	-	N	public housing	-		N/A	N/A	W. Downtown Redev Plan /Agreed by this study
54	711 Ann Street	-	-	-	-	-	-	-	-	N	public housing	-		N/A	N/A	W. Downtown Redev Plan /Agreed by this study
55	824 Zublely Street	-	-	-	-	-	-	-	-	N	public housing	-		1950s	2012	W. Downtown Redev Plan /Agreed by this study
56	1058 W. Boundary Street	-	-	-	-	-	-	-	-	N	public housing	-		N/A	N/A	W. Downtown Redev Plan /Agreed by this study
57	19 Zublely Street	-	-	-	-	-	-	-	-	N	vacant/proposed multifamily	-		1964	1970-1980	W. Downtown Redev Plan /Agreed by this study
58	854 Zublely Street	-	-	-	-	-	-	-	-	N	public housing	-		N/A	N/A	W. Downtown Redev Plan /Agreed by this study
59	125 Fahm Street	-	-	-	-	-	-	-	-	N	clinic	-	-	1966	2000	W. Downtown Redev Plan /Agreed by this study
60	63 Martin Luther King Jr. Boulevard	-	-	-	-	-	-	-	-	N	vacant/ proposed commercial	-		1965	1985	W. Downtown Redev Plan /Agreed by this study
61	1158 W. Boundary Street	-	-	-	-	-	-	-	-	N	public housing	-		N/A	N/A	W. Downtown Redev Plan /Agreed by this study
62	125 Fahm Street	-	-	-	-	-	-	-	-	N	clinic	-	-	1966	2000	W. Downtown Redev Plan /Agreed by this study
63	1254 York Street	-	-	-	-	-	-	-	-	N	public housing	-		N/A	N/A	W. Downtown Redev Plan /Agreed by this study
64	110 Ann Street	-	-	-	-	-	-	-	-	N	retail	-		1950	1981	
65	120 Fahm Street	-	-	-	-	-	-	-	-	N	vacant/ proposed commercial	-	-	1963	1987	W. Downtown Redev Plan /Agreed by this study
66	720 W. Ogleshorpe Ave	-	-	-	-	-	-	-	-	N	retail	-		1979	2000	
67	702 W. Ogleshorpe Ave	-	-	-	-	-	-	-	-	N	retail	-		2014	N/A	-
68	610 W. Ogleshorpe Ave.	-	-	-	-	-	-	-	-	Y	greyhound station	-		1964	2012	-
69	147 Martin Luther King Jr. Boulevard	-	-	-	-	-	-	-	-	N	gas station	-		1980	N/A	-
70	147 Martin Luther King Jr. Boulevard	-	-	-	-	-	-	-	-	N	gas station	-		1990	N/A	-
71	15 Martin Luther King Jr. Boulevard	-	-	-	-	-	-	-	-	N	hotel	-		2009	N/A	-
72	101 Martin Luther King Jr. Boulevard	-	-	-	-	-	-	-	-	Y	college academic facility	-		1926	2000	-
73	113 Martin Luther King Jr. Boulevard	-	-	-	-	-	-	-	-	Y	restaurant/retail	-	-	1900/1910	2010/2015	
74	262 W. Bryan Street	-	-	-	-	-	-	-	-	Y	public housing	-		N/A	N/A	W. Downtown Redev Plan /Agreed by this study
75	364 W. Bryan Street	-	-	-	-	-	-	-	-	N	public housing	-		1950s	2013	W. Downtown Redev Plan /Agreed by this study
76	460 W. Boundary Street	-	-	-	-	-	-	-	-	N	public housing	-		1950s	2014	W. Downtown Redev Plan /Agreed by this study
77	560 W. Boundary Street	-	-	-	-	-	-	-	-	N	public housing	-		1950s	2015	W. Downtown Redev Plan /Agreed by this study
78	661 W. Boundary Street	-	-	-	-	-	-	-	-	N	public housing	-		1950s	2016	W. Downtown Redev Plan /Agreed by this study
79	661 W. Boundary Street	-	-	-	-	-	-	-	-	N	public housing	-		1950s	2017	W. Downtown Redev Plan /Agreed by this study
80	864 Zublely Street	-	-	-	-	-	-	-	-	N	public housing	-		1950s	2018	W. Downtown Redev Plan /Agreed by this study
81	964 Zublely Street	-	-	-	-	-	-	-	-	N	public housing	-		1950s	2019	W. Downtown Redev Plan /Agreed by this study
82	1058 W. Boundary Street	-	-	-	-	-	-	-	-	N	public housing	-		1950s	2020	W. Downtown Redev Plan /Agreed by this study
83	1158 W. Boundary Street	-	-	-	-	-	-	-	-	N	public housing	-		1950s	2021	W. Downtown Redev Plan /Agreed by this study
84	1261 Yates Street	-	-	-	-	-	-	-	-	N	public housing	-		1950s	2022	W. Downtown Redev Plan /Agreed by this study
A-4	To Be Determined - Proposed Infill Development	-	-	-	-	-	-	-	-	-	commercial	-	-	-	-	This Study
A-5	To Be Determined - Proposed Infill Development	-	-	-	-	-	-	-	-	-	commercial	-	-	-	-	This Study
A-6	To Be Determined - Proposed Infill Development	-	-	-	-	-	-	-	-	-	multi-family res	-	-	-	-	This Study
A-7	To Be Determined - Proposed Infill Development	-	-	-	-	-	-	-	-	-	commercial	-	-	-	-	This Study

West Side Study Area							
Recommendations							
Rights-of-Ways							
Key (Single Letter= E/W Street, Double Letters= N/S Street, lower case=new)	Boundaries (W. Bay Street, W. Oglethorpe Ave, MLK Jr. Blvd, W. Boundary Street)					Proposed By	
	ZONE 2						
	Street Name	Existing	Historic	Proposed Demo	Proposed New		Proposed Revitalization
C	W. Bay Street			-	-		W. Downtown Redev Plan /Agreed by this study
D	W. Bryan Street			-	-		W. Downtown Redev Plan /Agreed by this study
E	Orange Street			-	-		W. Downtown Redev Plan /Agreed by this study
F	Zubley Street			-	-		W. Downtown Redev Plan /Agreed by this study
G	W. Youmans Street			-	-		W. Downtown Redev Plan /Agreed by this study
H	W. Oglethorpe Street			-	-		W. Downtown Redev Plan /Agreed by this study
AA	N. Fahm Street			-	-		W. Downtown Redev Plan /Agreed by this study
BB	Martin Luther King Jr, Blvd			-	-		W. Downtown Redev Plan /Agreed by this study
CC	W. Boundary Street			-	-		W. Downtown Redev Plan /Agreed by this study
DD	Ann Street			-	-		W. Downtown Redev Plan /Agreed by this study

ZONE THREE

West Side Study Area

Existing Conditions Assessment

Buildings, Land Uses, Rights-of-Ways

Key	Boundaries (W. Oglethorpe Ave, Louisville Rd, MLK Jr. Blvd, W. Boundary Street)	Number of Parcels	Total Number of Structures	Built before 1966- could be added to National Register	Number of Utilized Structures	Number of Underutilized/Vacant Structures	Number of New Construction/Recently Renovated Buildings (2005 or later)	Deemed Historic and Contributing to Historic District by City?	Existing Building Use	Year built	Renovated Year
	ZONE 3	18	13	5	13	0	2		commercial/office, low densityresidential , high density residential, industrial, civic, institutional, mixed use, park/green space		
	Addresses										
85	224 W. Boundary Street	-		-		-	-	Y	SCAD student housing	1964	N/A
86	611 W. Oglethorpe Ave	-		-		-	-	N	motel	1970	2014
87	302 W. Boundary Street	-				-		N	SCAD student housing	N/A	N/A
88	240 Papy Street	-				-	-	N	trolley parking	N/A	N/A
89	217 Martin Luther King Jr. Boulevard	-		-		-	-	Y	college academic facility	1906	N/A
90	526 Turner Boulevard	-		-		-	-	N	retail	N/A	N/A
91	227 Martin Luther King Jr. Boulevard	-		-		-	-	Y	SCAD Museum	1853	2012
92	223 Martin Luther King Jr. Boulevard	-		-		-	-	N	retail	N/A	N/A
93	229 Martin Luther King Jr. Boulevard	-				-		Y	college academic facility	1859, 1889	N/A
94	305 Fahm Avenue	-		-		-	-	N	Coastal Georgia Center	N/A	N/A
95	301 Martin Luther King Jr. Boulevard	-				-	-	Y	Savannah History Museum	1876	N/A
96	603 W. Oglethorpe Avenue	-		-		-	-	N	hotel	N/A	N/A

West Side Study Area				
Existing Conditions Assessment				
Rights-of-Ways				
Key (Single Letter= E/W Street, Double Letters= N/S Street	Boundaries (W. Oglethorpe Ave, Louisville Rd, MLK Jr. Blvd, W. Boundary Street)			
	ZONE 3			
	Street Name	Existing	Historic	Formerly known as:
I	Turner Blvd.		-	-
J	Louisville Road		-	railroad property
AA	N. Fahm Street		not at this location	-
BB	Martin Luther King Jr, Blvd			W. Broad Street
CC	W. Boundary Street			
EE	Papy Street		-	-

West Side Study Area																
City Proposals Assessment																
Buildings, Infill, Rights-of-Ways																
Key	Boundaries (W. Oglethorpe Ave, Louisville Rd, MLK Jr. Blvd, W. Boundary Street)	Number of Parcels	Existing?	Proposed Infill?	Total Number of Structures	Built before 1966- could be added to National Register	Number of Utilized Structures	Number of Underutilized/Va cant Structures	Number of New Construction/Recently Renovated Buildings (2005 or later)	Deemed Historic and Contributing to Historic District by City?	Existing Building Use	Proposed demolition	Proposed Revitalization	Year built	Renovated Year	Proposed By
	ZONE 3	18			13	5	13	0	2	5	commercial/office, low density residential, high density residential, industrial, civic, institutional, mixed use, park/green space	0	1			
	Addresses															
85	324 W. Boundary Street	-		-		-		-	-	Y	SCAD student housing	-	-	1964	N/A	-
86	611 W. Oglethorpe Ave	-		-		-		-	-	N	motel	-	-	1970	2014	-
87	302 W. Boundary Street	-		-				-		N	SCAD student housing	-	-	N/A	N/A	-
88	240 Pappy Street	-		-				-	-	N	trolley parking	-		N/A	N/A	-
89	237 Martin Luther King Jr. Boulevard	-		-		-		-	-	Y	college academic facility	-		1906	N/A	W. Boundary Canal Vision Plan
90	526 Turner Boulevard	-		-				-	-	N	retail	-	-	N/A	N/A	-
91	227 Martin Luther King Jr. Boulevard	-		-		-		-	-	Y	SCAD Museum	-	-	1853	2012	-
92	223 Martin Luther King Jr. Boulevard	-		-				-	-	N	retail	-	-	N/A	N/A	-
93	229 Martin Luther King Jr. Boulevard	-		-				-	-	Y	college academic facility	-	-	1859, 1889	N/A	-
94	305 Falm Avenue	-		-		-		-	-	N	Coastal Georgia Center	-	-	N/A	N/A	-
95	301 Martin Luther King Jr. Boulevard	-		-				-	-	Y	Savannah History Museum	-	-	1876	N/A	-
96	603 W. Oglethorpe Avenue	-		-		-		-	-	N	hotel	-	-	N/A	N/A	-

West Side Study Area							
City Proposals Assessment							
Rights-of-Ways							
Key (Single Letter= E/W Street, Double Letters= N/S Street, lower case=new)	Boundaries (W. Oglethorpe Ave, Louisville Rd, MLK Jr. Blvd, W. Boundary Street)						Proposed By
	ZONE 3						
	Street Name	Existing	Historic	Proposed Demo	Proposed New	Proposed Revitalization	
I	Turner Blvd.		-	-	-	-	-
J	Louisville Road		-	-	-	-	-
AA	N. Fahm Street		-	-	-	-	-
BB	Martin Luther King Jr, Blvd		-	-	-	-	-
CC	W. Boundary Street		-	-	-	-	-
EE	Papy Street		-	-	-	-	-
a	Pedestrian Bridge - unnamed	-		-	-	convert RR brigde to pedestrian	West Boundary Canal Vision

West Side Study Area																
Recommendations																
Buildings, Infill, Rights-of-Ways																
Key	Boundaries (W. Oglethorpe Ave, Louisville Rd, MLK Jr. Blvd, W. Boundary Street)	Number of Parcels	Existing?	Proposed Infill?	Total Number of Structures	Built before 1966- could be added to National Register	Number of Utilized Structures	Number of Underutilized/Vacant Structures	Number of New Construction/Recently Renovated Buildings (2005 or later)	Deemed Historic and Contributing to Historic District by City?	Existing or Proposed Building/Land Use	Proposed demolition	Proposed Revitalization	Year built	Renovated Year	Proposed By
	ZONE 3	18			13	5	13	0	2	5	commercial/office, low density residential, high density residential, industrial, civic, institutional, mixed use, park/green space	0	1			
	Addresses															
85	224 W. Boundary Street	-		-		-		-	-	Y	SCAD student housing	-	-	1964	N/A	-
86	611 W. Oglethorpe Ave	-		-		-		-	-	N	motel	-	-	1970	2014	-
87	302 W. Boundary Street	-		-				-	-	N	SCAD student housing	-	-	N/A	N/A	-
88	240 Papy Street	-		-				-	-	N	trolley parking	-		N/A	N/A	W. Downtown Redev Plan /Agreed by this study
89	217 Martin Luther King Jr. Boulevard	-		-		-		-	-	Y	college academic facility	-	-	1906	N/A	-
90	526 Turner Boulevard	-		-		-		-	-	N	retail	-	-	N/A	N/A	-
91	227 Martin Luther King Jr. Boulevard	-		-		-		-	-	Y	SCAD Museum	-	-	1853	2012	-
92	223 Martin Luther King Jr. Boulevard	-		-		-		-	-	N	retail	-	-	N/A	N/A	-
93	229 Martin Luther King Jr. Boulevard	-		-				-	-	Y	college academic facility	-	-	1859, 1889	N/A	-
94	305 Fahm Avenue	-		-		-		-	-	N	Coastal Georgia Center	-	-	N/A	N/A	-
95	301 Martin Luther King Jr. Boulevard	-		-				-	-	Y	Savannah History Museum	-	-	1876	N/A	-
96	603 W. Oglethorpe Avenue	-		-		-		-	-	N	hotel	-	-	N/A	N/A	-
A-8	To Be Determined - Proposed Infill Development	-	as parking		-	-	-	-	-	-	SCAD student housing OR commercial	-		-	-	This Study
A-9	To Be Determined - Proposed Infill Development	-	as parking		-	-	-	-	-	-	Parking structure	-	-	-	-	This Study
A-10	To Be Determined - Proposed Infill Development	-	as parking		-	-	-	-	-	-	commercial	-	-	-	-	This Study

West Side Study Area							
Recommendations							
Rights-of-Ways							
Key (Single Letter= E/W Street, Double Letters= N/S Street, lower case=new)	Boundaries (W. Oglethorpe Ave, Louisville Rd, MLK Jr. Blvd, W. Boundary Street)						Proposed By
	ZONE 3						
	Street Name	Existing	Historic	Proposed Demo	Proposed New	Proposed Revitalization	
I	Turner Blvd.		-	-	-	-	-
J	Louisville Road		-	-	-	-	-
AA	N. Fahm Street		-	-	-	-	-
BB	Martin Luther King Jr, Blvd		-	-	-	-	-
CC	W. Boundary Street		-	-	-	-	-
EE	Papy Street		-	-	-	-	-
a	Pedestrian Bridge -TBD	-		-	-	convert RR brigde to pedestrian	W. Downtown Redev Plan /Agreed by this study
1B	Proposed Street - To Be Determined	-	-			-	This Study
1C	Proposed Street - To Be Determined	-	-	-		-	This Study

ZONE FOUR

West Side Study Area

Existing Conditions Assessment

Buildings, Land Uses, Rights-of-Ways

Key	Boundaries (Louisville Rd, Berrien Street, MLK Jr. Blvd, W. Boundary Street)	Number of Parcels	Total Number of Structures	Built before 1966- could be added to National Register	Number of Utilized Structures	Number of Underutilized/Vacant Structures	Number of New Construction/Recently Renovated Buildings (2005 or later)	Deemed Historic and Contributing to Historic District by City?	Existing Use	Year built	Renovated Year
	ZONE 4	52	41	14	22	4	12		commercial/office, low densityresidential , high density residential, industrial, civic, institutional, mixed use, park/green space		
	Addresses										
97	594 W. Jones Street	-			-		-	Y	vacant but owned by Coastal Heritage	1853	N/A
98	342 Purse Street	-				-		Y	Georgia State RR Museum	1926	N/A
99	655 Louisville Road	-						Y	Georgia State RR Museum	1926	N/A
100	568 W. Jones Street	-						Y	Georgia State RR Museum	1854	N/A
101	325 Martin Luther King Jr. Boulevard	-		-			-	N	hotel	N/A	N/A
102	326 Martin Luther King Jr. Boulevard	-		-			-	N	gas station	N/A	N/A
103	584 W. Jones Street	-						Y	Georgia State RR Museum	1855	N/A
104	535 W. Charlton Street	-						Y	residence	1888	N/A
105	543 W. Charlton Street	-						Y	residence	1855	N/A
106	604 W. Jones Street	-		-				N	Georgia State RR Museum	N/A	N/A
107	611 W. Jones Street	-					-	Y	church	1888	N/A
108	339 Martin Luther King Jr. Boulevard	-					-	Y	office building	1900	N/A
109	347 Martin Luther King Jr. Boulevard	-		-			-	Y	vacant	1897	N/A
110	513 W. Jones Street	-		-			-	Y	retail	1938	N/A
111	536 Berrien Street	-		-			-	N	vacant	N/A	N/A
112	405 Martin Luther King Jr. Boulevard	-		-			-	N	gas station	N/A	N/A
113	512 Berrien Street	-		-			-	N	church	N/A	N/A
114	508 W. Jones Street	-		-			-	N	retail	1930	N/A
115	536 W. Jones Street	-		-			-	N	storage	N/A	N/A
116	500 W. Charlton Street	-		-			-	N	hotel	N/A	N/A
117	505 W. Harris Street	-		-				N	residence	early 2000s	N/A
118	503 W. Harris Street	-		-				N	residence	early 2000s	N/A
119	501 W. Harris Street	-		-				N	residence	early 2000s	N/A
120	510 W. Charlton Street	-		-			-	N	residence	early 2000s	N/A
121	351 Martin Luther King Jr. Boulevard	-		-				N	museum	1925	N/A
122	351 Martin Luther King Jr. Boulevard	-		-			-	N	vacant	1897	N/A
123	355 Martin Luther King Jr. Boulevard	-						Y	vacant	1897	N/A
124	Battlefield Park	-	-		-		-	Y	park	event occurred 1799	2003

West Side Study Area				
Existing Conditions Assessment				
Rights-of-Ways				
Key (Single Letter= E/W Street, Double Letters= N/S Street	Boundaries (Louisville Rd, Berrien Street, MLK Jr. Blvd, W. Boundary Street)			
	ZONE 4			
	Street Name	Existing	Historic	Formerly known as:
K	W. Harris Street			-
L	W. Charlton Street			-
M	W. Jones Street			-
N	Berrien Street			Sims Street
Q	Selma Street			President Street
BB	Martin Luther King Jr, Blvd			W. Broad Street
CC	W. Boundary Street			-
EE	Coyle Street			-
FF	Wilson Street			-
GG	Purse Street			-

West Side Study Area																
City Proposals Assessment																
Buildings, Infill, Rights-of-Ways																
Key	Boundaries (Louisville Rd, Berrien Street, MLK Jr. Blvd, W. Boundary Street)	Number of Parcels	Existing?	Proposed Infill?	Total Number of Structures	Built before 1966- could be added to National Register	Number of Utilized Structures	Number of Underutilized/Va- cant Structures	Number of New Construction/Recently Renovated Buildings (2005 or later)	Deemed Historic and Contributing to Historic District by City?	Existing Use	Proposed demolition	Proposed Revitalization	Year built	Renovated Year	Proposed By
	ZONE 4	52			41	14	22	4	12	11	commercial/office, low density residential, high density residential, industrial, civic, institutional, mixed use, park/green space	1	4			
	Addresses															
97	594 W. Jones Street	-		-			-		-	Y	vacant but owned by Coastal Heritage	-		1853	N/A	-
98	342 Purse Street	-		-			-		-	Y	Georgia State RR Museum	-	-	1926	N/A	-
99	655 Louisville Road	-		-			-		-	Y	Georgia State RR Museum	-	-	1926	N/A	-
100	568 W. Jones Street	-		-			-		-	Y	Georgia State RR Museum	-	-	1854	N/A	-
101	325 Martin Luther King Jr. Boulevard	-		-		-	-		-	N	hotel	-	-	N/A	N/A	-
102	326 Martin Luther King Jr. Boulevard	-		-		-	-		-	N	gas station	-	-	N/A	N/A	-
103	584 W. Jones Street	-		-			-		-	Y	Georgia State RR Museum	-	-	1855	N/A	-
104	535 W. Charlton Street	-		-			-		-	Y	residence	-	-	1888	N/A	-
105	543 W. Charlton Street	-		-			-		-	Y	residence	-	-	1855	N/A	-
106	604 W. Jones Street	-		-		-	-		-	N	Georgia State RR Museum	-	-	N/A	N/A	-
107	611 W. Jones Street	-		-			-		-	Y	church	-	-	1888	N/A	-
108	339 Martin Luther King Jr. Boulevard	-		-			-		-	Y	office building	-	-	1900	N/A	-
109	347 Martin Luther King Jr. Boulevard	-		-		-	-		-	Y	vacant	-		1897	N/A	W. Boundary Canal Vision Plan
110	513 W. Jones Street	-		-			-		-	Y	retail	-		1938	N/A	-
111	536 Berrien Street	-		-		-	-		-	N	vacant		-	N/A	N/A	W. Boundary Canal Vision Plan
112	405 Martin Luther King Jr. Boulevard	-		-			-		-	N	gas station		-	N/A	N/A	-
113	512 Berrien Street	-		-		-	-		-	N	church	-	-	N/A	N/A	-
114	508 W. Jones Street	-		-		-	-		-	N	retail	-	-	1930	N/A	-
115	536 W. Jones Street	-		-			-		-	N	storage	-	-	N/A	N/A	-
116	500 W. Charlton Street	-		-		-	-		-	N	hotel	-	-	N/A	N/A	-
117	505 W. Harris Street	-		-			-		-	N	residence	-	-	early 2000s	N/A	-
118	503 W. Harris Street	-		-			-		-	N	residence	-	-	early 2000s	N/A	-
119	501 W. Harris Street	-		-			-		-	N	residence	-	-	early 2000s	N/A	-
120	510 W. Charlton Street	-		-			-		-	N	residence	-	-	early 2000s	N/A	-
121	351 Martin Luther King Jr. Boulevard	-		-		-	-		-	N	museum	-	-	1925	N/A	-
122	351 Martin Luther King Jr. Boulevard	-		-		-	-		-	N	vacant	-		1897	N/A	-
123	355 Martin Luther King Jr. Boulevard	-		-		-	-		-	Y	vacant	-		1897	N/A	-
124	Battlefield Park	-		-		-	-		-	Y	park	-	-	event occurred 1799	2003	-
125	Proposed Park	-	-		-	-	-		-	-	park	-		-	-	W. Boundary Canal Vision Plan

West Side Study Area							
City Proposals Assessment							
Rights-of-Ways							
Key (Single Letter= E/W Street, Double Letters= N/S Street, lower case=new)	Boundaries (Louisville Rd, Berrien Street, MLK Jr. Blvd, W. Boundary Street)						Proposed By
	ZONE 4						
	Street Name	Existing	Historic	Proposed Demo	Proposed New	Proposed Revitalization	
K	W. Harris Street			-	-	-	-
L	W. Charlton Street			-	-	-	-
M	W. Jones Street			-	-	-	-
N	Berrien Street			-	-	-	-
Q	Selma Street			-	-	-	-
BB	Martin Luther King Jr, Blvd			-	-		West Boundary Canal Vision
CC	W. Boundary Street			-	-		West Boundary Canal Vision
EE	Coyle Street			-	-	-	-
FF	Wilson Street			-	-	-	-
GG	Purse Street			-	-	-	-

West Side Study Area

Recommendations

Buildings, Infill, Rights-of-Ways

Key	Boundaries (Louisville Rd, Berrien Street, MLK Jr. Blvd, W. Boundary Street)	Number of Parcels	Existing?	Proposed Infill?	Total Number of Structures	Built before 1966- could be added to National Register	Number of Utilized Structures	Number of Underutilized/Vacant Structures	Number of New Construction/Recently Renovated Buildings (2005 or later)	Deemed Historic and Contributing to Historic District by City?	Existing or Proposed Building/Land Use	Proposed demolition	Proposed Revitalization	Year built	Renovated Year	Proposed By
	ZONE 4	52			41	14	22	4	12	11	commercial/office, low density residential, high density residential, industrial, civic, institutional, mixed use, park/green space	1	4			
	Addresses															
97									-	Y	vacant but owned by Coastal Heritage	-		1853	N/A	-
98	504 W. Jones Street	-	-	-			-			Y	Georgia State RR Museum	-	-	1926	N/A	-
99	342 Purse Street	-	-	-				-		Y	Georgia State RR Museum	-	-	1926	N/A	-
100	655 Louisville Road	-	-	-						Y	Georgia State RR Museum	-	-	1854	N/A	-
101	568 W. Jones Street	-	-	-						N	hotel	-	-	N/A	N/A	-
102	325 Martin Luther King Jr. Boulevard	-	-	-						N	gas station	-	-	N/A	N/A	-
103	326 Martin Luther King Jr. Boulevard	-	-	-						Y	Georgia State RR Museum	-	-	1855	N/A	-
104	584 W. Jones Street	-	-	-						Y	residence	-	-	1888	N/A	-
105	335 W. Charlton Street	-	-	-						Y	residence	-	-	1855	N/A	-
106	543 W. Charlton Street	-	-	-						N	Georgia State RR Museum	-	-	N/A	N/A	-
107	604 W. Jones Street	-	-	-						Y	church	-	-	1888	N/A	-
108	611 W. Jones Street	-	-	-						Y	office building	-	-	1900	N/A	-
109	339 Martin Luther King Jr. Boulevard	-	-	-						Y	co mmercial/mixed use	-	-	1897	N/A	W. Downtown Redev Plan /Agreed by this study
110	347 Martin Luther King Jr. Boulevard	-	-	-						Y	retail	-	-	1938	N/A	-
111	513 W. Jones Street	-	-	-						N	DEMO	-	-	N/A	N/A	W. Downtown Redev Plan /Agreed by this study
112	536 Berrien Street	-	-	-						N	gas station	-	-	N/A	N/A	-
113	405 Martin Luther King Jr. Boulevard	-	-	-						N	church	-	-	N/A	N/A	-
114	512 Berrien Street	-	-	-						N	retail	-	-	1930	N/A	-
115	508 W. Jones Street	-	-	-						N	storage	-	-	N/A	N/A	-
116	536 W. Jones Street	-	-	-						N	hotel	-	-	N/A	N/A	-
117	500 W. Charlton Street	-	-	-						N	residence	-	-	early 2000s	N/A	-
118	505 W. Harris Street	-	-	-						N	residence	-	-	early 2000s	N/A	-
119	503 W. Harris Street	-	-	-						N	residence	-	-	early 2000s	N/A	-
120	501 W. Harris Street	-	-	-						N	residence	-	-	early 2000s	N/A	-
121	510 W. Charlton Street	-	-	-						N	museum	-	-	1926	N/A	-
122	351 Martin Luther King Jr. Boulevard	-	-	-						N	co mmercial/mixed use	-	-	1897	N/A	This Study
123	355 Martin Luther King Jr. Boulevard	-	-	-						Y	co mmercial/mixed use	-	-	1897	N/A	This Study
124	Battlefield Park	-	-	-						Y	park	-	-	event occurred 1799	2003	This Study
125	Proposed Park	-	-	-						-	commercial/mixed use	-	-	-	-	i-16 Flyover Removal/ Agreed by this study
A-11	To Be Determined - Proposed Infill Development	-	-	-						-	commercial/mixed use	-	-	-	-	This Study
A-12	To Be Determined - Proposed Infill Development	-	-	-						-	commercial/mixed use	-	-	-	-	This Study
A-13	To Be Determined - Proposed Infill Development	-	-	-						-	commercial/mixed use	-	-	-	-	This Study
A-14	To Be Determined - Proposed Infill Development	-	-	-						-	commercial/mixed use	-	-	-	-	This Study
A-15	To Be Determined - Proposed Infill Development	-	-	-						-	multi-family residential	-	-	-	-	This Study

West Side Study Area						
Recommendations						
Rights-of-Ways						
Key (Single Letter= E/W Street, Double Letters= N/S Street, lower case=new)	Boundaries (Louisville Rd, Berrien Street, MLK Jr. Blvd, W. Boundary Street)					Proposed By
	ZONE 4					
	Street Name	Existing	Historic	Proposed Demo	Proposed New	
K	W. Harris Street			-	-	-
L	W. Charlton Street			-	-	This Study
M	W. Jones Street			-	-	This Study
N	Berrien Street			-	-	This Study
Q	Selma Street			-	-	This Study
BB	Martin Luther King Jr, Blvd			-	-	W. Downtown Redev Plan /Agreed by this study
CC	W. Boundary Street			-	-	W. Downtown Redev Plan /Agreed by this study
EE	Coyle Street			-	-	This Study
FF	Wilson Street			-	-	This Study
GG	Purse Street			-	-	This Study

ZONE FIVE

West Side Study Area

Existing Conditions Assessment

Buildings, Land Uses, Rights-of-Ways

Key	Boundaries (Berrien Street, Gwinnett Street, MLK Jr. Blvd, W. Boundary Street)	Number of Parcels	Total Number of Structures	Built before 1966- could be added to National Register	Number of Utilized Structures	Number of Underutilized/Vacant Structures	Number of New Construction/Recently Renovated Buildings (2005 or later)	Deemed Historic and Contributing to Historic District by City?	Existing Use	Year built	Renovated Year
	ZONE 5	73	37	6	37	1	12	5	commercial/office, low density residential, high density residential, industrial, civic, institutional, mixed use, park/green space		
	Addresses										
125	649 W. Jones Street	-	-	-	-	-	-	N	school	N/A	N/A
126	535 Berrien Street	-	-	-	-	-	-	N	church	N/A	N/A
127	528 Selma Street	-	-	-	-	-	-	Y	multifamily apartments	1947	2000s
128	601 Cohen Street	-	-	-	-	-	-	Y	event space	N/A	1990s
129	630 W. Berrien Street	-	-	-	-	-	-	N	transportation dept	N/A	N/A
130	601 Morris Brown Drive	-	-	-	-	-	-	Y	church	1902	N/A
131	615 Martin Luther King Jr. Boulevard	-	-	-	-	-	-	N	fast food restaurant	N/A	N/A
132	618 A Brewer Street	-	-	-	-	-	-	N	public housing	N/A	N/A
133	604B Brewer Street	-	-	-	-	-	-	N	public housing	N/A	N/A
134	620A Brewer Street	-	-	-	-	-	-	N	public housing	N/A	N/A
135	601 Martin Luther King Jr. Boulevard	-	-	-	-	-	-	N	fast food restaurant	N/A	N/A
136	602B Brewer Street	-	-	-	-	-	-	N	public housing	N/A	N/A
137	619A Brewer Street	-	-	-	-	-	-	N	public housing	N/A	N/A
138	169 Brewer Street	-	-	-	-	-	-	N	boys and girls club	N/A	N/A
139	613B Brewer Street	-	-	-	-	-	-	N	public housing	N/A	N/A
140	618A Cape Street	-	-	-	-	-	-	N	public housing	N/A	N/A
141	605 Martin Luther King Jr. Boulevard	-	-	-	-	-	-	N	fast food restaurant	N/A	N/A
142	603A Brewer Street	-	-	-	-	-	-	N	public housing	N/A	N/A
143	612B Cape Street	-	-	-	-	-	-	N	public housing	N/A	N/A
144	604A Cape Street	-	-	-	-	-	-	N	public housing	N/A	N/A
145	619A Cape Street	-	-	-	-	-	-	N	public housing	N/A	N/A
146	613 Martin Luther King Jr. Boulevard	-	-	-	-	-	-	N	church	N/A	N/A
147	611B Cape Street	-	-	-	-	-	-	N	public housing	N/A	N/A
148	600-698 Draper Street	-	-	-	-	-	-	N	public housing	N/A	N/A
149	603A Cape Street	-	-	-	-	-	-	N	public housing	N/A	N/A
150	600-698 Draper Street	-	-	-	-	-	-	N	public housing	N/A	N/A
151	624 W. Gwinnett Street	-	-	-	-	-	-	N	public housing	N/A	N/A
152	600-698 Draper Street	-	-	-	-	-	-	N	public housing	N/A	N/A
153	600-698 Draper Street	-	-	-	-	-	-	N	public housing	N/A	N/A
154	701 Martin Luther King Jr. Boulevard	-	-	-	-	-	-	N	public housing	N/A	N/A
155	600-698 Draper Street	-	-	-	-	-	-	N	retail shopping center	2013	N/A
156	606- 608 W. Gwinnett Street	-	-	-	-	-	-	N	public housing	N/A	N/A
157	600-698 Draper Street	-	-	-	-	-	-	N	public housing	N/A	N/A
158	602-604 W. Gwinnett Street	-	-	-	-	-	-	N	public housing	N/A	N/A
159	600A W. Gwinnett Street	-	-	-	-	-	-	N	public housing	N/A	N/A
160	545 Berrien Street	-	-	-	-	-	-	N	multifamily apartments	N/A	2004
161	536 Selma St	-	-	-	-	-	-	N	multifamily apartments	1947	2000s
162	555 Berrien Street	-	-	-	-	-	-	N	multifamily apartments	N/A	2004
163	610 Cohen Street	-	-	-	-	-	-	Y	historic jewish cemetery	1773	N/A
164	522 Coyle Street	-	-	-	-	-	-	Y	historic jewish cemetery	1773	N/A
165	Existing Playground	-	-	-	-	-	-	N	playground/park	-	N/A

West Side Study Area

Existing Conditions Assessment

Rights-of-Ways

Key (Single Letter= E/W Street, Double Letters= N/S Street)	Boundaries (Berrien Street, Gwinnett Street, MLK Jr. Blvd, W. Boundary Street)			
	ZONE 5			
	Street Name	Existing	Historic	Formerly known as:
O	Cohen Street		-	-
P	Union Street		-	-
Q	Selma Street		-	This portion known as Stewart
R	Cape Street		-	-
S	W. Gwinnett Street		-	-
BB	Martin Luther King Jr, Blvd		-	-
CC	W. Boundary Street		-	-
GG	Purse Street		-	-
HH	Coyle Street		portion has been demolished	Wilson
II	Drapper Street		-	-
JJ	Brewer Street		-	-
KK	Allison Street		-	-
LL	I-16 Montgoery Exist		-	-
MM	I-16 MLK On-Ramp		-	-
NN	I-16 to Talmadge Bridge		-	-
V	Walker Street	-	no longer exists	-
W	Roberts	-	no longer exists	-
X	W. Gaston	-	no longer exists	-
Y	Minis Streeet	-	no longer exists	-
Z	W, Huntingdon	-	no longer exists	-

West Side Study Area

City Proposals Assessment

Buildings, Infill, Rights-of-Ways

Key	Boundaries (Berrien Street, Gwinnett Street, MLK Jr. Blvd, W. Boundary Street)	Number of Parcels	Existing?	Proposed Infill?	Total Number of Structures	Built before 1966- could be added to National Register	Number of Utilized Structures	Number of Underutilized/Vacant Structures	Number of New Construction/Recently Renovated Buildings (2005 or later)	Deemed Historic and Contributing to Historic District by City?	Existing Use	Proposed demolition	Proposed Revitalization	Year built	Renovated Year	Proposed by
ZONE 5		73			37	6	37	1	12	6	commercial/office, low density residential, industrial, civic, institutional, mixed use, park/green space	0	23			
Addresses																
125	649 W. Jones Street	-	-	-	-	-	-	-	-	N	school	-	-	N/A	N/A	I-16 Removal Study
126	535 Berrien Street	-	-	-	-	-	-	-	-	N	church	-	-	N/A	N/A	I-16 Removal Study
127	528 Selma Street	-	-	-	-	-	-	-	-	Y	multifamily apartments	-	-	1947	2000s	I-16 Removal Study
128	801 Cohen Street	-	-	-	-	-	-	-	-	Y	event space	-	-	N/A	1990s	I-16 Removal Study
129	630 W. Berrien Street	-	-	-	-	-	-	-	-	-	transportation dept	-	-	N/A	N/A	I-16 Removal Study
130	601 Morris Brown Drive	-	-	-	-	-	-	-	-	Y	church	-	-	1902	N/A	I-16 Removal Study
131	615 Martin Luther King Jr. Boulevard	-	-	-	-	-	-	-	-	N	fast food restaurant	-	-	N/A	N/A	I-16 Removal Study
132	638 A Brewer Street	-	-	-	-	-	-	-	-	N	public housing	-	-	N/A	N/A	I-16 Removal Study
133	604B Brewer Street	-	-	-	-	-	-	-	-	N	public housing	-	-	N/A	N/A	I-16 Removal Study
134	620A Brewer Street	-	-	-	-	-	-	-	-	N	public housing	-	-	N/A	N/A	I-16 Removal Study
135	601 Martin Luther King Jr. Boulevard	-	-	-	-	-	-	-	-	N	fast food restaurant	-	-	N/A	N/A	I-16 Removal Study
136	602B Brewer Street	-	-	-	-	-	-	-	-	-	public housing	-	-	N/A	N/A	I-16 Removal Study
137	639A Brewer Street	-	-	-	-	-	-	-	-	N	public housing	-	-	N/A	N/A	I-16 Removal Study
138	169 Brewer Street	-	-	-	-	-	-	-	-	N	boys and girls club	-	-	N/A	N/A	I-16 Removal Study
139	613B Brewer Street	-	-	-	-	-	-	-	-	N	public housing	-	-	N/A	N/A	I-16 Removal Study
140	618A Cape Street	-	-	-	-	-	-	-	-	N	public housing	-	-	N/A	N/A	I-16 Removal Study
141	605 Martin Luther King Jr. Boulevard	-	-	-	-	-	-	-	-	N	fast food restaurant	-	-	N/A	N/A	I-16 Removal Study
142	603A Brewer Street	-	-	-	-	-	-	-	-	N	public housing	-	-	N/A	N/A	I-16 Removal Study
143	612B Cape Street	-	-	-	-	-	-	-	-	N	public housing	-	-	N/A	N/A	I-16 Removal Study
144	604A Cape Street	-	-	-	-	-	-	-	-	N	public housing	-	-	N/A	N/A	I-16 Removal Study
145	639A Cape Street	-	-	-	-	-	-	-	-	N	public housing	-	-	N/A	N/A	I-16 Removal Study
146	613 Martin Luther King Jr. Boulevard	-	-	-	-	-	-	-	-	N	church	-	-	N/A	N/A	I-16 Removal Study
147	611B Cape Street	-	-	-	-	-	-	-	-	N	public housing	-	-	N/A	N/A	I-16 Removal Study
148	600-698 Draper Street	-	-	-	-	-	-	-	-	N	public housing	-	-	N/A	N/A	I-16 Removal Study
149	603A Cape Street	-	-	-	-	-	-	-	-	N	public housing	-	-	N/A	N/A	I-16 Removal Study
150	600-698 Draper Street	-	-	-	-	-	-	-	-	N	public housing	-	-	N/A	N/A	I-16 Removal Study
151	624 W. Gwinnett Street	-	-	-	-	-	-	-	-	N	public housing	-	-	N/A	N/A	I-16 Removal Study
152	600-698 Draper Street	-	-	-	-	-	-	-	-	N	public housing	-	-	N/A	N/A	I-16 Removal Study
153	600-698 Draper Street	-	-	-	-	-	-	-	-	N	public housing	-	-	N/A	N/A	I-16 Removal Study
154	701 Martin Luther King Jr. Boulevard	-	-	-	-	-	-	-	-	N	retail shopping center	-	-	2013	N/A	I-16 Removal Study
155	600-698 Draper Street	-	-	-	-	-	-	-	-	N	public housing	-	-	N/A	N/A	I-16 Removal Study
156	606- 608 W. Gwinnett Street	-	-	-	-	-	-	-	-	N	public housing	-	-	N/A	N/A	I-16 Removal Study
157	600-698 Draper Street	-	-	-	-	-	-	-	-	N	public housing	-	-	N/A	N/A	I-16 Removal Study
158	602- 604 W. Gwinnett Street	-	-	-	-	-	-	-	-	N	public housing	-	-	N/A	N/A	I-16 Removal Study
159	600A W. Gwinnett Street	-	-	-	-	-	-	-	-	N	public housing	-	-	N/A	N/A	I-16 Removal Study
160	545 Berrien Street	-	-	-	-	-	-	-	-	N	multifamily apartments	-	-	N/A	2004	I-16 Removal Study
161	536 Selma St	-	-	-	-	-	-	-	-	Y	multifamily apartments	-	-	1947	2000s	I-16 Removal Study
162	555 Berrien Street	-	-	-	-	-	-	-	-	N	multifamily apartments	-	-	N/A	2004	I-16 Removal Study
163	610 Cohen Street	-	-	-	-	-	-	-	-	Y	historic jewish cemetery	-	-	1773	N/A	I-16 Removal Study
164	522 Coyle Street	-	-	-	-	-	-	-	-	Y	historic jewish cemetery	-	-	1773	N/A	I-16 Removal Study
165	Existing Playground	-	-	-	-	-	-	-	-	-	playground/park	-	-	-	-	I-16 Removal Study
166	Proposed Park	-	-	-	-	-	-	-	-	-	park	-	-	-	-	I-16 Removal Study
167	Proposed Park	-	-	-	-	-	-	-	-	-	park	-	-	-	-	I-16 Removal Study
168	Proposed Park	-	-	-	-	-	-	-	-	-	park	-	-	-	-	I-16 Removal Study
169	Proposed Park	-	-	-	-	-	-	-	-	-	park	-	-	-	-	I-16 Removal Study
170	To Be Determined - Proposed Infill Development	-	-	-	-	-	-	-	-	-	not suggested	-	-	-	-	I-16 Removal Study
171	To Be Determined - Proposed Infill Development	-	-	-	-	-	-	-	-	-	not suggested	-	-	-	-	I-16 Removal Study
172	To Be Determined - Proposed Infill Development	-	-	-	-	-	-	-	-	-	not suggested	-	-	-	-	I-16 Removal Study
173	To Be Determined - Proposed Infill Development	-	-	-	-	-	-	-	-	-	not suggested	-	-	-	-	I-16 Removal Study
174	To Be Determined - Proposed Infill Development	-	-	-	-	-	-	-	-	-	not suggested	-	-	-	-	I-16 Removal Study
175	To Be Determined - Proposed Infill Development	-	-	-	-	-	-	-	-	-	not suggested	-	-	-	-	I-16 Removal Study

West Side Study Area

City Proposals Assessment

Rights-of-Ways

Key (Single Letter= E/W Street, Double Letters= N/S Street, lower case=new)	Boundaries (Berrien Street, Gwinnett Street, MLK Jr. Blvd, W. Boundary Street)						Proposed By
	ZONE 5						
	Street Name	Existing	Historic	Proposed Demo	Proposed New/Additions	Proposed Revitalization	
O	Cohen Street			-			I-16 Removal Study
P	Union Street		-	-	-	-	-
Q	Selma Street			-	-	-	-
R	Cape Street		-	-		-	I-16 Removal Study
S	W. Gwinnett Street			-	-		I-16 Removal Study
BB	Martin Luther King Jr, Blvd			-	-		I-16 Removal Study
CC	W. Boundary Street			-			I-16 Removal Study
GG	Purse Street			-			I-16 Removal Study
HH	Coyle Street			portion has been demolished	-		I-16 Removal Study
II	Drapper Street			-	portions		I-16 Removal Study
JJ	Brewer Street		-	portions		I-16 Removal Study	
KK	Allison Street		-	portions		I-16 Removal Study	
LL	I-16 Montgoery Exist		-		-	I-16 Removal Study	
MM	I-16 MLK On-Ramp		-		-	I-16 Removal Study	
NN	I-16 to Talmadge Bridge		-		-	I-16 Removal Study	
e	Unnamed Street	-	-	-		I-16 Removal Study	
V	Walker Street	-		-		I-16 Removal Study	
W	Roberts Street	-		-		I-16 Removal Study	
X	W. Gaston	-		-		I-16 Removal Study	
Y	W. Gaston Street	-		-		I-16 Removal Study	
Z	Minis Street	-		-		I-16 Removal Study	

West Side Study Area

Recommendations

Buildings, Infill, Rights-of-Ways

Key	Boundaries (Berrien Street, Gwinnett Street, MLK Jr. Blvd, W. Boundary Street)	Number of Parcels	Existing?	Proposed Infill?	Total Number of Structures	Built before 1956- could be added to National Register	Number of Utilized Structures	Number of Underutilized/Va- cant Structures	Number of New Construction/Re- cently Renovated Buildings (2005 or later)	Deemed Historic and Contributing to Historic District by City?	Existing or Proposed Building/Land Use	Proposed demolition	Proposed Revitalization	Year built	Renovated Year	Proposed by
	ZONE 5	73			37	6	37	1	12	6	commercial/office, low density residential, high density residential, industrial, civic, institutional, mixed use, park/green space	0	23			
	Addresses															
125	649 W. Jones Street	-	-	-	-	-	-	-	-	N	school	-	-	N/A	N/A	I-16 Removal Study/Agreed by this study
126	535 Berrien Street	-	-	-	-	-	-	-	-	N	church	-	-	N/A	N/A	I-16 Removal Study/Agreed by this study
127	528 Selma Street	-	-	-	-	-	-	-	-	Y	multifamily apartments	-	-	1947	2000s	I-16 Removal Study/Agreed by this study
128	601 Cohen Street	-	-	-	-	-	-	-	-	Y	event space	-	-	N/A	1990s	I-16 Removal Study/Agreed by this study
129	630 W. Berrien Street	-	-	-	-	-	-	-	-	N	transportation dept	-	-	N/A	N/A	I-16 Removal Study/Agreed by this study
130	601 Morris Brown Drive	-	-	-	-	-	-	-	-	Y	church	-	-	1002	N/A	I-16 Removal Study/Agreed by this study
131	615 Martin Luther King Jr. Boulevard	-	-	-	-	-	-	-	-	N	fast food restaurant	-	-	N/A	N/A	I-16 Removal Study/Agreed by this study
132	618 A Brewer Street	-	-	-	-	-	-	-	-	N	public housing	-	-	N/A	N/A	I-16 Removal Study/Agreed by this study
133	604B Brewer Street	-	-	-	-	-	-	-	-	N	public housing	-	-	N/A	N/A	I-16 Removal Study/Agreed by this study
134	620A Brewer Street	-	-	-	-	-	-	-	-	N	public housing	-	-	N/A	N/A	I-16 Removal Study/Agreed by this study
135	601 Martin Luther King Jr. Boulevard	-	-	-	-	-	-	-	-	N	fast food restaurant	-	-	N/A	N/A	I-16 Removal Study/Agreed by this study
136	602B Brewer Street	-	-	-	-	-	-	-	-	N	public housing	-	-	N/A	N/A	I-16 Removal Study/Agreed by this study
137	619A Brewer Street	-	-	-	-	-	-	-	-	N	public housing	-	-	N/A	N/A	I-16 Removal Study/Agreed by this study
138	169 Brewer Street	-	-	-	-	-	-	-	-	N	boys and girls club	-	-	N/A	N/A	I-16 Removal Study/Agreed by this study
139	613B Brewer Street	-	-	-	-	-	-	-	-	N	public housing	-	-	N/A	N/A	I-16 Removal Study/Agreed by this study
140	618A Cape Street	-	-	-	-	-	-	-	-	N	public housing	-	-	N/A	N/A	I-16 Removal Study/Agreed by this study
141	605 Martin Luther King Jr. Boulevard	-	-	-	-	-	-	-	-	N	fast food restaurant	-	-	N/A	N/A	I-16 Removal Study/Agreed by this study
142	603A Brewer Street	-	-	-	-	-	-	-	-	N	public housing	-	-	N/A	N/A	I-16 Removal Study/Agreed by this study
143	612B Cape Street	-	-	-	-	-	-	-	-	N	public housing	-	-	N/A	N/A	I-16 Removal Study/Agreed by this study
144	604A Cape Street	-	-	-	-	-	-	-	-	N	public housing	-	-	N/A	N/A	I-16 Removal Study/Agreed by this study
145	619A Cape Street	-	-	-	-	-	-	-	-	N	public housing	-	-	N/A	N/A	I-16 Removal Study/Agreed by this study
146	613 Martin Luther King Jr. Boulevard	-	-	-	-	-	-	-	-	N	church	-	-	N/A	N/A	I-16 Removal Study/Agreed by this study
147	611B Cape Street	-	-	-	-	-	-	-	-	N	public housing	-	-	N/A	N/A	I-16 Removal Study/Agreed by this study
148	600-698 Draper Street	-	-	-	-	-	-	-	-	N	public housing	-	-	N/A	N/A	I-16 Removal Study/Agreed by this study
149	603A Cape Street	-	-	-	-	-	-	-	-	N	public housing	-	-	N/A	N/A	I-16 Removal Study/Agreed by this study
150	600-698 Draper Street	-	-	-	-	-	-	-	-	N	public housing	-	-	N/A	N/A	I-16 Removal Study/Agreed by this study
151	624 W. Gwinnett Street	-	-	-	-	-	-	-	-	N	public housing	-	-	N/A	N/A	I-16 Removal Study/Agreed by this study
152	600-698 Draper Street	-	-	-	-	-	-	-	-	N	public housing	-	-	N/A	N/A	I-16 Removal Study/Agreed by this study
153	600-698 Draper Street	-	-	-	-	-	-	-	-	N	public housing	-	-	N/A	N/A	I-16 Removal Study/Agreed by this study
154	701 Martin Luther King Jr. Boulevard	-	-	-	-	-	-	-	-	N	retail shopping center	-	-	2013	N/A	I-16 Removal Study/Agreed by this study
155	600-698 Draper Street	-	-	-	-	-	-	-	-	N	public housing	-	-	N/A	N/A	I-16 Removal Study/Agreed by this study
156	606-608 W. Gwinnett Street	-	-	-	-	-	-	-	-	N	public housing	-	-	N/A	N/A	I-16 Removal Study/Agreed by this study
157	600-698 Draper Street	-	-	-	-	-	-	-	-	N	public housing	-	-	N/A	N/A	I-16 Removal Study/Agreed by this study
158	602-604 W. Gwinnett Street	-	-	-	-	-	-	-	-	N	public housing	-	-	N/A	N/A	I-16 Removal Study/Agreed by this study
159	600A W. Gwinnett Street	-	-	-	-	-	-	-	-	N	public housing	-	-	N/A	N/A	I-16 Removal Study/Agreed by this study
160	545 Berrien Street	-	-	-	-	-	-	-	-	N	multifamily apartments	-	-	N/A	2004	I-16 Removal Study/Agreed by this study
161	536 Selma St	-	-	-	-	-	-	-	-	Y	multifamily apartments	-	-	1947	2000s	I-16 Removal Study/Agreed by this study
162	555 Berrien Street	-	-	-	-	-	-	-	-	N	multifamily apartments	-	-	N/A	2004	I-16 Removal Study/Agreed by this study
163	610 Cohen Street	-	-	-	-	-	-	-	-	Y	historic jewish cemetery	-	-	1773	N/A	I-16 Removal Study/Agreed by this study
164	522 Coyle Street	-	-	-	-	-	-	-	-	Y	historic jewish cemetery	-	-	1773	N/A	I-16 Removal Study/Agreed by this study
165	Existing Playground	-	-	-	-	-	-	-	-	-	playground/park	-	-	-	-	I-16 Removal Study/Agreed by this study
166	Proposed Park	-	-	-	-	-	-	-	-	-	park	-	-	-	-	I-16 Removal Study/Agreed by this study
167	Proposed Park	-	-	-	-	-	-	-	-	-	park	-	-	-	-	I-16 Removal Study/Agreed by this study
168	Proposed Park	-	-	-	-	-	-	-	-	-	park	-	-	-	-	I-16 Removal Study/Agreed by this study
169	Proposed Park	-	-	-	-	-	-	-	-	-	park	-	-	-	-	I-16 Removal Study/Agreed by this study
170	To Be Determined - Proposed Infill Development	-	-	-	-	-	-	-	-	-	transit development	-	-	-	-	I-16 Removal Study/Agreed by this study
171	To Be Determined - Proposed Infill Development	-	-	-	-	-	-	-	-	-	not suggested/ commercial	-	-	-	-	I-16 Removal Study/Agreed by this study
172	To Be Determined - Proposed Infill Development	-	-	-	-	-	-	-	-	-	not suggested/ commercial	-	-	-	-	I-16 Removal Study/Agreed by this study
173	To Be Determined - Proposed Infill Development	-	-	-	-	-	-	-	-	-	not suggested/ commercial	-	-	-	-	I-16 Removal Study/Agreed by this study
174	To Be Determined - Proposed Infill Development	-	-	-	-	-	-	-	-	-	not suggested/ commercial	-	-	-	-	I-16 Removal Study/Agreed by this study
175	To Be Determined - Proposed Infill Development	-	-	-	-	-	-	-	-	-	not suggested/ multi-family residential	-	-	-	-	I-16 Removal Study/Agreed by this study
A-16	To Be Determined - Proposed Infill Development	-	-	-	-	-	-	-	-	-	commercial/ mixed use	-	-	-	-	This study
A-17	To Be Determined - Proposed Infill Development	-	-	-	-	-	-	-	-	-	commercial/ mixed use	-	-	-	-	This study
A-18	To Be Determined - Proposed Infill Development	-	-	-	-	-	-	-	-	-	not suggested/ multi-family residential	-	-	-	-	This study
A-19	To Be Determined - Proposed Infill Development	-	-	-	-	-	-	-	-	-	commercial/ mixed use	-	-	-	-	This study
A-20	To Be Determined - Proposed Infill Development	-	-	-	-	-	-	-	-	-	commercial/ mixed use / multi-family residential	-	-	-	-	This study
A-21	Proposed Park	-	-	-	-	-	-	-	-	-	park	-	-	-	-	This study
A-22	Proposed Park	-	-	-	-	-	-	-	-	-	park	-	-	-	-	This study
A-23	Proposed Park	-	-	-	-	-	-	-	-	-	park	-	-	-	-	This study

West Side Study Area

Recommendations

Rights-of-Ways

Key (Single Letter= E/W Street, Double Letters= N/S Street, lower case=new)	Boundaries (Berrien Street, Gwinnett Street, MLK Jr. Blvd, W. Boundary Street)						Proposed By
	ZONE 5						
	Street Name	Existing	Historic	Proposed Demo	Proposed New/Additions	Proposed Revitalization	
O	Cohen Street			-			I-16 Removal Study/Agreed by this study
P	Union Street		-	-	-		This Study
Q	Selma Street			-	-		This Study
R	Cape Street		-	-	-		This Study
S	W. Gwinnett Street			-			I-16 Removal Study/Agreed by this study
BB	Martin Luther King Jr, Blvd			-	-		I-16 Removal Study/Agreed by this study
CC	W. Boundary Street			-			I-16 Removal Study/Agreed by this study
GG	Purse Street			-			I-16 Removal Study/Agreed by this study
HH	Coyle Street		portion has been demolished	-			I-16 Removal Study/Agreed by this study
II	Drapper Street		-	N/S portions	NW extension		I-16 Removal Study/Agreed by this study
JJ	Brewer Street		-	N/S portions	NW extension		I-16 Removal Study/Agreed by this study
KK	Allison Street		-	N/S portions	NW extension		I-16 Removal Study/Agreed by this study
LL	I-16 Montgoery Exist		-		-	-	I-16 Removal Study/Agreed by this study
MM	I-16 MLK On-Ramp		-		-	-	I-16 Removal Study/Agreed by this study
NN	I-16 to Talmadge Bridge		-		-	-	I-16 Removal Study/Agreed by this study
d	Unnamed Street	-	-	-		-	I-16 Removal Study/Agreed by this study
W	Roberts Street	-		-		-	I-16 Removal Study/Agreed by this study